Appendix J

Traffic Study

Project No: 524-13

TRAFFIC STUDY

CARLETON ACRES SPECIFIC PLAN
VISALIA, CALIFORNIA

Prepared for:

CRAWFORD & BOWEN PLANNING, INC.

March 2023

Prepared by:

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EXECUTIVE SUMMARY

The purpose of this study is to evaluate the potential traffic impacts of the Carleton Acres Specific Plan project, a 507-acre mixed-use land development located in the northern area of the City of Visalia, California. The study methodology is consistent with the *Procedures for Traffic Impact Analysis (TIA), City of Visalia*, updated March 2021, and the *City of Visalia VMT Thresholds and Implementation* Guidelines, adopted March 15, 2021.

Project Description

The project site has historically been used for agricultural purposes and is generally bounded by Avenue 320 on the north, Riggin Avenue on the south, Akers Street on the east and Shirk Street on the west. The project would be built in phases and, upon completion, would include single-family and multi-family residential homes, neighborhood commercial and commercial mixed-use development, an elementary school, and park, trail and recreational facilities.

Traffic Impact Analyses

The project is expected to generate more than 1,500 peak hour trips. Therefore, a Category V traffic impact analysis is required. The minimum study area for a Category V analysis includes all signalized intersections and major unsignalized intersections within three miles of the project. The scope of the study was developed in association with staff at the City of Visalia, County of Tulare and Caltrans, and includes 82 intersections (48 existing and 34 future).

The traffic impact analyses performed for this study include intersection level of service, traffic signal warrant, queue length and vehicle miles traveled. In addition, a limited roadway capacity analysis was conducted for Riggin Avenue from Shirk Street to Akers Street. Analysis results are summarized below.

- All study intersections are expected to operate with minimal delay (at or above LOS D) during peak hours through the year 2046, both with and without project traffic, or can be mitigated to operate an acceptable level of service, except for the intersections listed below.

    - Rd 67/Betty Dr (#31)
    - Dinuba Blvd/Riggin Ave (#45)
    - Akers St/Ferguson Ave (#48)

- Demaree St/Goshen Ave (#54)
- Demaree St/Mineral King Ave (#60)

- Eight-hour vehicular volume signal warrant criteria were met for the following intersections. All are either City or State unsignalized intersections.

  - Clancy St/Riggin Ave (#37)
  - Shirk St/Riggin Ave (#38)
  - Denton St/Riggin Ave (#39)
  - Roeben St/Riggen Ave (#40)
  - N/S Roadway/Riggin Ave (#41)
  - Linwood St/Riggen Ave (43)
  - Shirk St/Ferguson Ave (#46)
  - Roeben St/Ferguson Ave (#47)
  - Linwood St/Ferguson Ave (#49)
  - Shirk St/State Route 198 WB Ramps (#58)
  - Shirk St/State Route 198 EB Ramps (#61)

- All seven County unsignalized intersections (listed below) meet peak hour signal warrant conditions. One County intersection also satisfies accident warrant criteria: Shirk St/Ave 320 (#8).

  - Shirk St/Ave 328 (#2)
  - Demaree St/Ave 328 (#3)
  - Rd 112/Ave 328 (#4)
  - Shirt St/Ave 320 (#8)
  - Akers St/Ave 320 (#12)
  - Demaree St/Ave 320 (#13)
  - Rd 72/Riggin Ave (#33)

- Project traffic would necessitate adding turn lane storage for the following intersections.

  - Shirk St/Riggin Ave (#38)
  - Akers St/Riggin Ave (#42)
  - Demaree St/Riggin Ave (#44)
  - Dinuba Blvd/Riggin Ave (#45)

- Demaree St/Ferguson Ave (#50)
- Shirk St/Goshen Ave (#52)
- Akers St/Goshen Ave (#53)
- Shirk St/Hurley Ave (#56)

- Project VMT is less than the significance threshold. Therefore, the project is not expected to result in a significant transportation impact under CEQA and no mitigation is required.

- The addition of Phase I project traffic in the year 2023, the majority of which is generated by the commercial anchor at the northeast corner of Shirk Street/Riggin Avenue (#38), would necessitate widening Riggin Avenue from two lanes (1 eastbound, 1 westbound) to four lanes (2 eastbound, 2 westbound) between Shirk Street and Akers Street.

Mitigation

Intersection improvements needed by the years 2023, 2028, 2033, 2038, 2043 and 2046 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in Table 1a.

Table 1a
Intersection Improvements

#	Intersection	2023	2028	2033	2038	2043	2046	Total by 2046
3	Rd 108 & Ave 328			Add NBR		Add WBL		Add NBR, WBL
4	Rd 112 & Ave 328				Add SBR			Add SBR
12	Akers St & Ave 320				AWSC			AWSC
13	Demaree St & Ave 320/Kibler Ave				AWSC			AWSC
25	Demaree St & Shannon Pkwy						AWSC	AWSC
31	Nutmeg Rd & Riggin Ave				Add EBR			Add EBR
32	Robinson Rd & Riggin Ave					Add EBR		Add EBR
33	Rd 72 & Riggin Ave			Change NBLR to NBL, NBR				Change NBLR to NBL, NBR
37	Clancy St & Riggin Ave		Add Signal					Add Signal
38	Rd 92/Shirk St & Riggin Ave	Add Signal				Add EBT		Add Signal Add EBT
39	Denton St & Riggin Ave		Add Signal					Add Signal
40	Roeben St & Riggin Ave		Add Signal			Add EBT, WBT		Add Signal Add EBT, WBT
42	Akers St & Riggin Ave		Add EBT, WBT		Change EBR to EBTR			Add EBT, WBT Change EBR to EBTR
43	Linwood St & Riggin Ave	Add Signal		Add EBT, WBT				Add Signal Add EBT, WBT
44	Demaree St & Riggin Ave			Add EBL Change EBR to EBTR Change WBR to WBTR				Add EBL Change EBR to EBTR Change WBR to WBTR
46	Shirk St & Ferguson Ave	Add Signal						Add Signal
47	Roeben St & Ferguson Ave		Add Signal					Add Signal
48	Akers St & Ferguson Ave	Change NBR to NBTR Change SBR to SBTR Add EBTR, WBTR						Change NBR to NBTR Change SBR to SBTR Add EBTR, WBTR
49	Linwood St & Ferguson Ave					Add Signal		Add Signal
52	Shirk St & Goshen Ave	Add SBT						Add SBT
54	Demaree St & Goshen Ave		Change NBR to NBTR					Change NBR to NBTR
56	Shirk St & Hurley Ave			Add NBT, SBT				Add NBT, SBT
58	Shirk St & SR 198 WB Ramps	Add Signal				Add NBT, SBT		Add Signal Add NBT, SBT
61	Shirk St & SR 198 EB Ramps	Add Signal				Add SBL		Add Signal Add SBL

Roadway improvements for Riggin Avenue between Shirk Street and Akers Street are shown in Table 1b. These improvements would be needed with the addition of Phase I project traffic in the year 2023, the majority of which would be generated by the commercial anchor at the northeast corner of Shirk Street/Riggin Avenue (#38).

Table 1b
Roadway Improvements

Roadway Segment	2023
Riggin Ave: Shirk St to Akers St	Two-Lane Widening

INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of the Carleton Acres Specific Plan project, a 507-acre mixed-use land development located in the northern area of the City of Visalia, California. The project site is generally bounded by Avenue 320 on the north, Riggin Avenue on the south, Akers Street on the east and Shirk Street on the west. It would include residential, commercial, educational and recreational land uses. A vicinity map, location map and conceptual use plan are presented in Figures 1 through 3, respectively.

The study methodology is consistent with the *Procedures for Traffic Impact Analysis (TIA), City of Visalia*, updated March 2021 (TIA Procedures), and the *City of Visalia VMT Thresholds and Implementation* Guidelines, adopted March 15, 2021 (VMT Guidelines).

Project Site and Description

The project site has historically been used for agricultural purposes and lies in an area of mixed land uses. Agricultural areas lie to the north, residential neighborhoods exist to the south and east, and industrial developments are located to the southwest. Ridgeview Middle School is located on the west side of Akers Street, approximately 0.25 miles north of Riggin Avenue.

The project would be built in phases and, upon completion, would include single-family and multi-family residential homes, neighborhood commercial and commercial mixed-use development, an elementary school, and park, trail and recreational facilities. Specific project land uses are presented below.

Low Density (Single-Family) Residential	1,462 units
Medium Density (Multi-Family) Residential	758 units
High Density (Multi-Family) Residential	912 units
Neighborhood Commercial/Commercial Mixed-Use	207,023 SF GFA (35.1 acres)
Elementary School	750 students (13.0 acres)

As shown in Figure 3, primary north-south access to the project site would be provided by way of Roeben Street from Riggin Avenue and Avenue 320. Primary east-west access would be provided via Shannon Parkway from Shirk Street and Akers Street. Secondary east-west access would be provided at Pratt Road and Sedona Avenue. A map indicating project site access is presented in Figure 4.

Study Area

The project is expected to generate more than 1,500 peak hour trips. Therefore, in accordance with TIA Procedures, a Category V traffic impact analysis is required. The minimum study area for a Category V analysis includes all signalized intersections and major unsignalized intersections within three miles of the project. The scope of the study was developed in association with staff at the City of Visalia, County of Tulare and Caltrans, and includes the 82 intersections (48 existing and 34 future) listed below. Study intersection location, number and jurisdiction are shown in Figures 5a and 5b.

#1 Plaza Dr (Rd 80) & Ave 328
#2 Shirk St (Rd 92) & Ave 328
#3 Demaree St (Rd 108) & Ave 328
#4 Rd 112 & Ave 328
#5 Plaza Dr (Rd 80) & Kibler Ave (Ave 320)
#6 Kelsey St & Kibler Ave (Ave 320)
#7 Rd 88 & Kibler Ave (Ave 320)
#8 Rd 92-Shirk St & Kibler Ave (Ave 320)
#9 Denton St & Kibler Ave (Ave 320)
#10 Roeben St & Kibler Ave (Ave 320)
#11 N/S roadway & Kibler Ave (Ave 320)
#12 Akers St (Rd 100) & Kibler Ave (Ave 320)
#13 Demaree St (Rd 108) & Kibler Ave (Ave 320)
#14 Shirk St (Rd 92) & Pratt Rd
#15 Denton St & Pratt Rd
#16 Roeben St & Pratt Rd
#17 N/S roadway & Pratt Rd
#18 Akers St (Rd 100) & Pratt Rd
#19 Demaree St (Rd 108) & Pratt Rd
#20 Shirk St (Rd 92) & Shannon Pkwy
#21 Denton St & Shannon Pkwy
#22 Roeben St & Shannon Pkwy

#23 N/S roadway & Shannon Pkwy
#24 Akers St (Rd 100) & Shannon Pkwy
#25 Demaree St (Rd 108) & Shannon Pkwy
#26 Shirk St (Rd 92) & Sedona Ave
#27 Denton St & Sedona Ave
#28 Roeben St & Sedona Ave
#29 N/S roadway & Sedona Ave
#30 Akers St (Rd 100) & Sedona Ave
#31 Road 67 & Betty Dr
#32 Robinson Rd & Betty Dr
#33 Road 72 & Riggin Ave
#34 American St (Rd 76) & Riggin Ave
#35 Plaza Dr (Rd 80) & Riggin Ave
#36 Kelsey St & Riggin Ave
#37 Clancy St & Riggin Ave
#38 Shirk St (Rd 92) & Riggin Ave
#39 Denton St & Riggin Ave
#40 Roeben St & Riggin Ave
#41 N/S roadway & Riggin Ave
#42 Akers St (Rd 100) & Riggin Ave
#43 Linwood St & Riggin Ave
#44 Demaree St (Rd 108) & Riggin Ave
#45 Dinuba Blvd (Rd 124) & Riggin Ave
#46 Shirk St (Rd 92) & Ferguson Ave
#47 Roeben St & Ferguson Ave
#48 Akers St (Rd 100) & Ferguson Ave
#49 Linwood St & Ferguson Ave
#50 Demaree St (Rd 108) & Ferguson Ave
#51 Plaza Dr (Rd 80) & Goshen Ave
#52 Shirk St (Rd 92) & Goshen Ave
#53 Akers St (Rd 100) & Goshen Ave
#54 Demaree St (Rd 108) & Goshen Ave
#55 Plaza Dr (Rd 80) & Hurley Ave
#56 Shirk St (Rd 92) & Hurley Ave
#57 Akers St (Rd 100) & Hurley Ave
#58 Shirk St (Rd 92) & SR 198 Westbound Ramps

#59 Akers St (Rd 100) & Mineral King Ave/SR 198 Westbound On-Ramp
#60 Demaree St (Rd 108) & Mineral King Ave
#61 Shirk St (Rd 92) & SR 198 Eastbound Ramps
#62 Akers St (Rd 100) & Noble Ave/SR 198 Eastbound Off-Ramp
#63 Demaree St (Rd 108) & Noble Ave
#64 Roeben St & South Elementary School Driveway
#65 Commercial Driveway & Kibler Ave (Ave 320)
#66 Shirk St & South Commercial Driveway
#67 East Commercial Driveway & Riggin Ave
#68 Roeben St & North High School Staff/Visitor Driveway
#69 Roeben St & High School Parent Drop-Off Driveway
#70 Roeben St & South High School Staff/Visitor Driveway
#71 West High School Student Parking Driveway & Sedona Ave
#72 Central High School Student Parking Driveway & Sedona Ave
#73 East High School Student Parking Driveway & Sedona Ave
#74 High School Staff Parking Driveway & Shannon Pkwy
#75 State Route 99 Southbound Off-Ramp & Betty Dr
#76 State Route 99 Northbound Ramps & Betty Dr
#77 Country Center St & Houston Ave
#78 West Commercial Driveway & Riggin Ave
#79 Shirk St & North Commercial Driveway
#80 Akers St (Rd 100) & Commercial Driveway
#81 Roeben St & North Elementary School Driveway
#82 Elementary School Driveway & Pratt Rd

Analysis Time Periods and Scenarios

Traffic impact analyses conducted for this study include intersection level of service, traffic signal warrant, queue length and vehicle miles traveled. Corresponding analysis time periods are presented in Table 2. Peak hours were determined based on a review of count data obtained for this study.

Table 2
Analysis Time Periods

Traffic Impact Analysis	Daily	Peak Hour Adjacent Street Traffic		
		Weekday		Saturday[3]
		AM[1]	PM[2]	
Intersection Level of Service		X	X	X
Traffic Signal Warrant		X	X	
Queue Length		X	X	X
Vehicle Miles Traveled	X			

[1] Between 7:30 and 8:30 AM
[2] Between 4:00 and 5:00 PM
[3] Between 10:30 and 11:30 AM

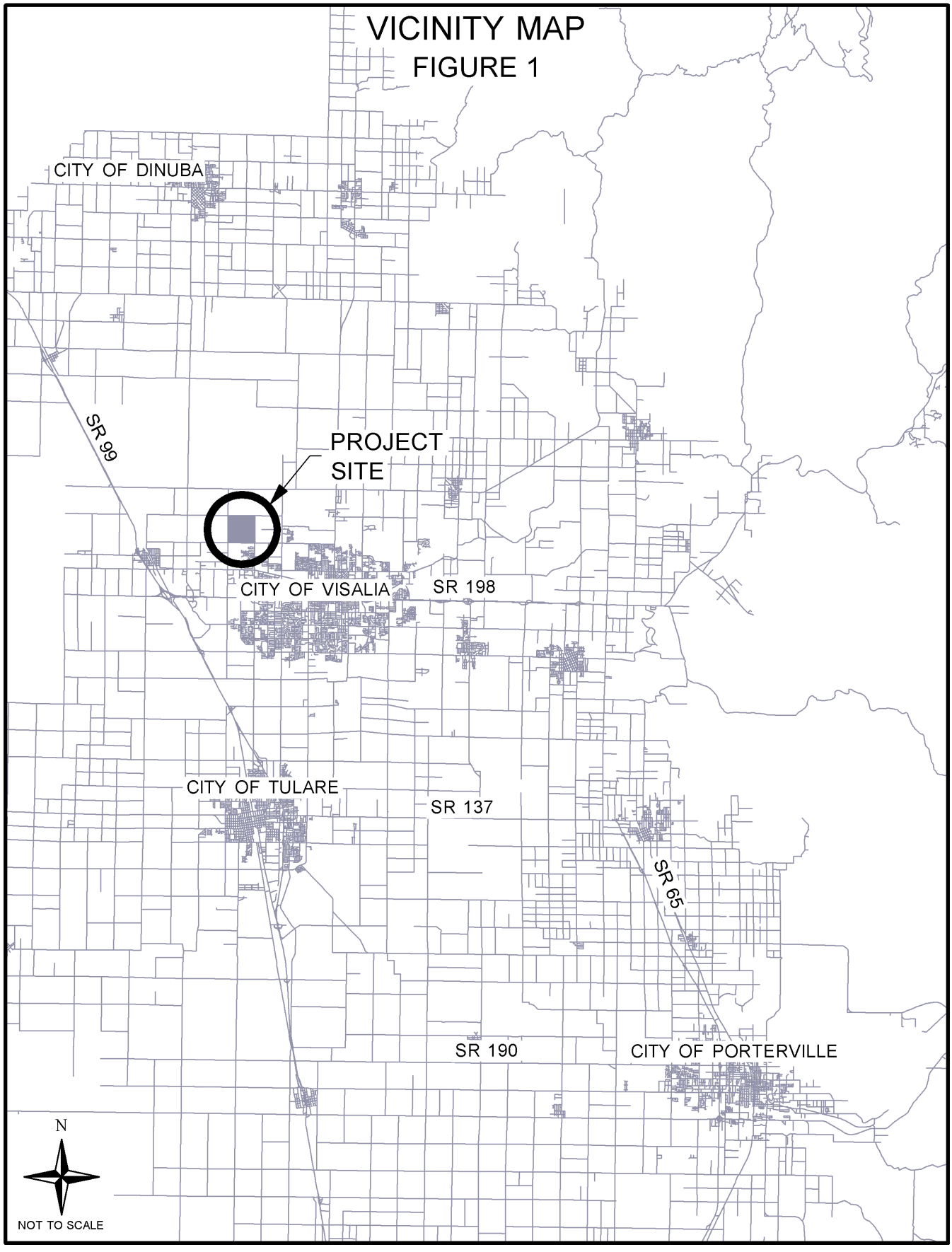
In accordance with Category V requirements, analyses involving intersection level of service, traffic signal warrant and queue length were performed for each of the scenarios listed below. Project phasing is shown in Figure 6 (see Appendix A for roadway improvements per phase).

- 2022 Traffic (Existing)
- 2023 Traffic
- 2023 Traffic + Project Traffic (Phase I)
- 2023 Traffic + Project Traffic (Phase I) + Mitigation
- 2028 Traffic
- 2028 Traffic + Project Traffic (Phases I and II)
- 2028 Traffic + Project Traffic (Phases I and II) + Mitigation
- 2033 Traffic
- 2033 Traffic + Project Traffic (Phases I, II and 50 percent buildout of III)
- 2033 Traffic + Project Traffic (Phases I, II and 50 percent buildout of III) + Mitigation
- 2038 Traffic
- 2038 Traffic + Project Traffic (Phases I, II and III)

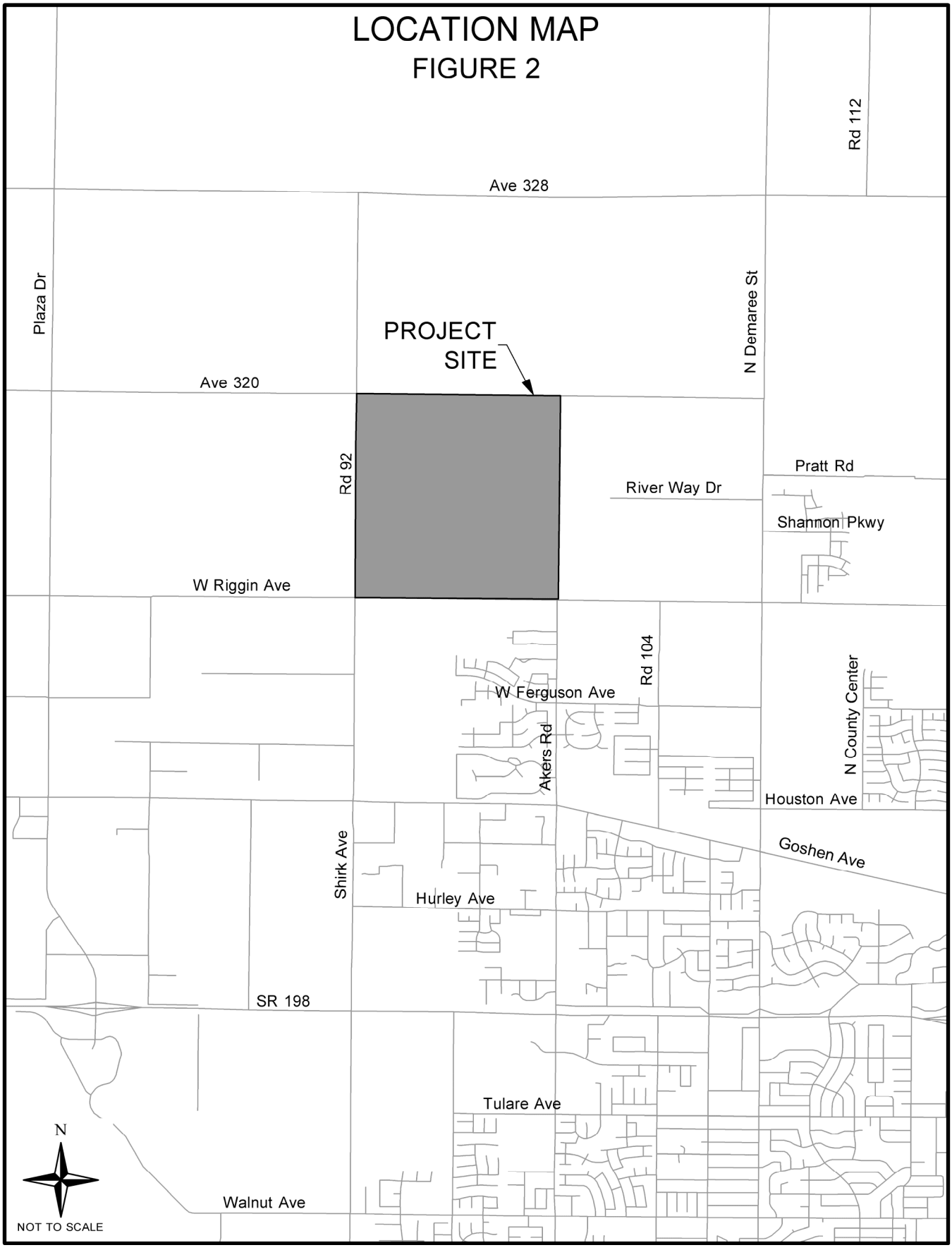
- 2038 Traffic + Project Traffic (Phases I, II and III) + Mitigation
- 2043 Traffic
- 2043 Traffic + Project Traffic (Phases I, II and III)
- 2043 Traffic + Project Traffic (Phases I, II and III) + Mitigation
- 2046 Traffic (TCAG model horizon year)
- 2046 Traffic (TCAG model horizon year) + Project Traffic (Phases I, II and III)
- 2046 Traffic (TCAG model horizon year) + Project Traffic (Phases I, II and III) + Mitigation

These traffic impact analysis scenarios were developed based on the following assumptions:

- Opening year (full build) for Phase I would occur in 2023. Timing of roadway improvements will depend on market conditions and may extend into the 5-year planning horizon for Phase I.
- The 5-year planning horizon for Phase I and opening year (full build) for Phase II would occur in 2028.
- The 10-year planning horizon for Phase I, 5-year planning horizon for Phase II, and 50 percent buildout of Phase III would occur in 2033.
- The 10-year planning horizon for Phase II and opening year (full build) for Phase III would occur in 2038.
- The 20-year planning horizon for Phase I and 5-year planning horizon for Phase III would occur in 2043.

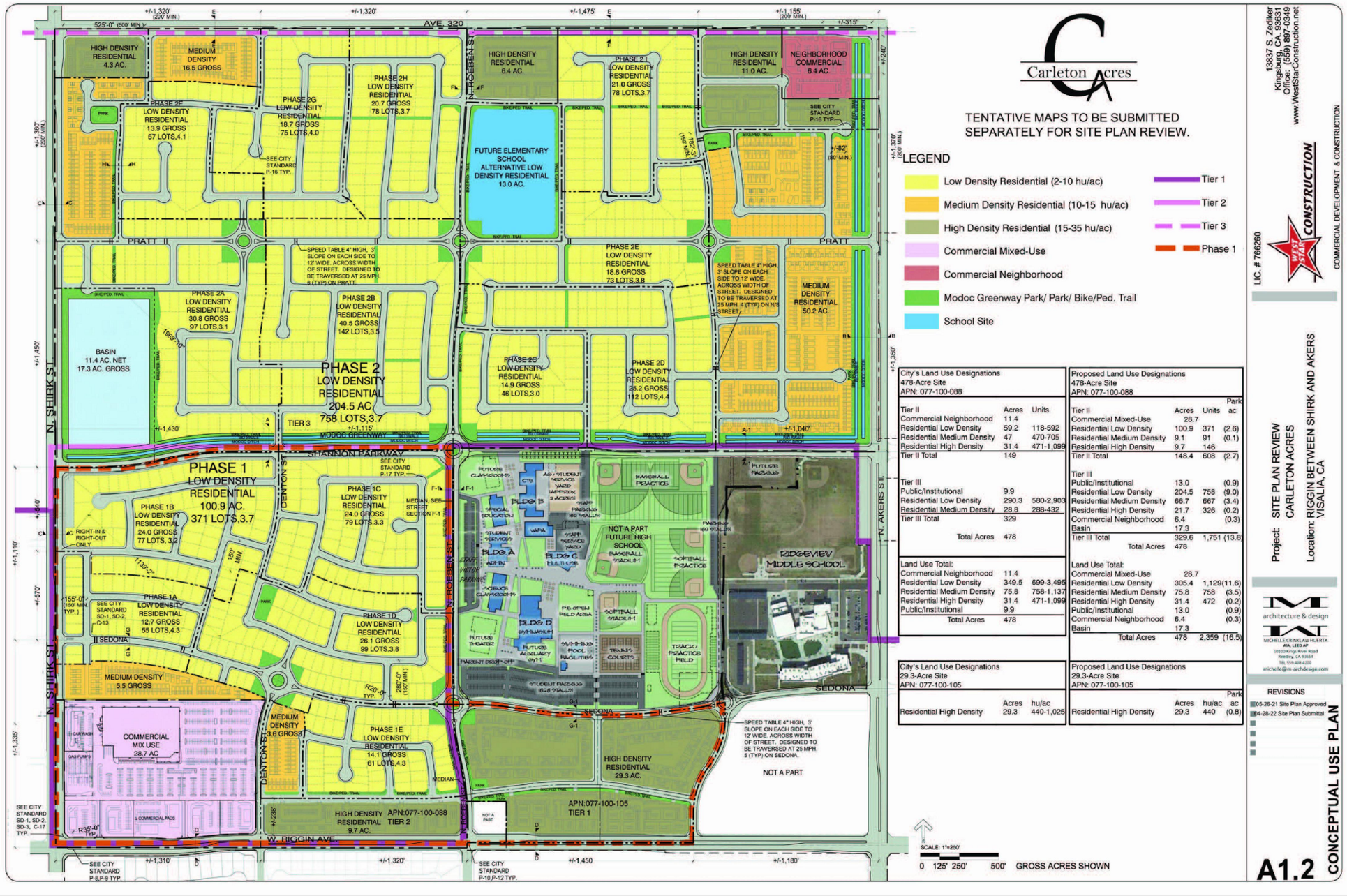

VICINITY MAP
FIGURE 1
CITY OF DINUBA
SR 99
PROJECT
SITE
CITY OF VISALIA
SR 198
CITY OF TULARE
SR 137
SR 65
SR 190
CITY OF PORTERVILLE
N
NOT TO SCALE

LOCATION MAP
FIGURE 2



CONCEPTUAL USE PLAN

FIGURE 3



Carleton Acres

TENTATIVE MAPS TO BE SUBMITTED SEPARATELY FOR SITE PLAN REVIEW.

LEGEND

- Low Density Residential (2-10 hu/ac)
- Medium Density Residential (10-15 hu/ac)
- High Density Residential (15-35 hu/ac)
- Commercial Mixed-Use
- Commercial Neighborhood
- Modoc Greenway Park/ Park/ Bike/Ped. Trail
- School Site
- Tier 1
- Tier 2
- Tier 3
- Phase 1

City's Land Use Designations
478-Acre Site
APN: 077-100-088

Tier II	Acres	Units
Commercial Neighborhood	11.4	
Residential Low Density	59.2	118-592
Residential Medium Density	47	470-705
Residential High Density	31.4	471-1,099
Tier II Total	149	
Tier III		
Public/Institutional	9.9	
Residential Low Density	290.3	580-2,903
Residential Medium Density	28.8	288-432
Tier III Total	329	
Total Acres	478	

Land Use Total:		
Commercial Neighborhood	11.4	
Residential Low Density	349.5	699-3,495
Residential Medium Density	75.8	758-1,137
Residential High Density	31.4	471-1,099
Public/Institutional	9.9	
Total Acres	478	

Proposed Land Use Designations
478-Acre Site
APN: 077-100-088

Tier II	Acres	Units	Park ac
Commercial Mixed-Use	28.7		
Residential Low Density	100.9	371	(2.6)
Residential Medium Density	9.1	91	(0.1)
Residential High Density	9.7	146	
Tier II Total	148.4	608	(2.7)
Tier III			
Public/Institutional	13.0		(0.9)
Residential Low Density	204.5	758	(9.0)
Residential Medium Density	66.7	667	(3.4)
Residential High Density	21.7	326	(0.2)
Commercial Neighborhood	6.4		(0.3)
Basin	17.3		
Tier III Total	329.6	1,751	(13.8)
Total Acres	478		

Land Use Total:			
Commercial Mixed-Use	28.7		
Residential Low Density	305.4	1,129	(11.6)
Residential Medium Density	75.8	758	(3.5)
Residential High Density	31.4	472	(0.2)
Public/Institutional	13.0		(0.9)
Commercial Neighborhood	6.4		(0.3)
Basin	17.3		
Total Acres	478	2,359	(16.5)

City's Land Use Designations
29.3-Acre Site
APN: 077-100-105

	Acres	hu/ac
Residential High Density	29.3	440-1,025

Proposed Land Use Designations
29.3-Acre Site
APN: 077-100-105

	Acres	hu/ac	Park ac
Residential High Density	29.3	440	(0.8)

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COMMERCIAL DEVELOPMENT & CONSTRUCTION

Project: SITE PLAN REVIEW
CARLETON ACRES
Location: RIGGIN BETWEEN SHIRK AND AKERS
VISALIA, CA

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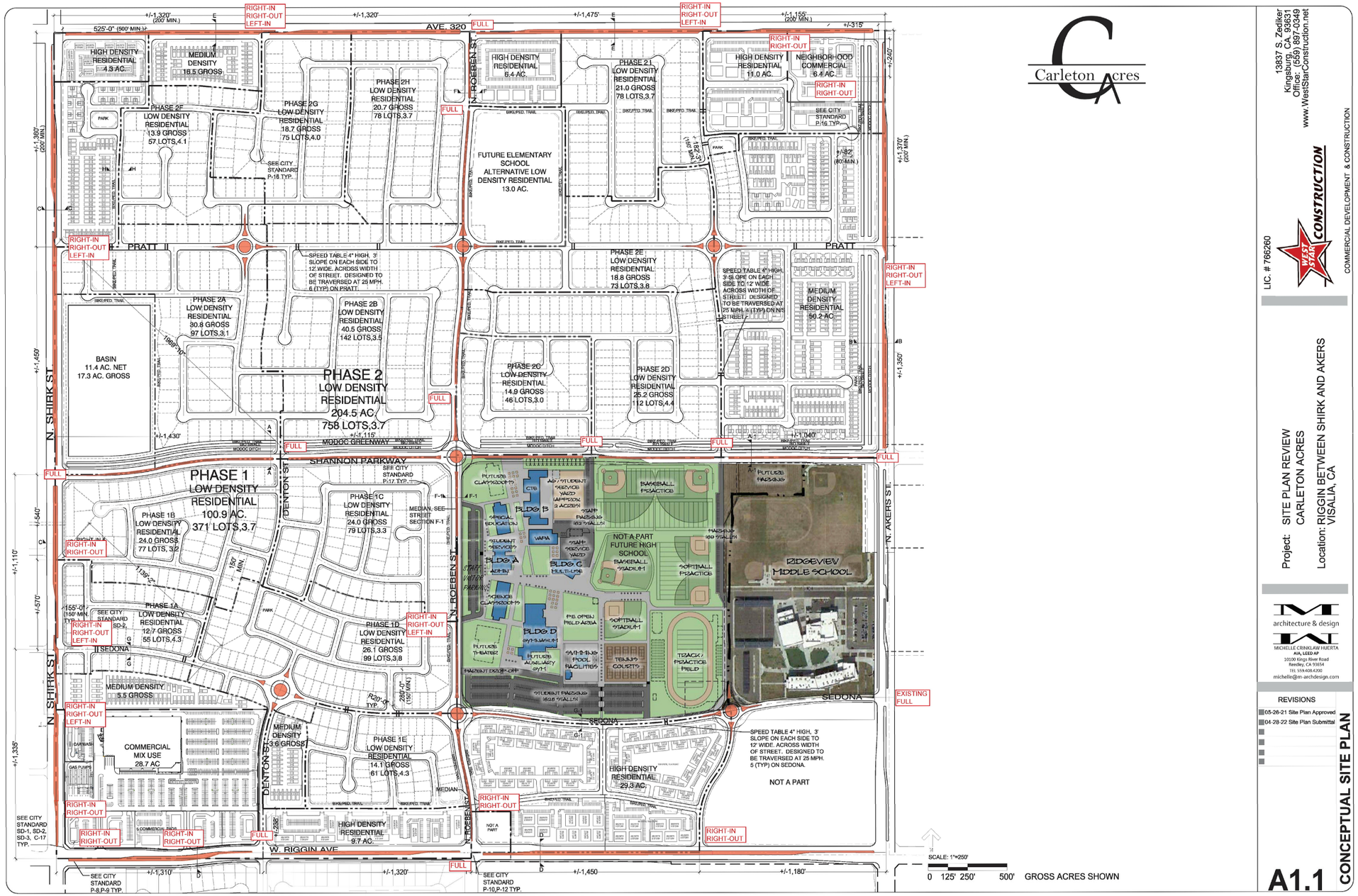
REVISIONS
05-26-21 Site Plan Approved
04-26-22 Site Plan Submittal

A1.2 CONCEPTUAL USE PLAN

SITE ACCESS MAP
FIGURE 4



Carleton Acres

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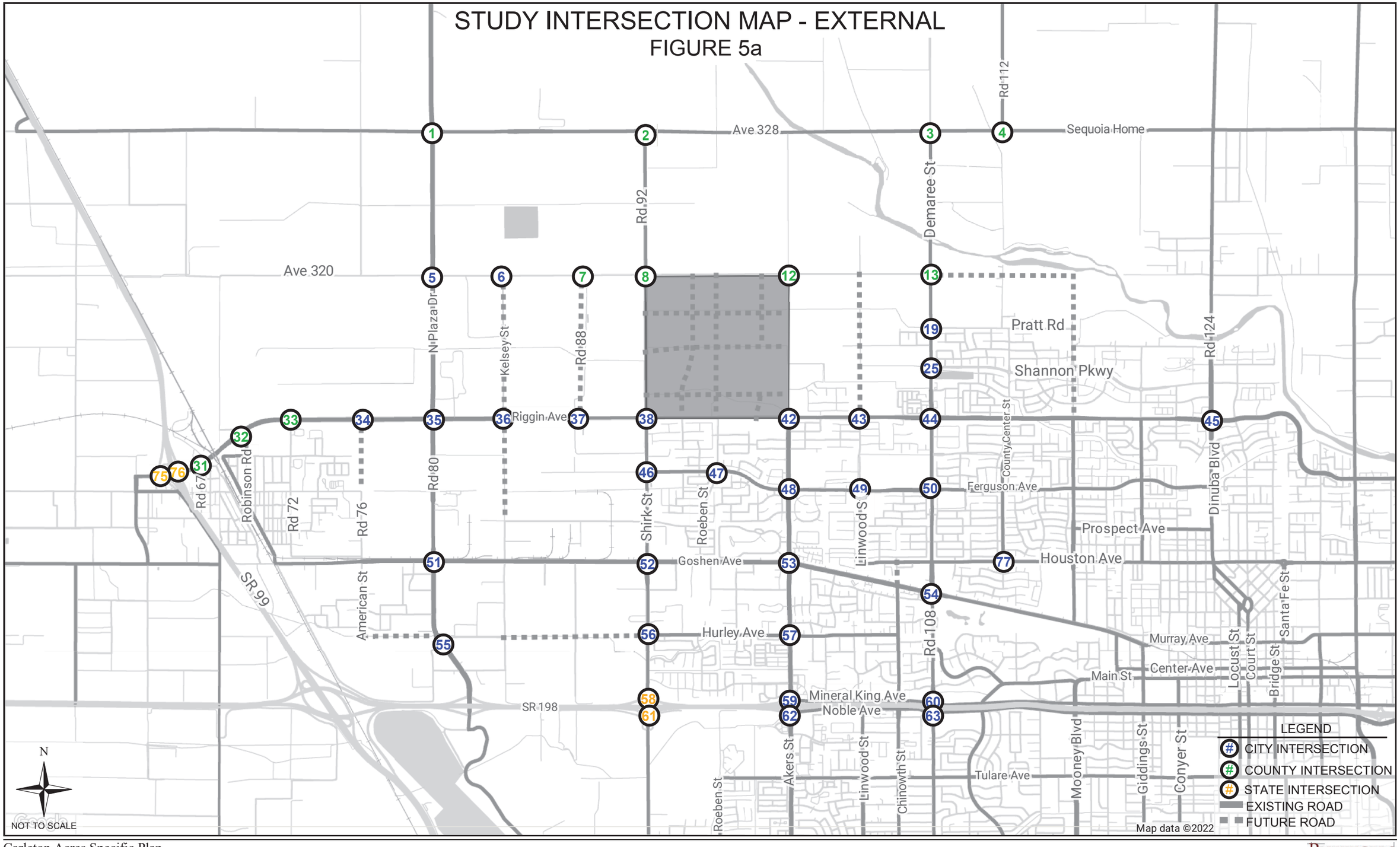
CONCEPTUAL SITE PLAN

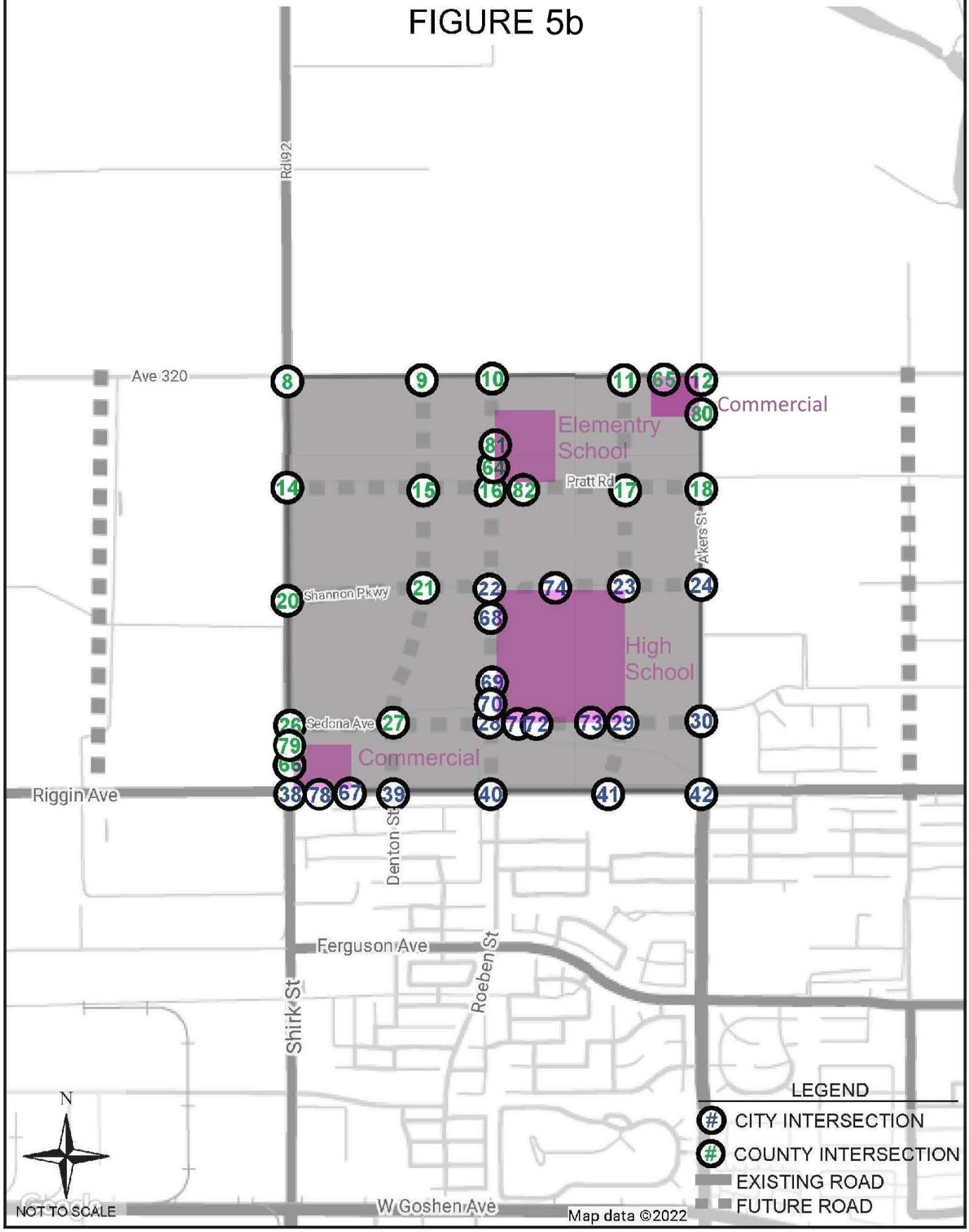
A1.1

STUDY INTERSECTION MAP - EXTERNAL
FIGURE 5a

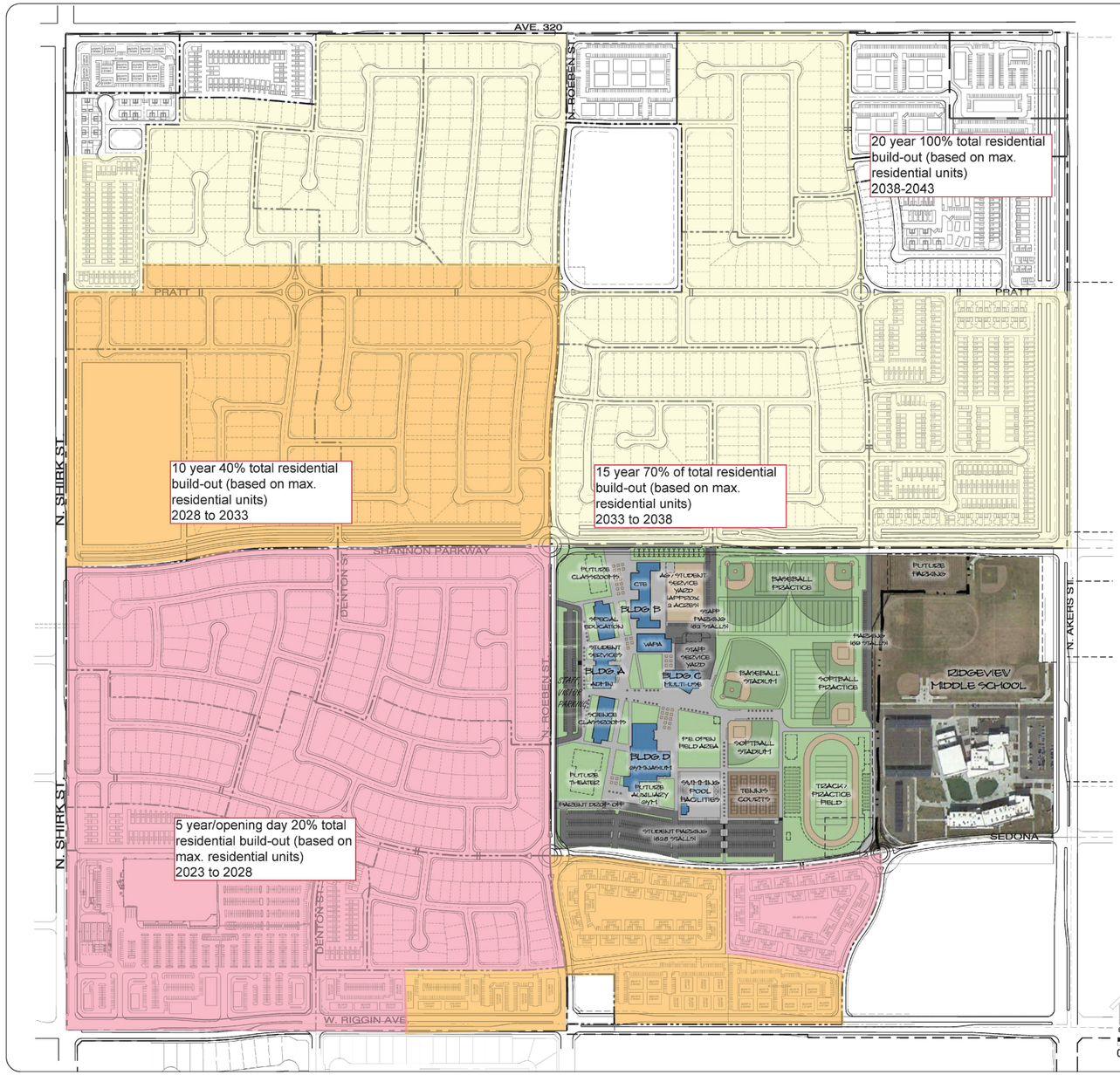


STUDY INTERSECTION MAP - INTERNAL

FIGURE 5b



PROJECT PHASING MAP
FIGURE 6



Depending on market conditions the single-family residential may progress into traffic Phase 3 without the medium or high density being completed in traffic Phase 1 & 2.

Traffic phasing differs from land use phasing. Traffic phasing is based on 5, 10, 15, 20 year build out of development.

The master plan phasing is based on the land use designation. Phase 1 south of Shannon Parkway based on the City designation of Tier 1 & 2. Phase 2 north of Shannon Parkway City designation Tier 3.

Although Carleton Acres is located in Tier 1,2,3 the development will fall under LU-P-22.

LEGEND:
- Phase I
- Phase II
- Phase III (50%)
- Phase III (100%)

SCALE: 1"=250'
0 125' 250' 500' GROSS ACRES SHOWN

Carleton Acres

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A1.1 CONCEPTUAL SITE PLAN

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

Project trip generation and design hour volumes for Phase I, Phases I and II, Phases I, II and III (50 percent buildout), and Phases I, II, and III, are shown in Tables 3a, 3b, 3c and 3d, respectively. It was determined that weekday peak hours occur between 7:30 and 8:30 AM, and between 4:00 and 5:00 PM. The peak hour for Saturday was found to occur between 10:30 AM and 11:30 AM.

With the exception of the Costco land use, daily and peak hour volumes were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021). Trip rates, equations and peak hour directional splits for ITE Land Use Codes 210, 220, 520 and 821 were used to estimate project trips for adjacent street traffic based on information provided by the project applicant. A pass-by rate of 15 percent was applied to the ITE 821 (retail) land use to account for project trips that are made as intermediate stops between trip origin and primary destination. Pass-by trips are drawn from traffic passing the site, and therefore, do not add trips to the adjacent street system.

Trip rates, directional splits and pass-by reduction for the Costco land use were obtained from the Kittelson & Associates trip generation memorandum, dated June 23, 2022 (see Appendix B for the memorandum). The building size was provided by the project applicant.

Table 3a
Project Trip Generation
Phase I

Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips			Saturday Daily Trips		Saturday Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips	ADT Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	388 Dwelling Units	eq	3,513	eq	26% 67	74% 189	eq	63% 224	37% 132	eq	3,577	eq	54% 185	46% 158
220	Multifamily Housing (Low Rise)	264 Dwelling Units	eq	1,768	eq	24% 25	76% 80	eq	62% 90	38% 55	4.55	1,201	0.41	54% 58	46% 50
821	Shopping Plaza	28 1000 sq ft GLA	eq	3,568	3.53	62% 61	38% 38	eq	48% 160	52% 173	eq	5,483	eq	51% 172	49% 166
-	Costco	160.523 1000 sq ft GFA	99.38	15,952	2.59	56% 231	44% 184		47% 631	53% 715	112.53	18,064	11.15	49% 878	51% 912
SUBTOTAL				24,800		384	491		1,105	1,075		28,325		1,293	1,286
Adjustments Pass-by	Shopping Plaza	15%		535		9	6		24	26		823		26	25
Pass-by	Costco Weekday	20.4%		3,261		47	38		129	146		-		-	-
Pass-by	Costco Saturday	20.1%		-		-	-		-	-		3,631		176	183
TOTAL				21,004		328	447		952	903		23,871		1,091	1,078

Table 3b
Project Trip Generation
Phases I & II

Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips		Saturday Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips	ADT Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	627 Dwelling Units	eq	5,463	eq	26% 103	74% 293	eq	63% 352	37% 206	eq	5,697	eq	54% 296	46% 253
220	Multifamily Housing (Low Rise)	677 Dwelling Units	eq	4,415	eq	24% 56	76% 177	eq	62% 198	38% 121	4.55	3,080	0.41	54% 150	46% 128
821	Shopping Plaza	28 1000 sq ft GLA	eq	3,568	3.53	62% 61	38% 38	eq	48% 160	52% 173	eq	5,483	eq	51% 172	49% 166
-	Costco	160.523 1000 sq ft GFA	99.38	15,952	2.59	56% 231	44% 184		47% 631	53% 715	112.53	18,064	112.53	49% 878	51% 912
SUBTOTAL				29,397		451	692		1,341	1,215		32,325		1,496	1,459
Adjustments Pass-by	Shopping Plaza	15%		535		9	6		24	26		823		26	25
Pass-by	Costco Weekday	20.4%		3,261		47	38		129	146		-		-	-
Pass-by	Costco Saturday	20.1%		-		-	-		-	-		3,631		176	183
TOTAL				25,602		395	648		1,188	1,043		27,871		1,294	1,163

Table 3c
Project Trip Generation
Phases I, II & (50%) III

Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips		Saturday Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips	ADT Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	1146 Dwelling Units	eq	9,514	eq	26% 178	74% 507	eq	63% 620	37% 364	eq	10,226	eq	54% 537	46% 458
220	Multifamily Housing (Low Rise)	1136 Dwelling Units	eq	7,357	eq	24% 90	76% 285	eq	62% 317	38% 195	4.55	5,169	0.41	54% 252	46% 214
821	Shopping Plaza	28 1000 sq ft GLA	eq	3,568	3.53	62% 61	38% 38	eq	48% 160	52% 173	eq	5,483	eq	51% 172	49% 166
-	Costco	160.523 1000 sq ft GFA	99.38	15,952	2.59	56% 231	44% 184		47% 631	53% 715	112.53	18,064	112.53	49% 878	51% 912
SUBTOTAL				36,391		560	1,014		1,728	1,447		38,942		1,839	1,750
Adjustments Pass-by	Shopping Plaza	15%		535		9	6		24	26		823		26	25
Pass-by	Costco Weekday	20.4%		3,261		47	38		129	146		-		-	-
Pass-by	Costco Saturday	20.1%		-		-	-		-	-		3,631		176	183
TOTAL				32,595		504	970		1,575	1,275		34,489		1,637	1,454

Table 3d
Project Trip Generation
Phases I, II and III

Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips		Saturday Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips	ADT Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	1462 Dwelling Units	eq	11,903	eq	26% 222	74% 633	eq	63% 779	37% 458	eq	12,951	eq	54% 684	46% 583
220	Multifamily Housing (Low Rise)	1670 Dwelling Units	eq	10,780	eq	24% 130	76% 411	eq	62% 456	38% 280	4.55	7,599	0.41	54% 370	46% 315
520	Elementary School	750 Students	2.27	1,703	0.74	54% 300	46% 255	0.16	46% 55	54% 65	-	-	-	- -	- -
821	Shopping Plaza	46.5 1000 sq ft GLA	eq	4,991	3.53	62% 102	38% 62	eq	48% 228	52% 247	eq	6,814	eq	51% 244	49% 234
-	Costco	160.523 1000 sq ft GFA	99.38	15,952	2.59	56% 231	44% 184		47% 631	53% 715	112.53	18,064	112.53	49% 878	51% 912
SUBTOTAL				45,329		985	1,545		2,149	1,765		45,428		2,176	2,044
Adjustments Pass-by	Shopping Plaza	15%		749		15	9		34	37		1,022		37	35
Pass-by	Costco Weekday	20.4%		3,261		47	38		129	146		-		-	-
Pass-by	Costco Saturday	20.1%		-		-	-		-	-		3,631		176	183
TOTAL				41,319		923	1,498		1,986	1,582		40,775		1,963	1,826

TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution and assignment were developed based on site location, travel patterns anticipated for each of the proposed land uses, and a select zone analysis performed by the Tulare County Association of Governments (TCAG). Separate distributions and assignments were prepared for each project land use type and then combined for analysis purposes.

Internal Trips

Mixed-use projects typically generate trips that neither enter nor leave the project site, and therefore, have no impact on adjacent street traffic. Results of the select zone analysis were used to estimate an internal trip capture rate of 3.0 percent.

The assignment of project peak hour trips to intersections within the project boundary is shown in Figures 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29 and 31.

External Trips

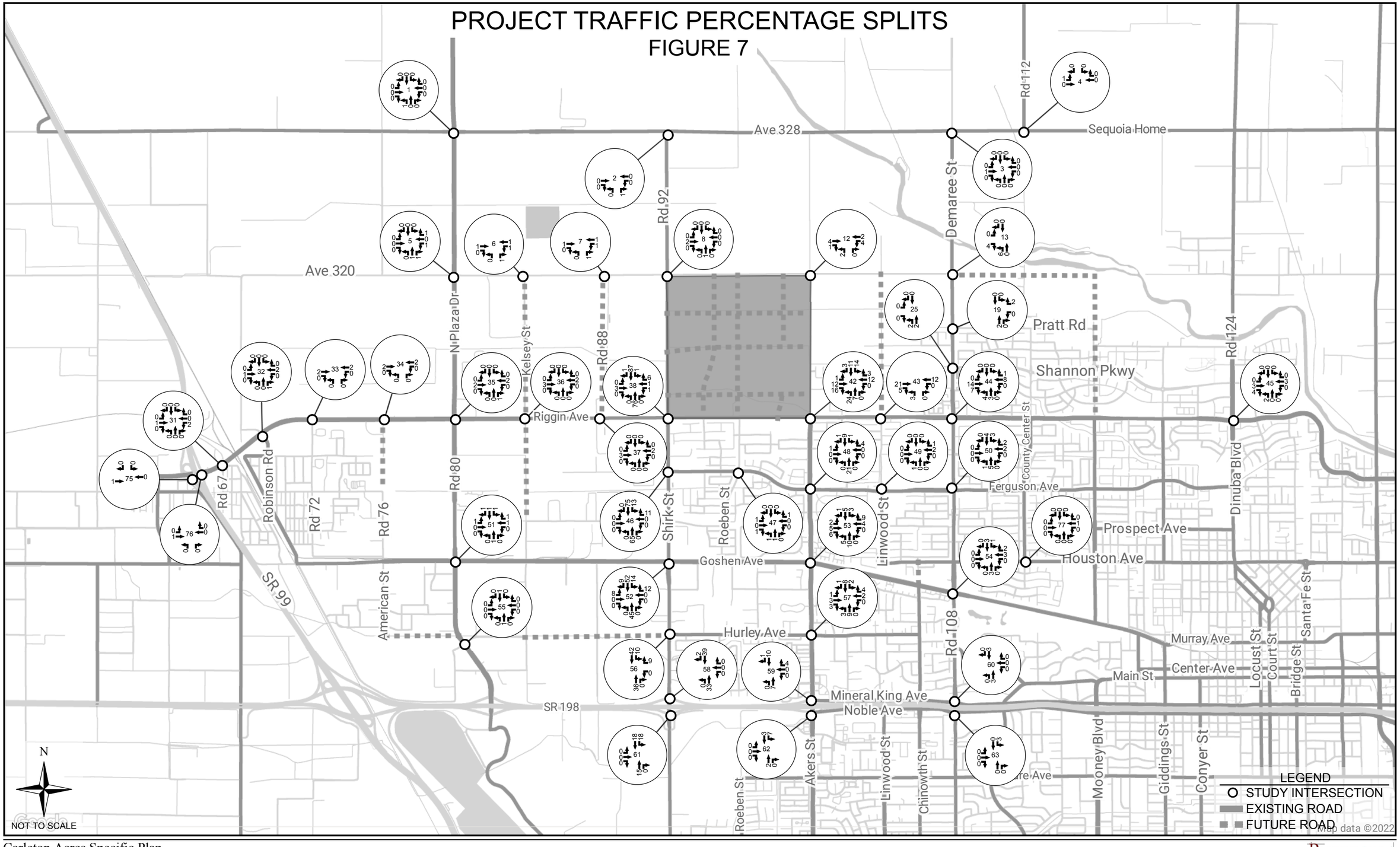
The distribution of project peak hour trips outside of the project boundary is shown in Table 4 and represents the movement of traffic accessing the project site by direction. Directional trip distribution percentages for roadway segments in the study area are presented in Figure 7.

External project peak hour trips were assigned to the study intersections as shown in Figures 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28 and 30.

Table 4
Project Trip Distribution

Direction	Percent
North	5
East	45
South	40
West	10

PROJECT TRAFFIC PERCENTAGE SPLITS
FIGURE 7



TRAFFIC VOLUMES

Existing

Weekday peak hour turning movement counts were obtained for the existing study intersections in May 2021, June 2021 and July 2022 (see Appendix C for count data and lane geometrics). These counts were adjusted (+15 percent) to account for traffic volume reductions on public roadways in response to the coronavirus pandemic. The adjustment was developed based on a review of historical (pre-pandemic) count data obtained from multiple sources (see Appendix C for COVID-19 adjustment). The resultant existing (2022) weekday peak hour volumes are shown in Figures 32 and 33.

Saturday peak hour turning movement counts were obtained in September 2022 (see Appendix C for count data and lane geometrics). It was determined that the application of a pre-pandemic adjustment factor is not needed since the count data collected is recent and traffic volumes on public roadways have steadily increased since the State of California lifted most COVID-19 restrictions in June 2021. Existing (2022) Saturday peak hour volumes are shown in Figures 34.

Future

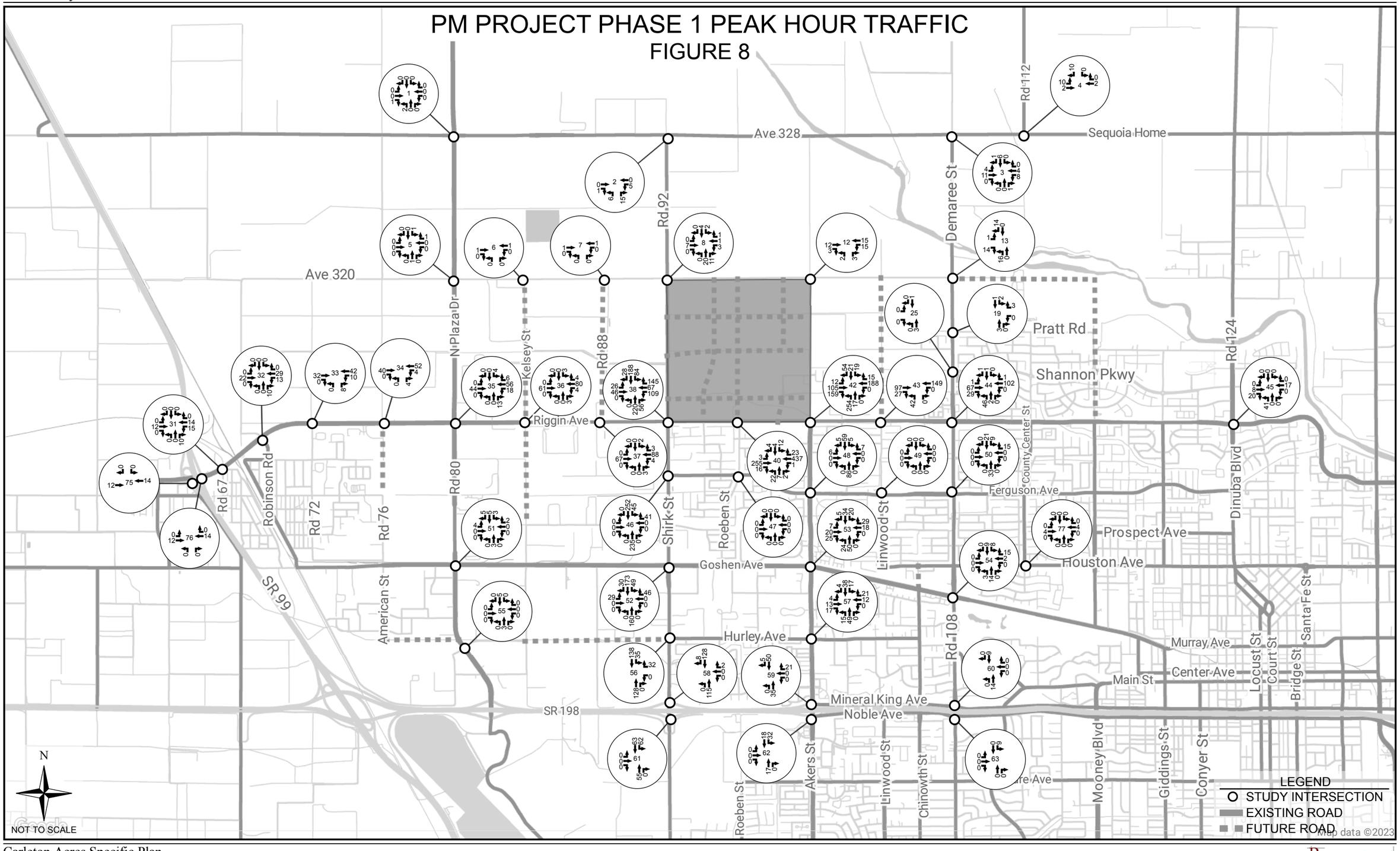
Average annual growth rates ranging between 0.5 and 10.7 percent were applied to the 2022 peak hour volumes to estimate future peak hour volumes for the years 2023, 2028, 2033, 2038 and 2043. These growth rates were estimated based on a review of regional travel demand model data from TCAG.

Peak hour volumes for pending developments were added to peak hour projections beginning in the year 2028 (see Appendix D for trip generation tables). These volumes were estimated based on information provided by the City of Visalia regarding land use, size and location of each pending development (see Appendix D for map and list of developments).

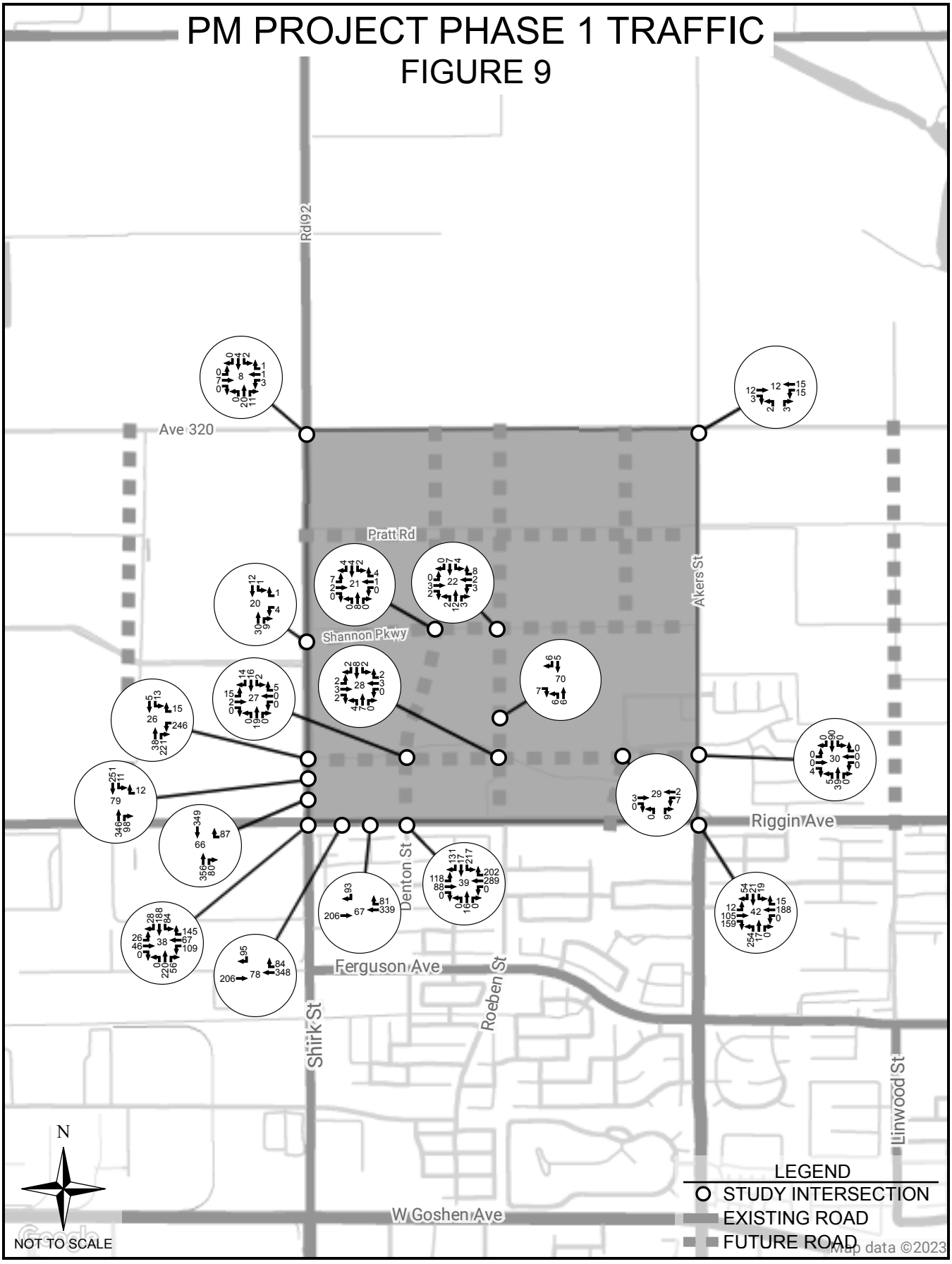
In addition, peak hour volumes for a planned industrial park (northwest corner of Shirk Street and Riggin Avenue) were added to cumulative peak hour volumes (growth rate projections plus pending development traffic) beginning in the year 2028 (see Appendix D for trip generation tables). Similarly, peak hour volumes for a future high school (southeast corner of Roeben Street and Shannon Parkway) were added to cumulative peak hour volumes beginning in the year 2033 (see Appendix D for trip generation tables).

Peak hour volumes for the years 2023, 2028, 2033, 2038 and 2043, both with and without project traffic, are shown in Figures 35 through 79. The same for the year 2046 (TCAG horizon year) is shown in Figures 80 through 88. The 2046 volumes include peak hour traffic for pending and planned development.

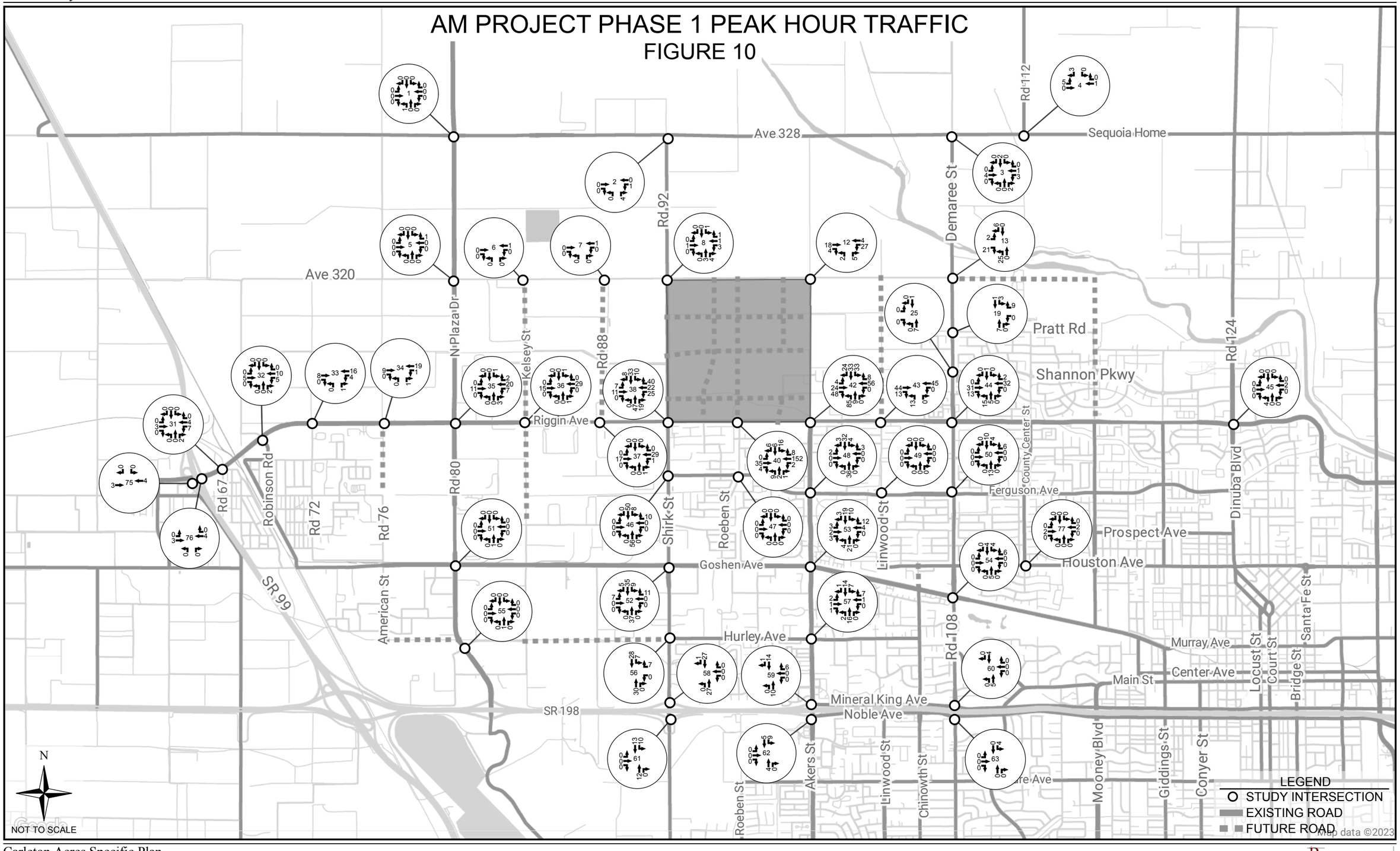
PM PROJECT PHASE 1 PEAK HOUR TRAFFIC
FIGURE 8



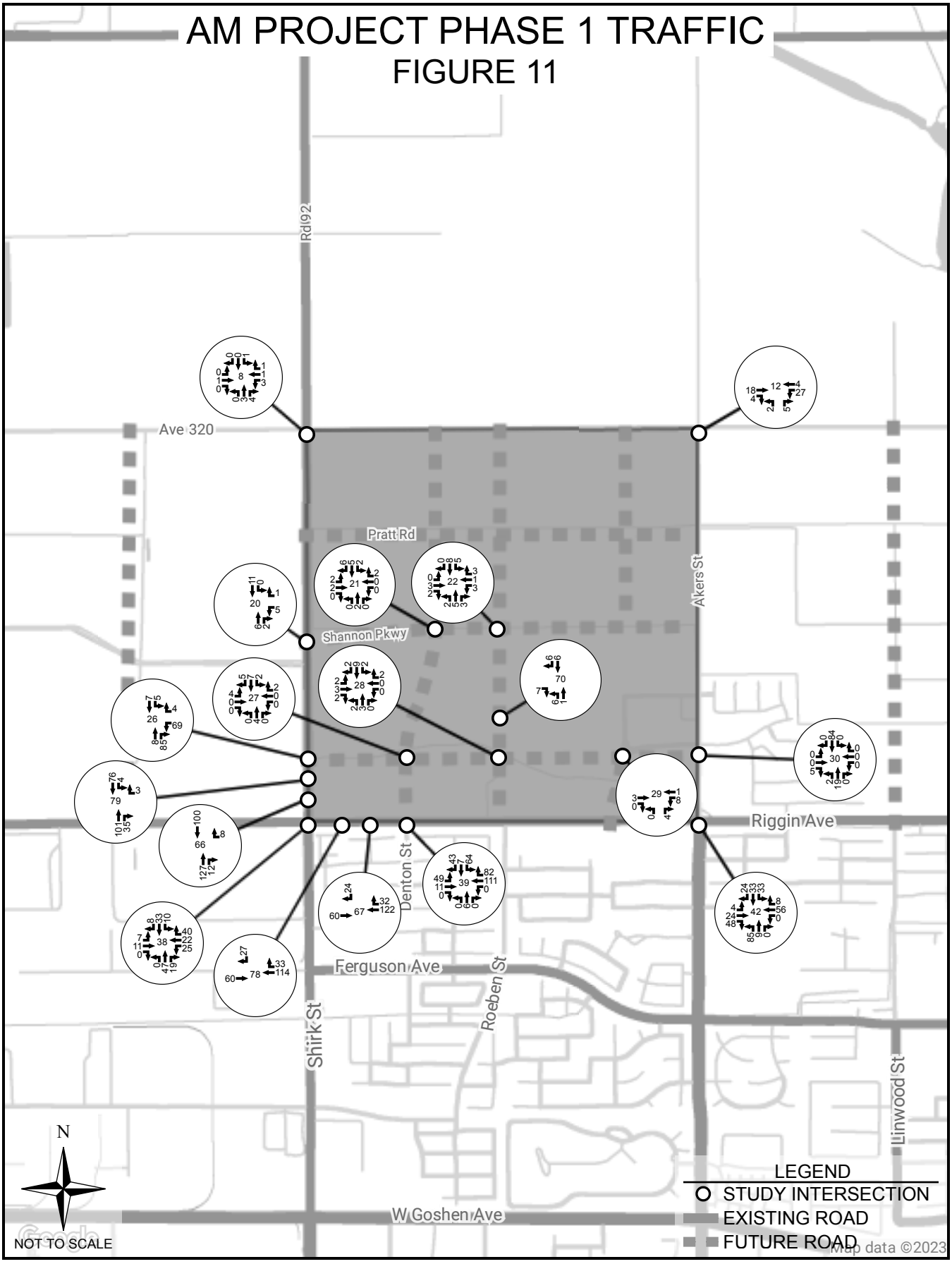
PM PROJECT PHASE 1 TRAFFIC
FIGURE 9



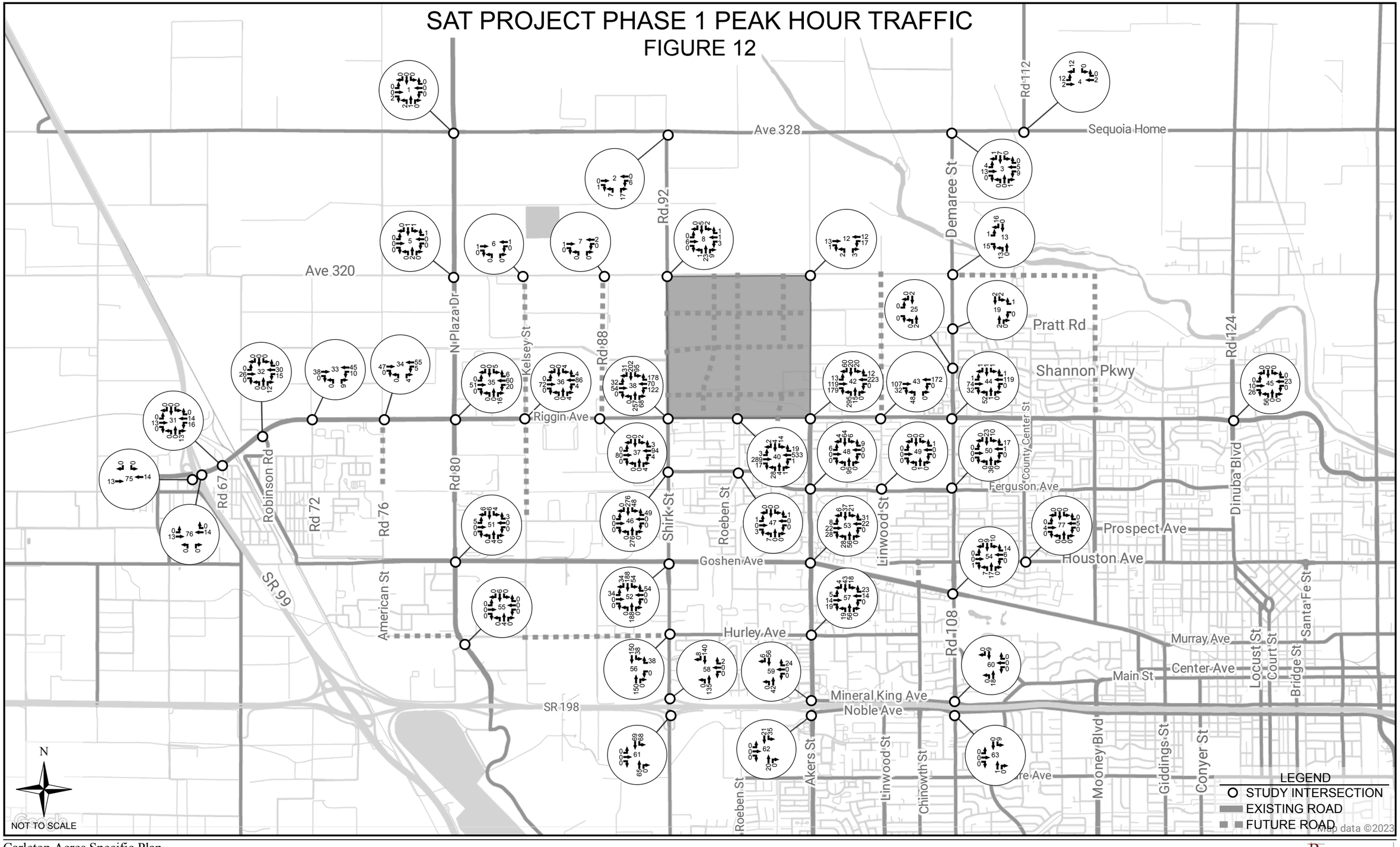
AM PROJECT PHASE 1 PEAK HOUR TRAFFIC
FIGURE 10



AM PROJECT PHASE 1 TRAFFIC
FIGURE 11

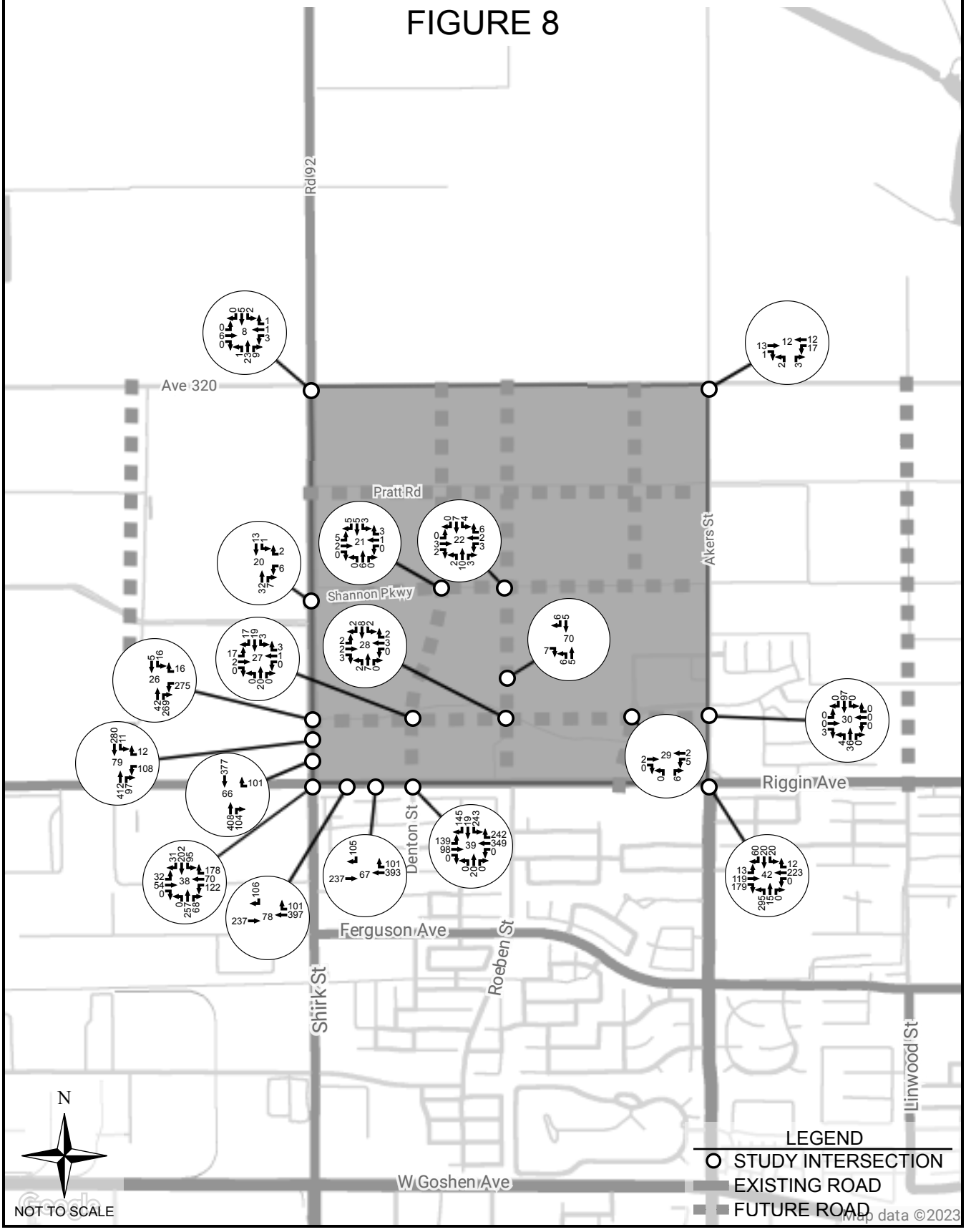


SAT PROJECT PHASE 1 PEAK HOUR TRAFFIC
FIGURE 12

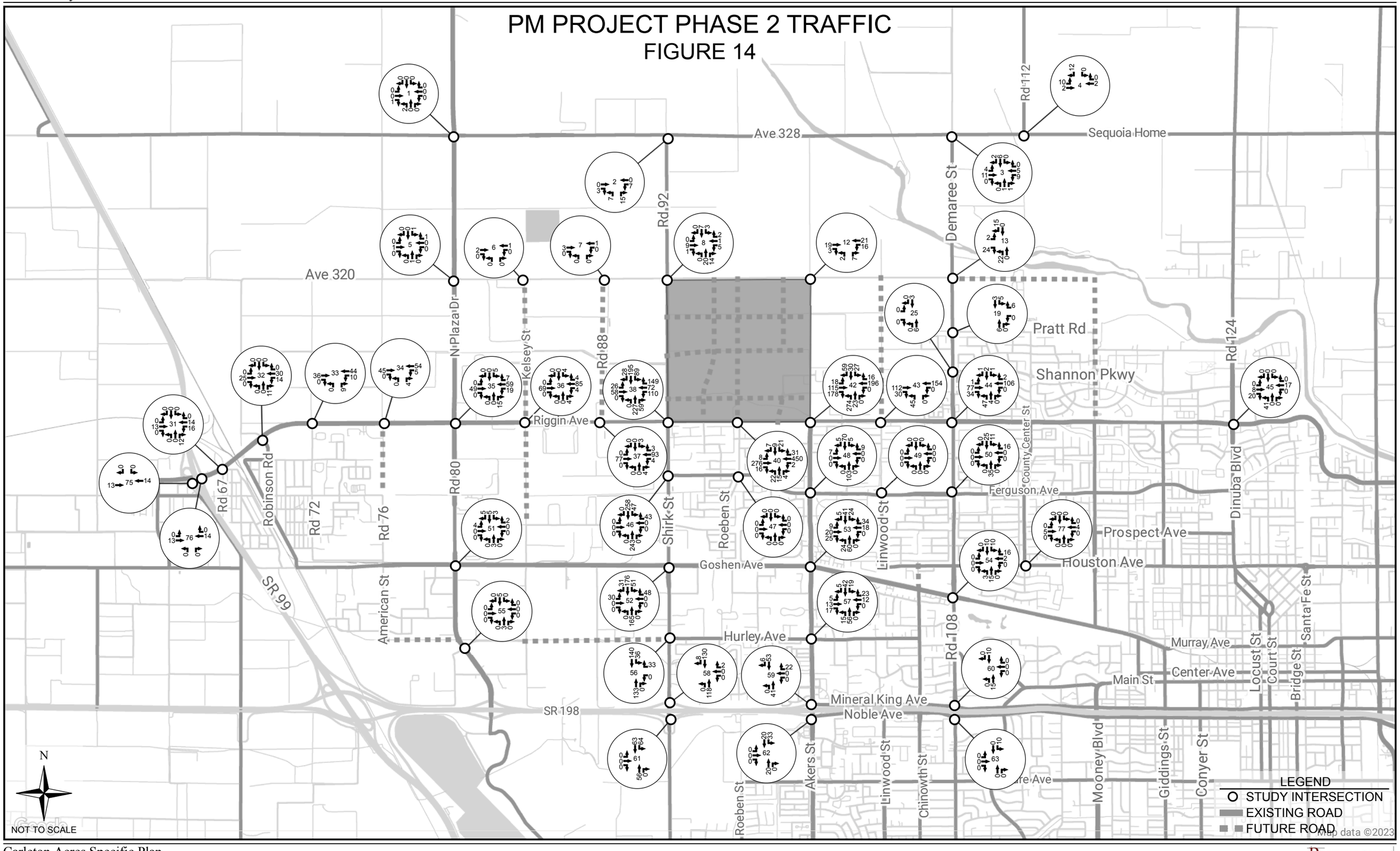


SAT PROJECT PHASE 1 PEAK HOUR TRAFFIC

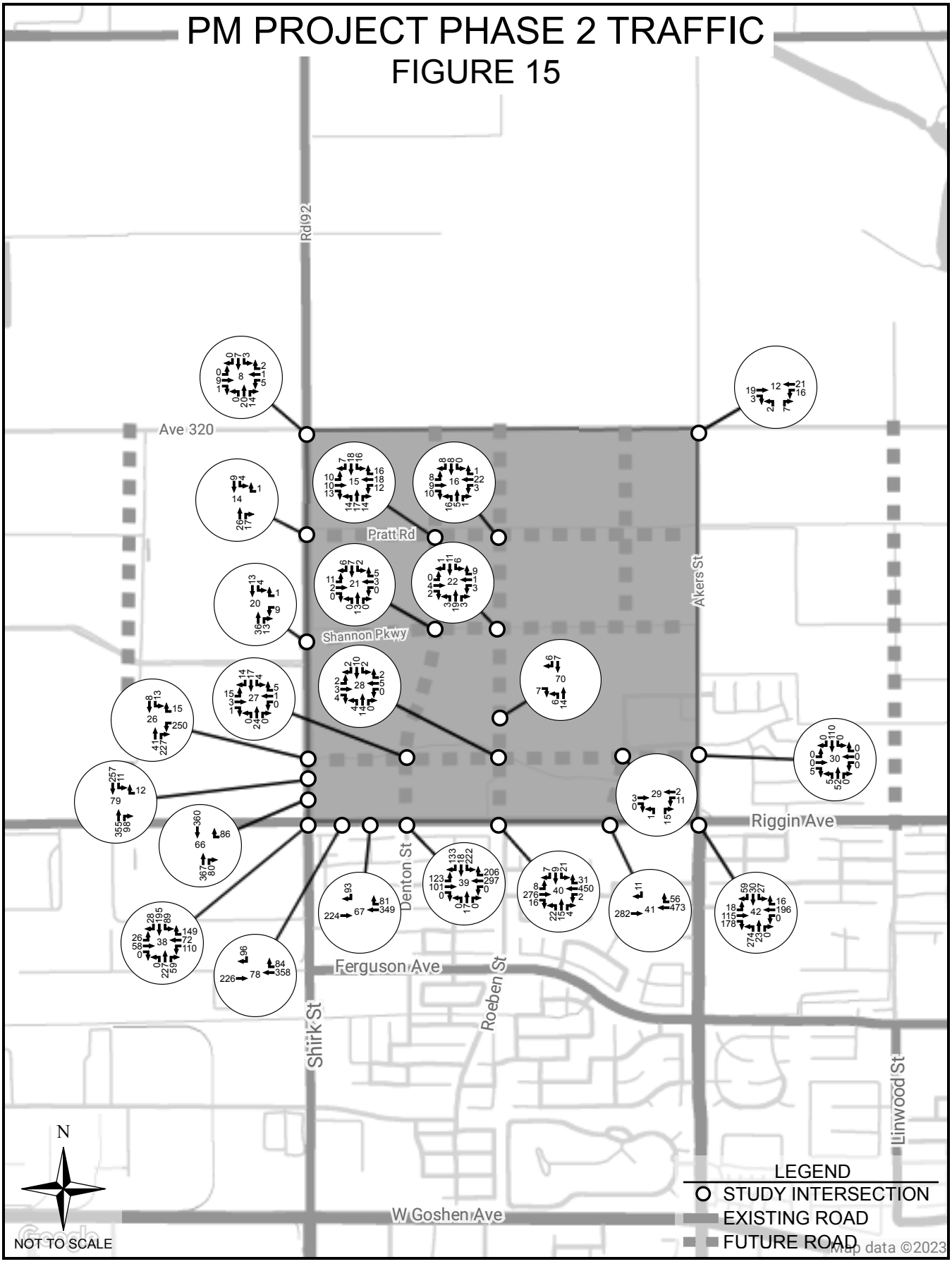
FIGURE 8



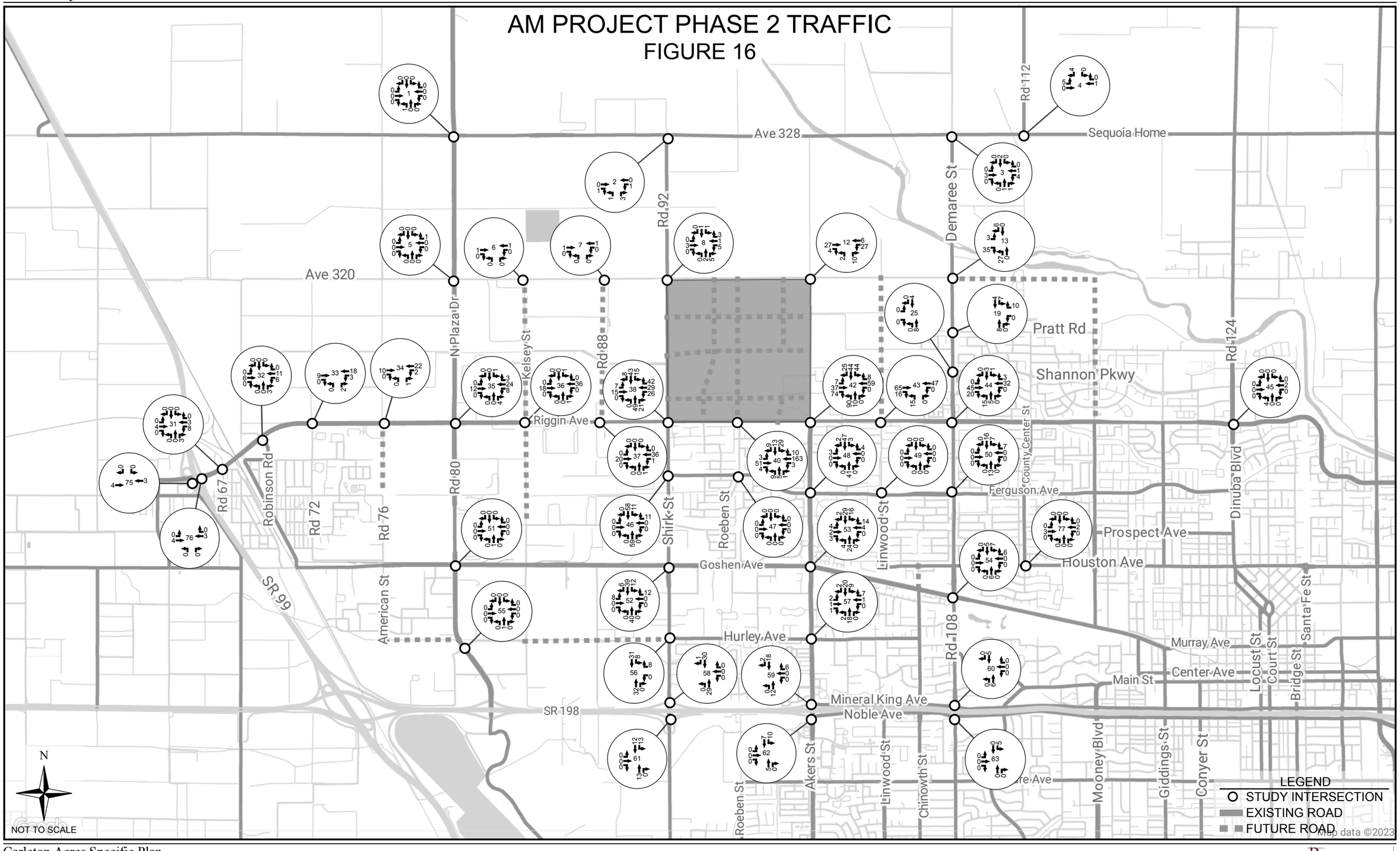
PM PROJECT PHASE 2 TRAFFIC
FIGURE 14



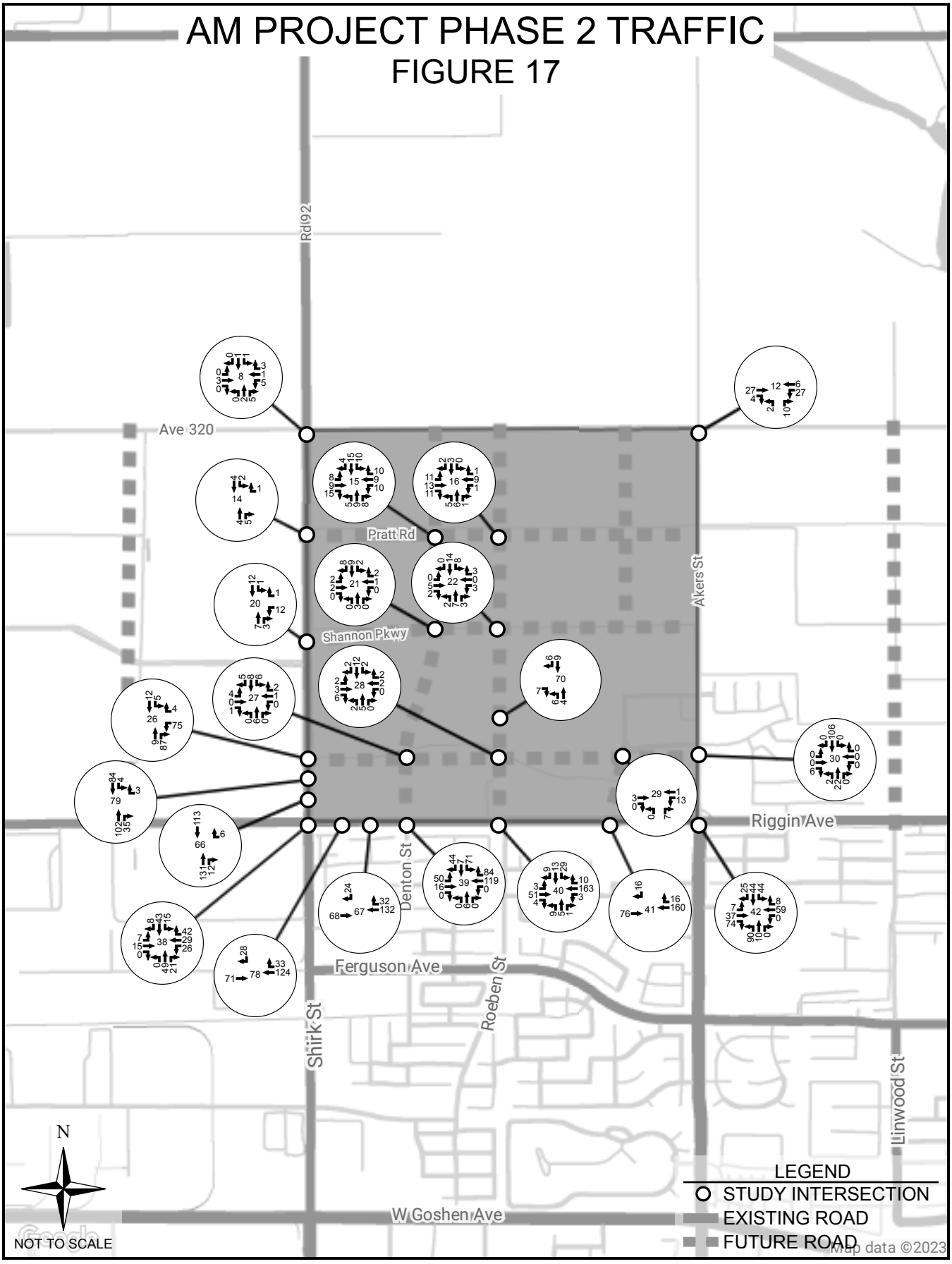
PM PROJECT PHASE 2 TRAFFIC
FIGURE 15



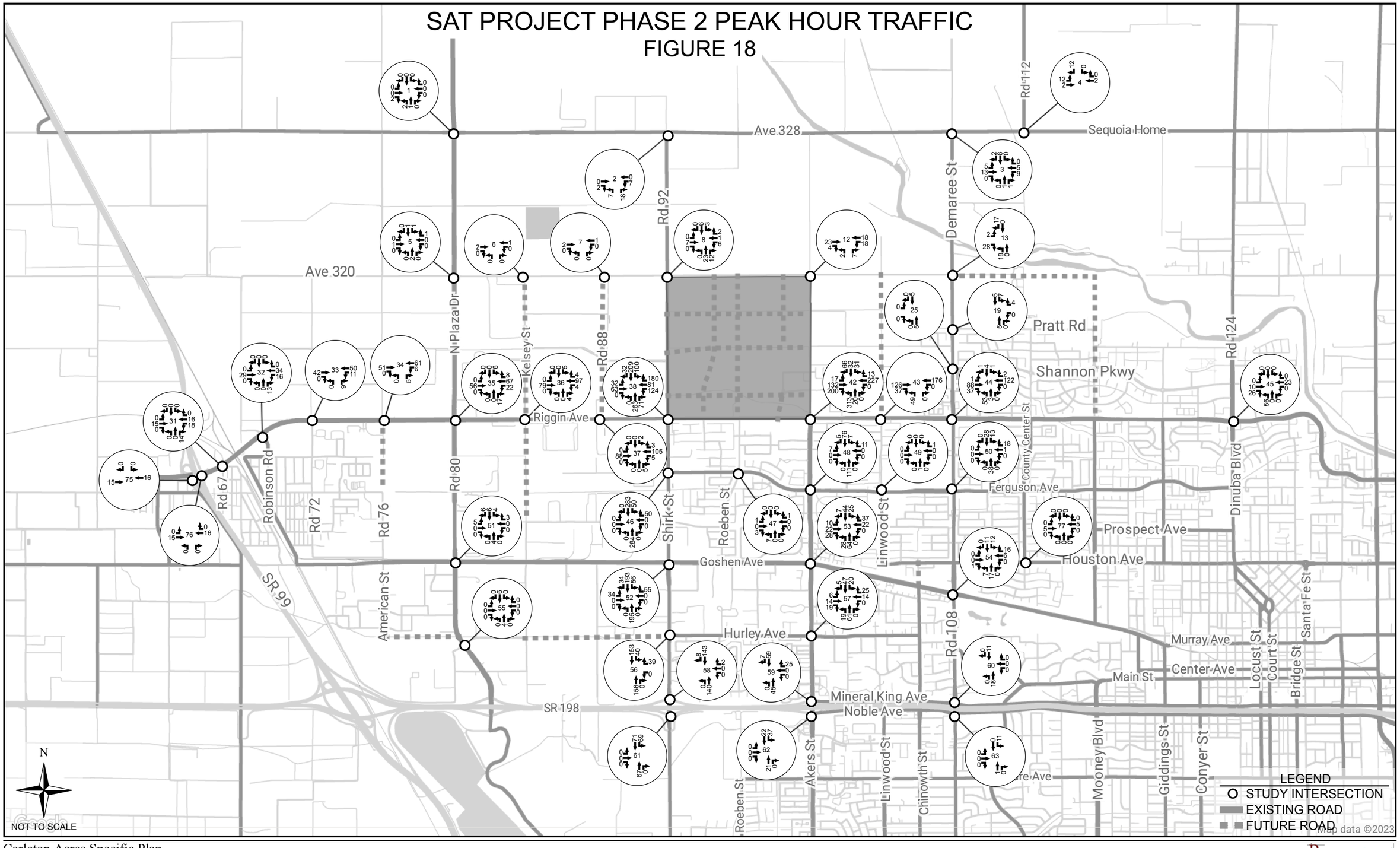
AM PROJECT PHASE 2 TRAFFIC
FIGURE 16



AM PROJECT PHASE 2 TRAFFIC
FIGURE 17

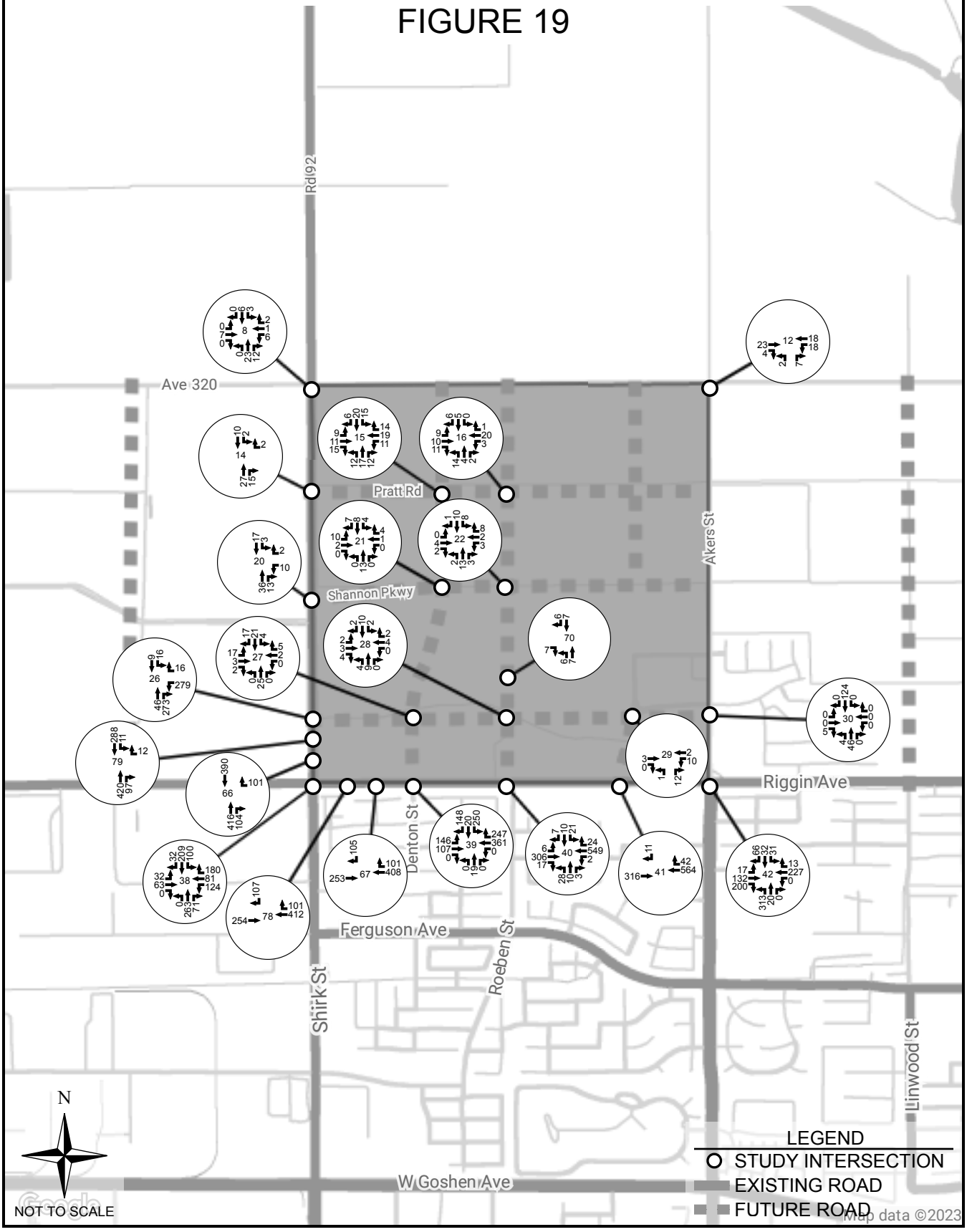


SAT PROJECT PHASE 2 PEAK HOUR TRAFFIC
FIGURE 18

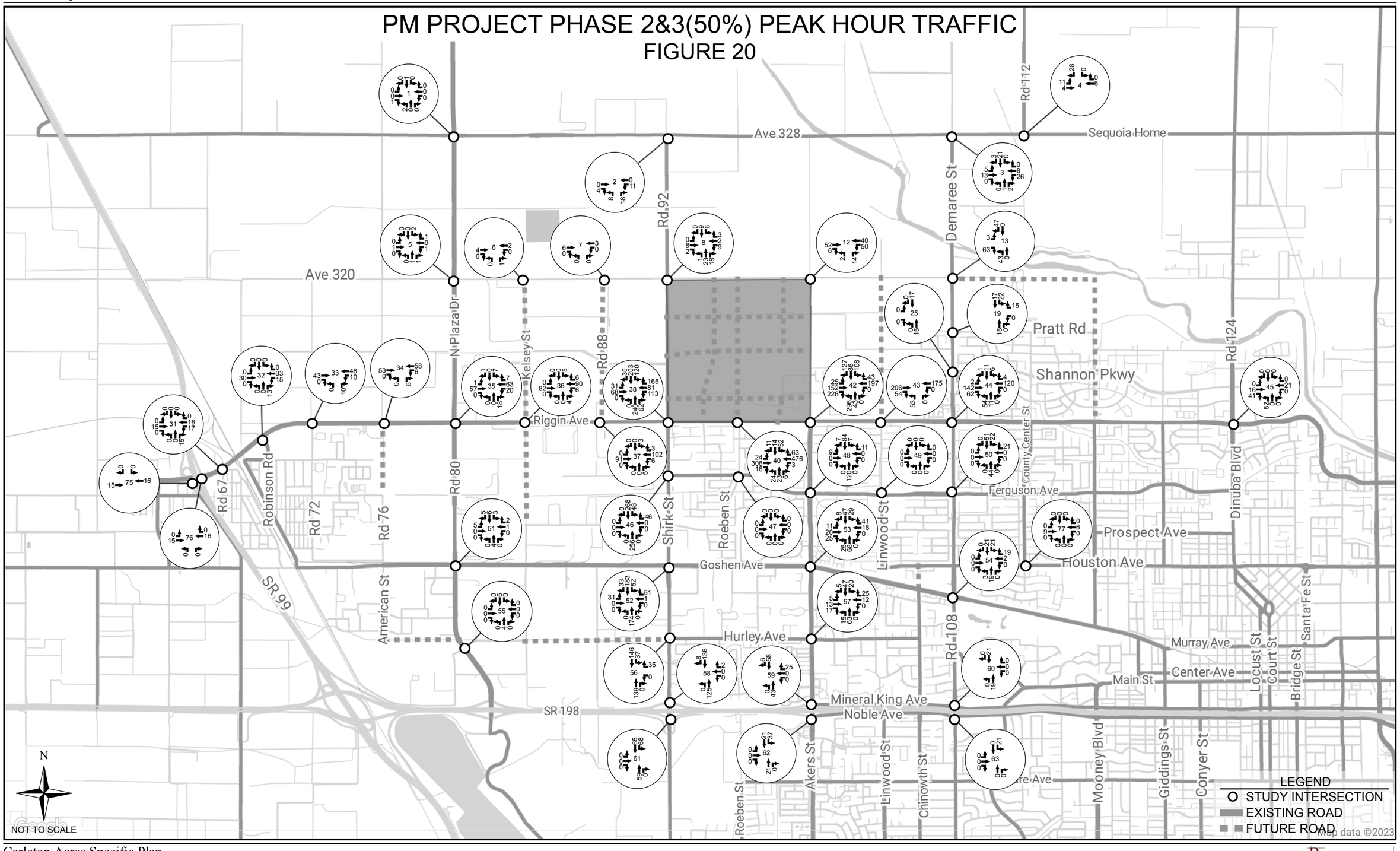


SAT PROJECT PHASE 2 PEAK HOUR TRAFFIC

FIGURE 19

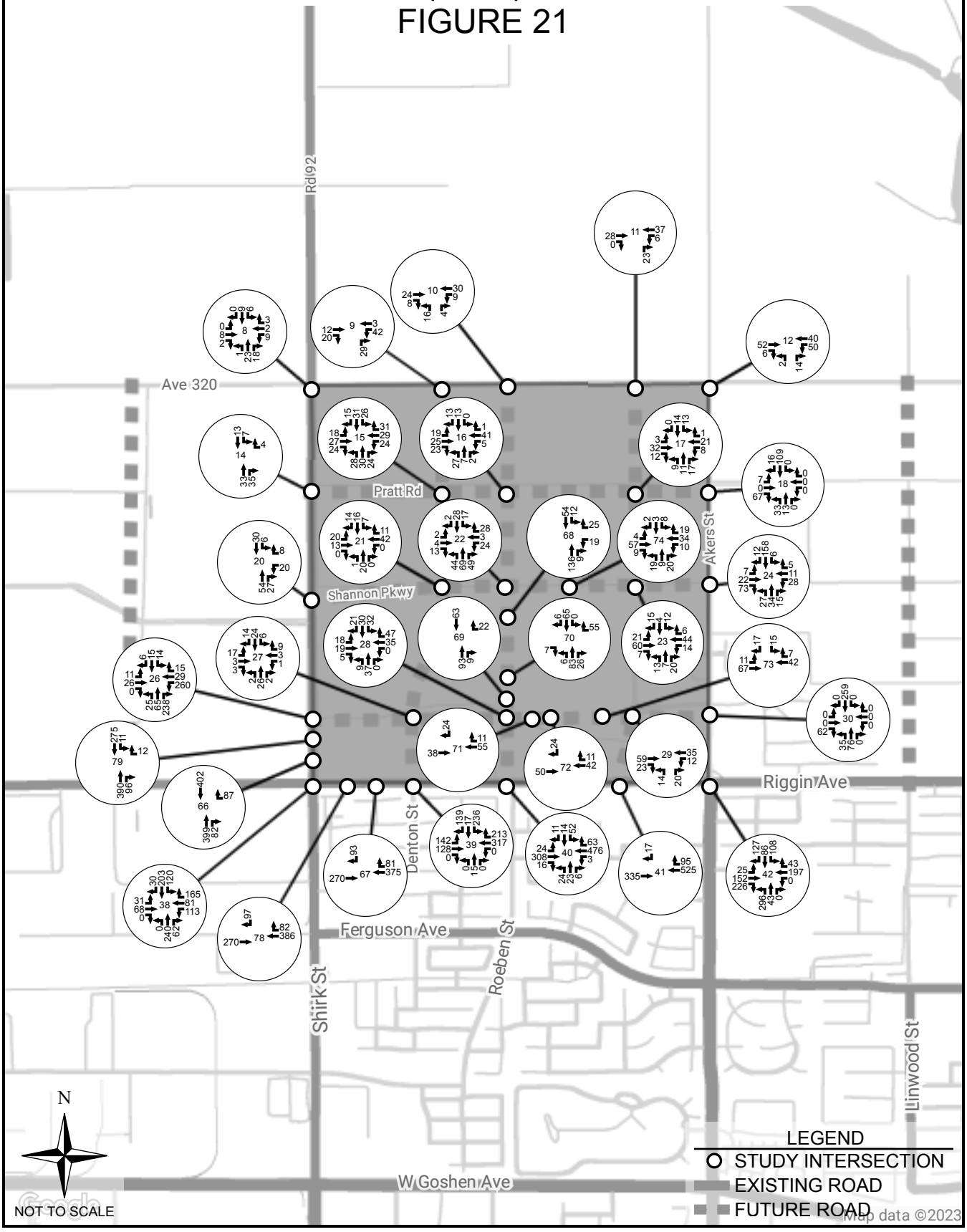


PM PROJECT PHASE 2&3(50%) PEAK HOUR TRAFFIC
FIGURE 20

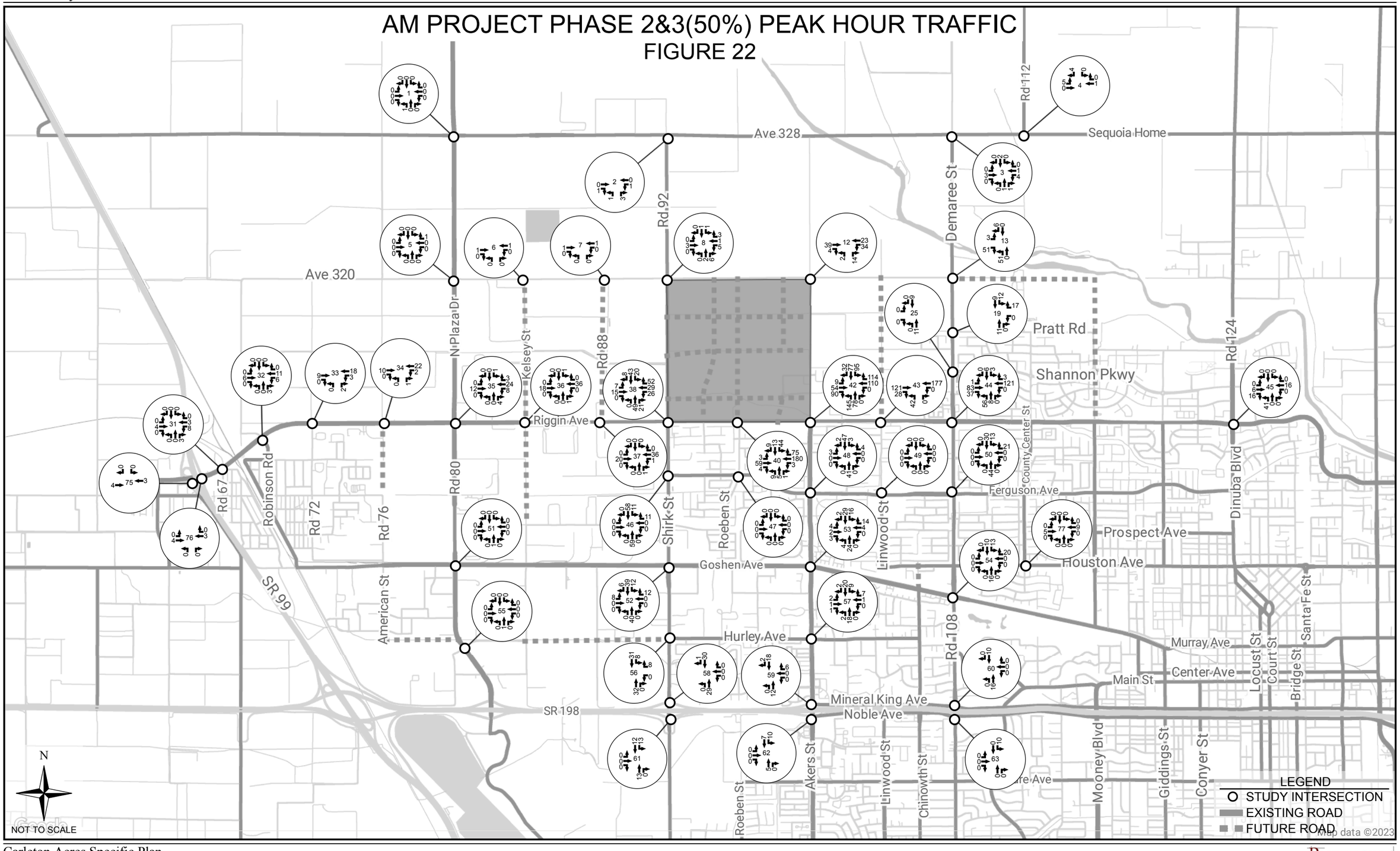


PM PROJ PHASE 2&3(50%) PEAK HOUR TRAFFIC

FIGURE 21

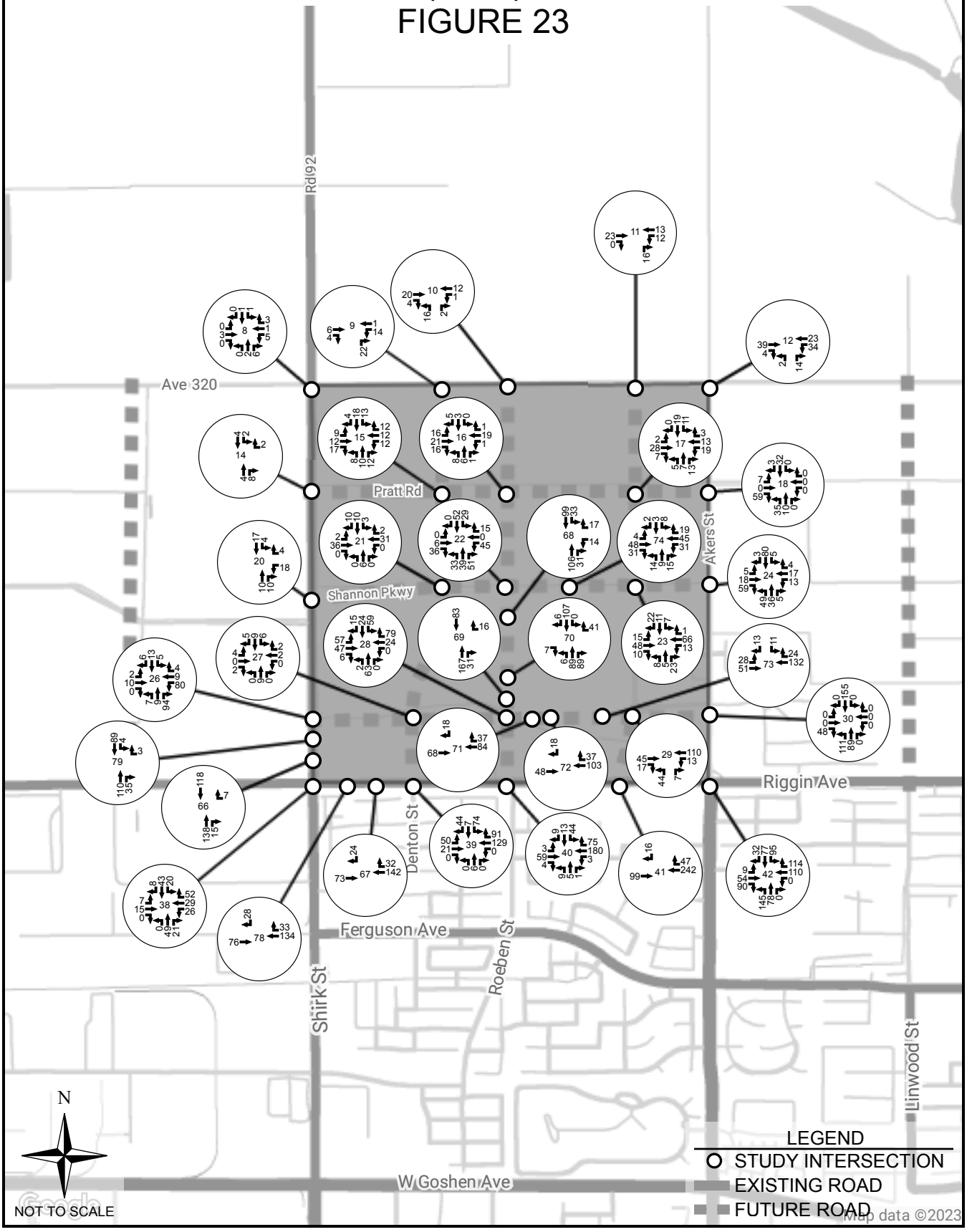


AM PROJECT PHASE 2&3(50%) PEAK HOUR TRAFFIC
FIGURE 22

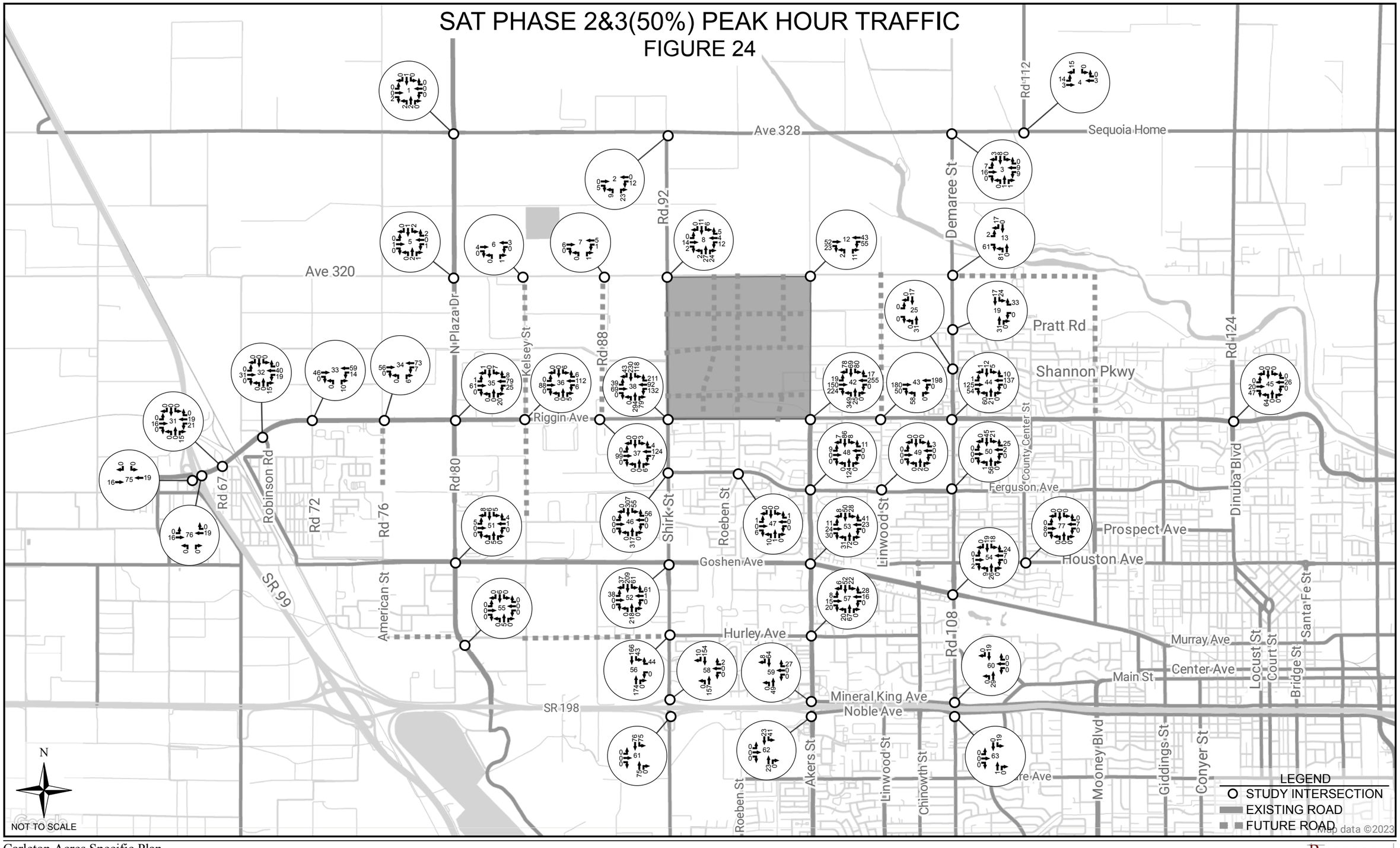


AM PROJ PHASE 2&3(50%) PEAK HOUR TRAFFIC

FIGURE 23

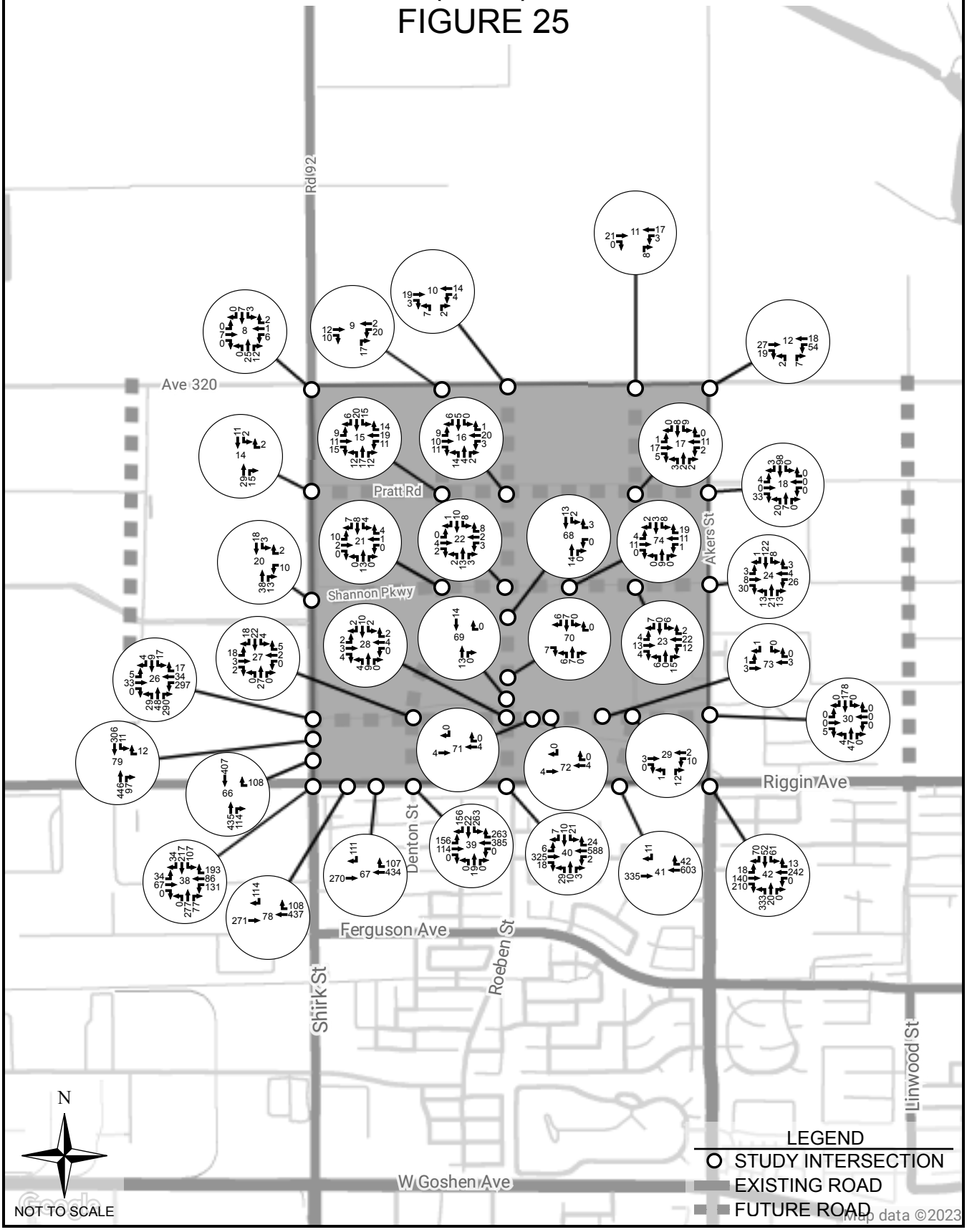


SAT PHASE 2&3(50%) PEAK HOUR TRAFFIC
FIGURE 24

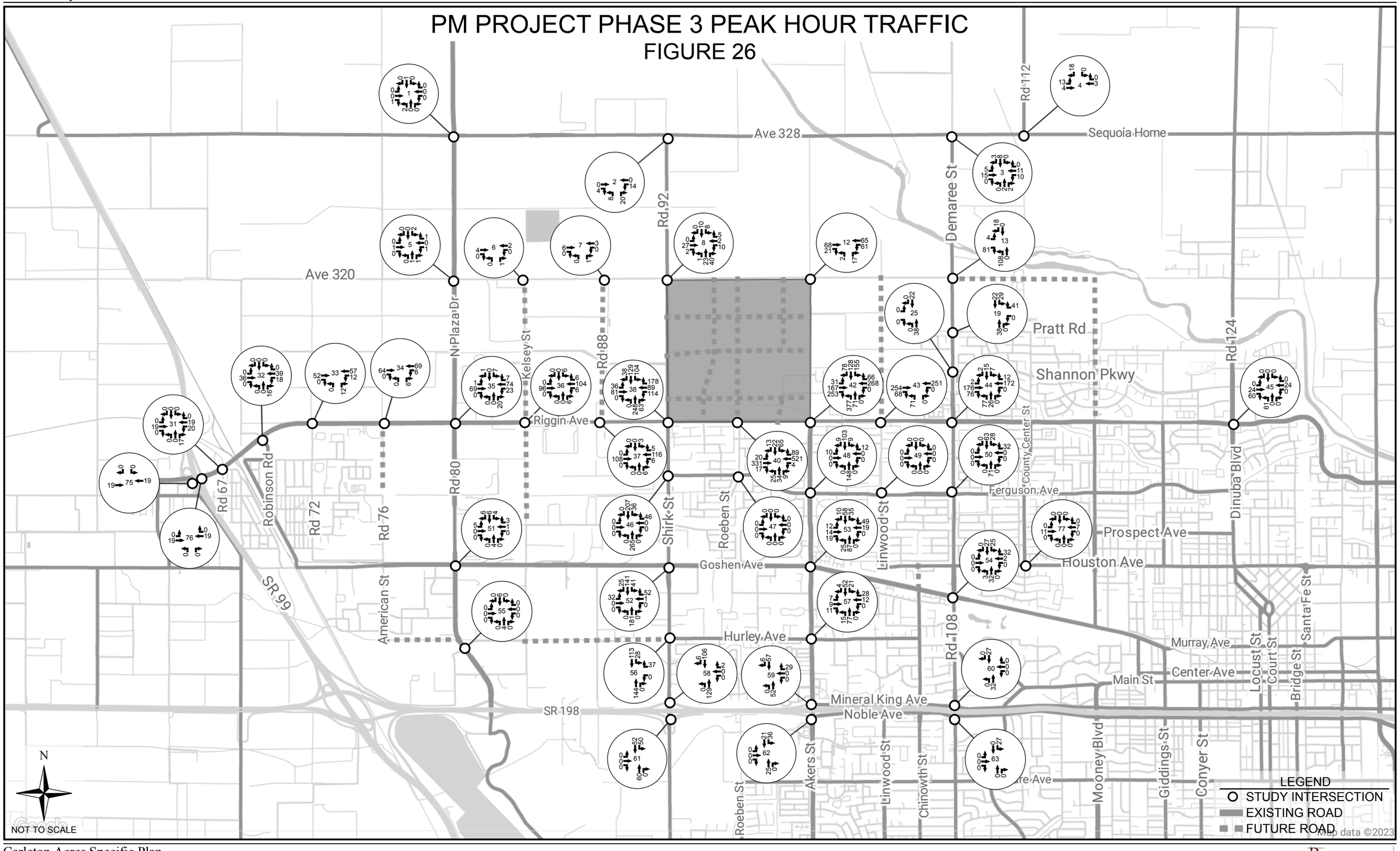


SAT PROJ PHASE 2&3(50%) PEAK HOUR TRAFFIC

FIGURE 25

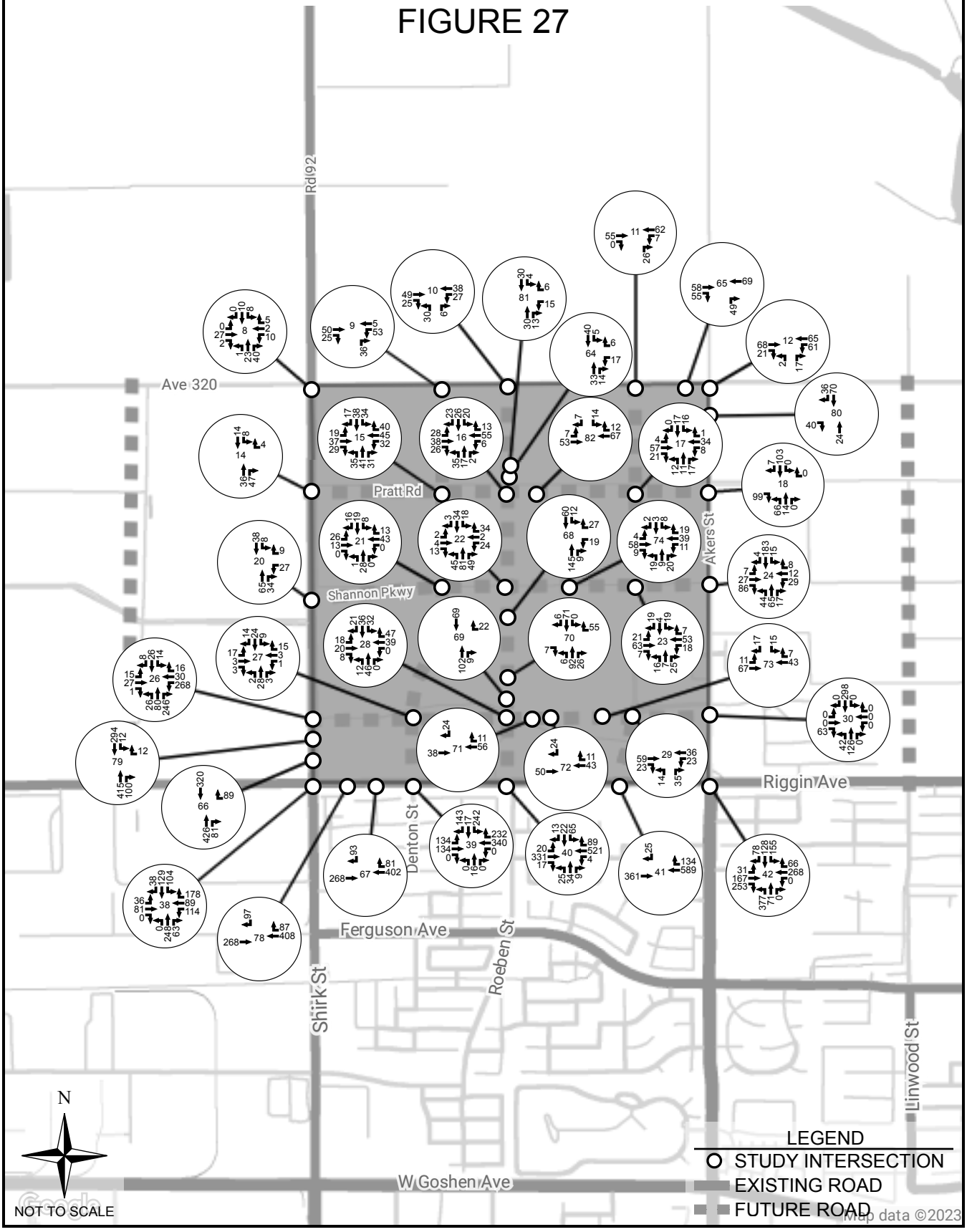


PM PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 26

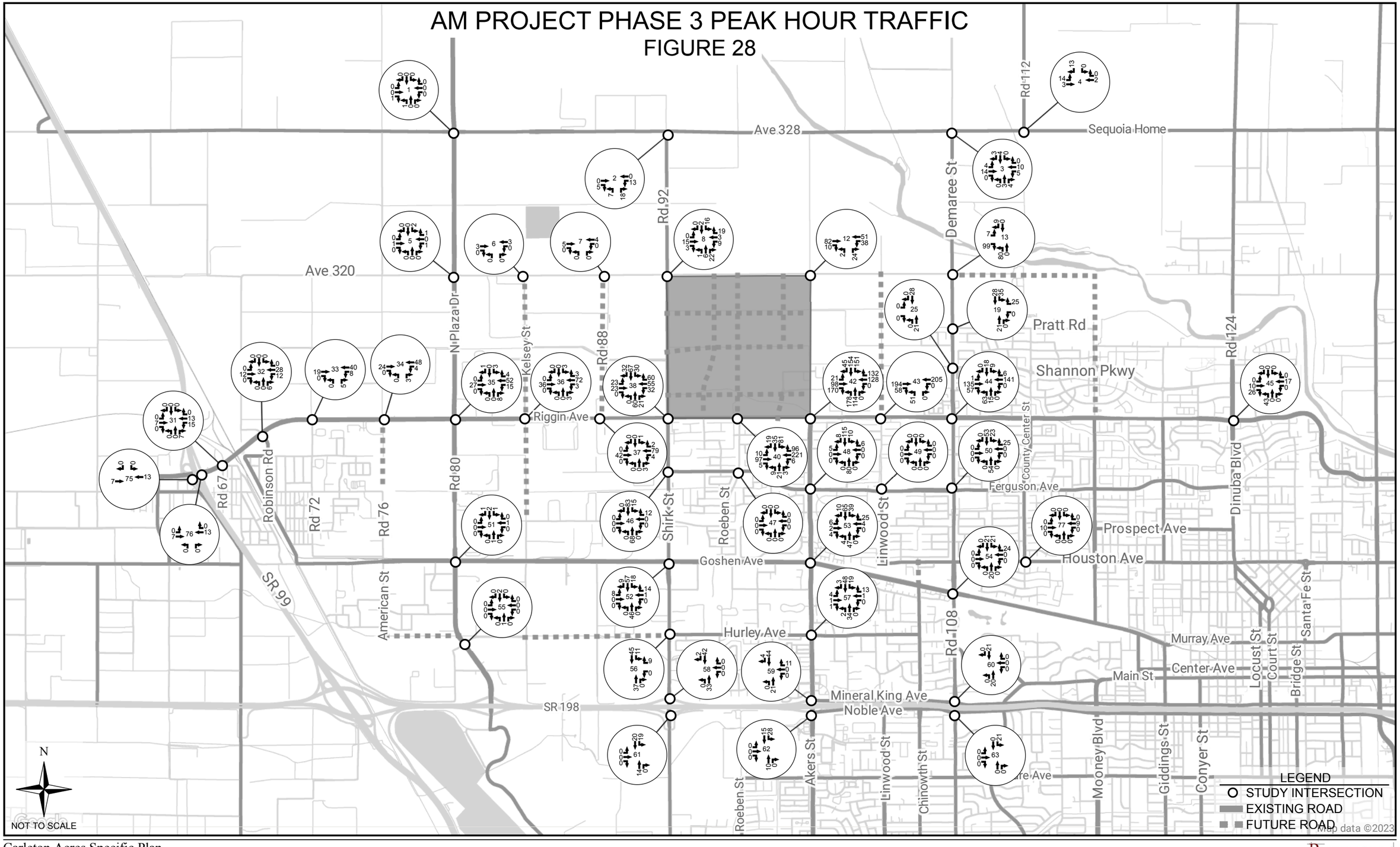


PM PROJECT PHASE 3 PEAK HOUR TRAFFIC

FIGURE 27

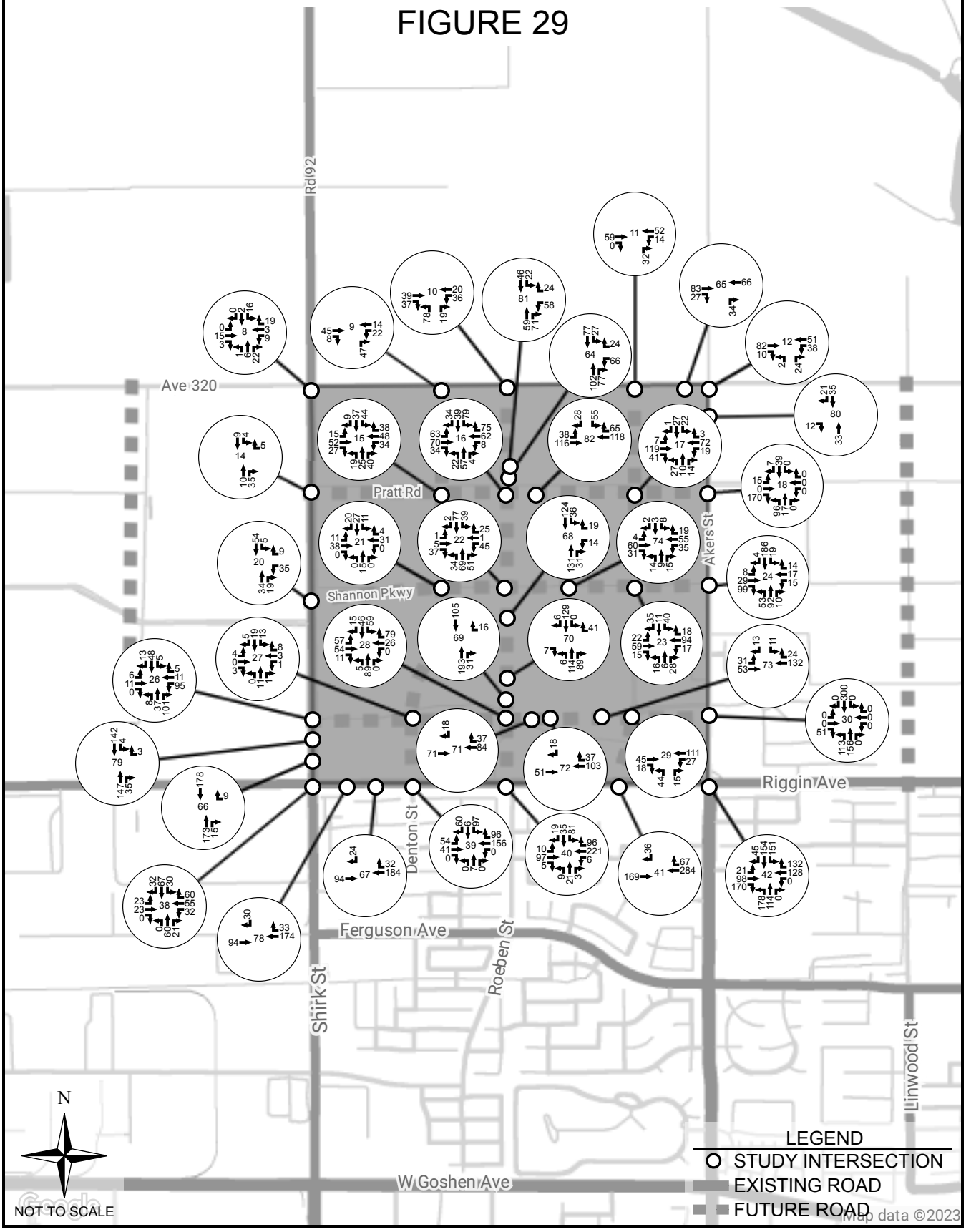


AM PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 28

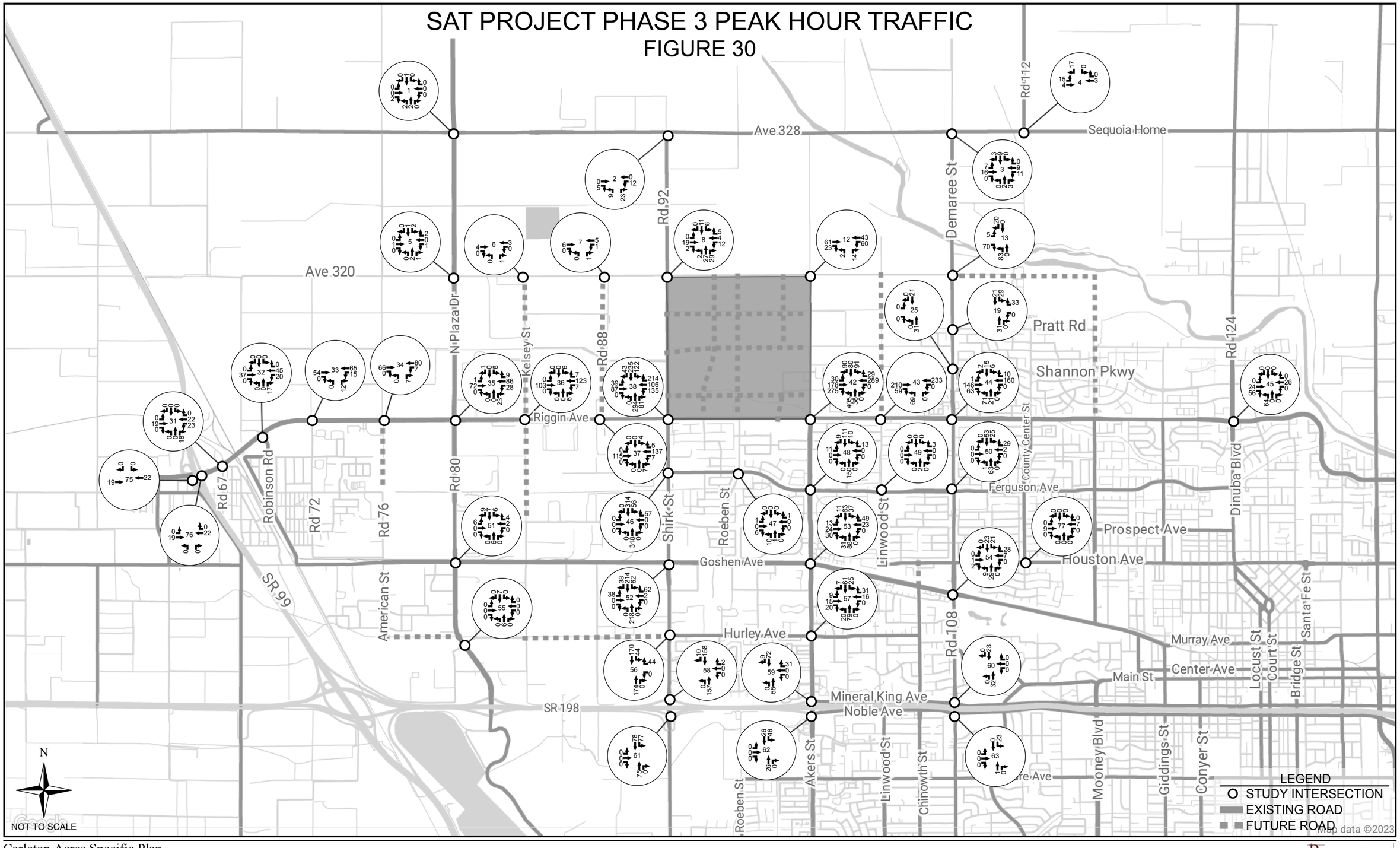


AM PROJECT PHASE 3 PEAK HOUR TRAFFIC

FIGURE 29

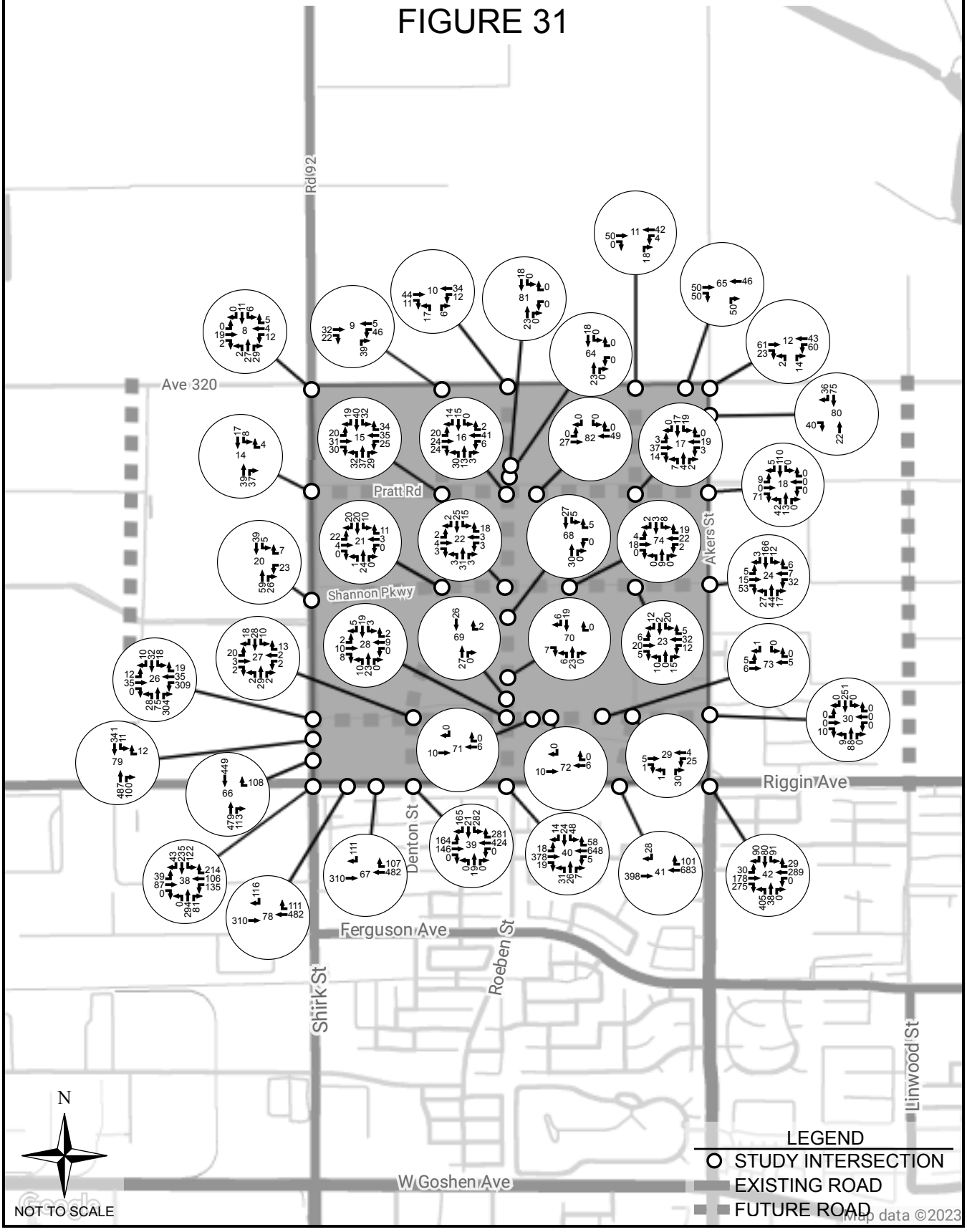


SAT PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 30

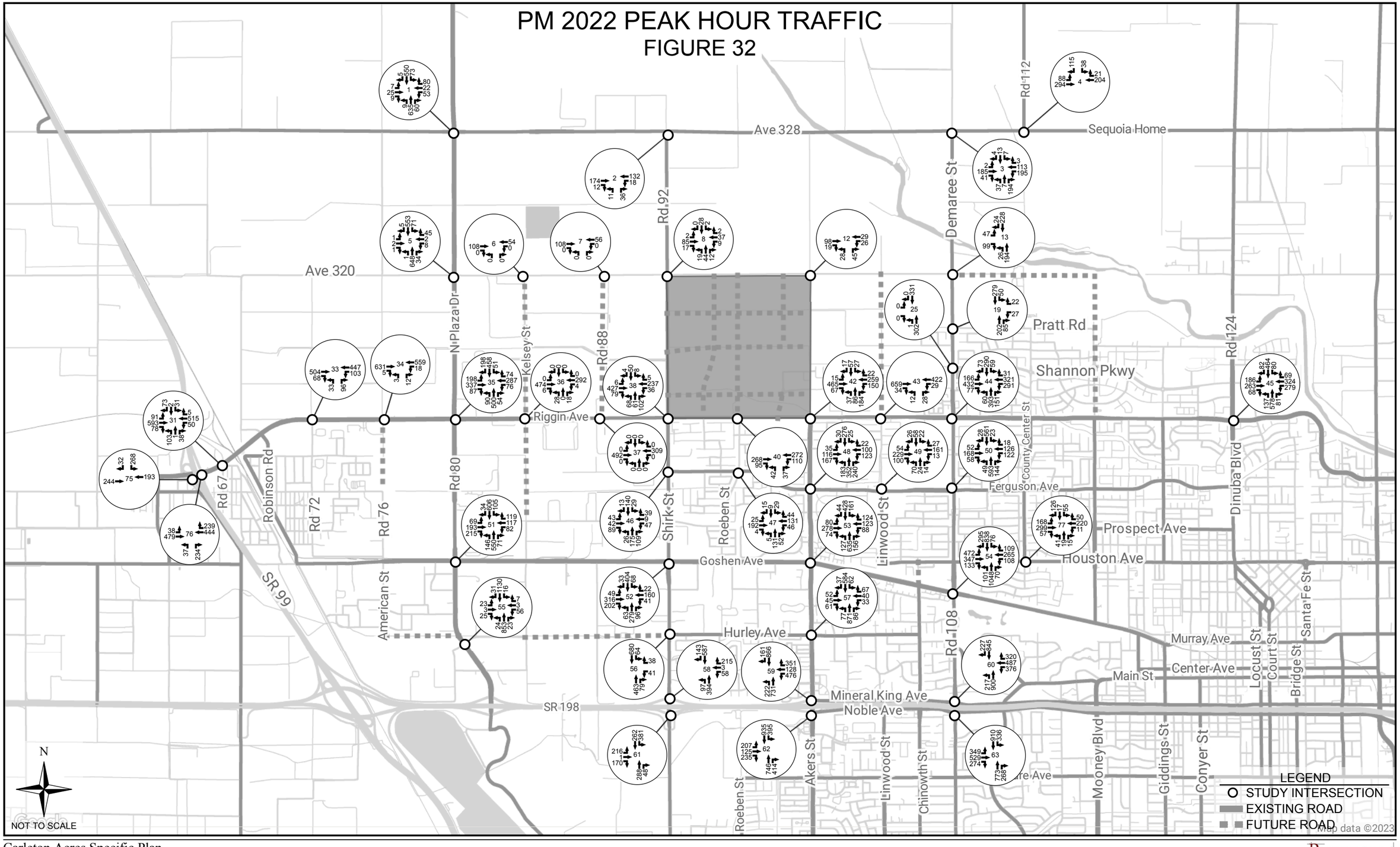


SAT PROJECT PHASE 3 PEAK HOUR TRAFFIC

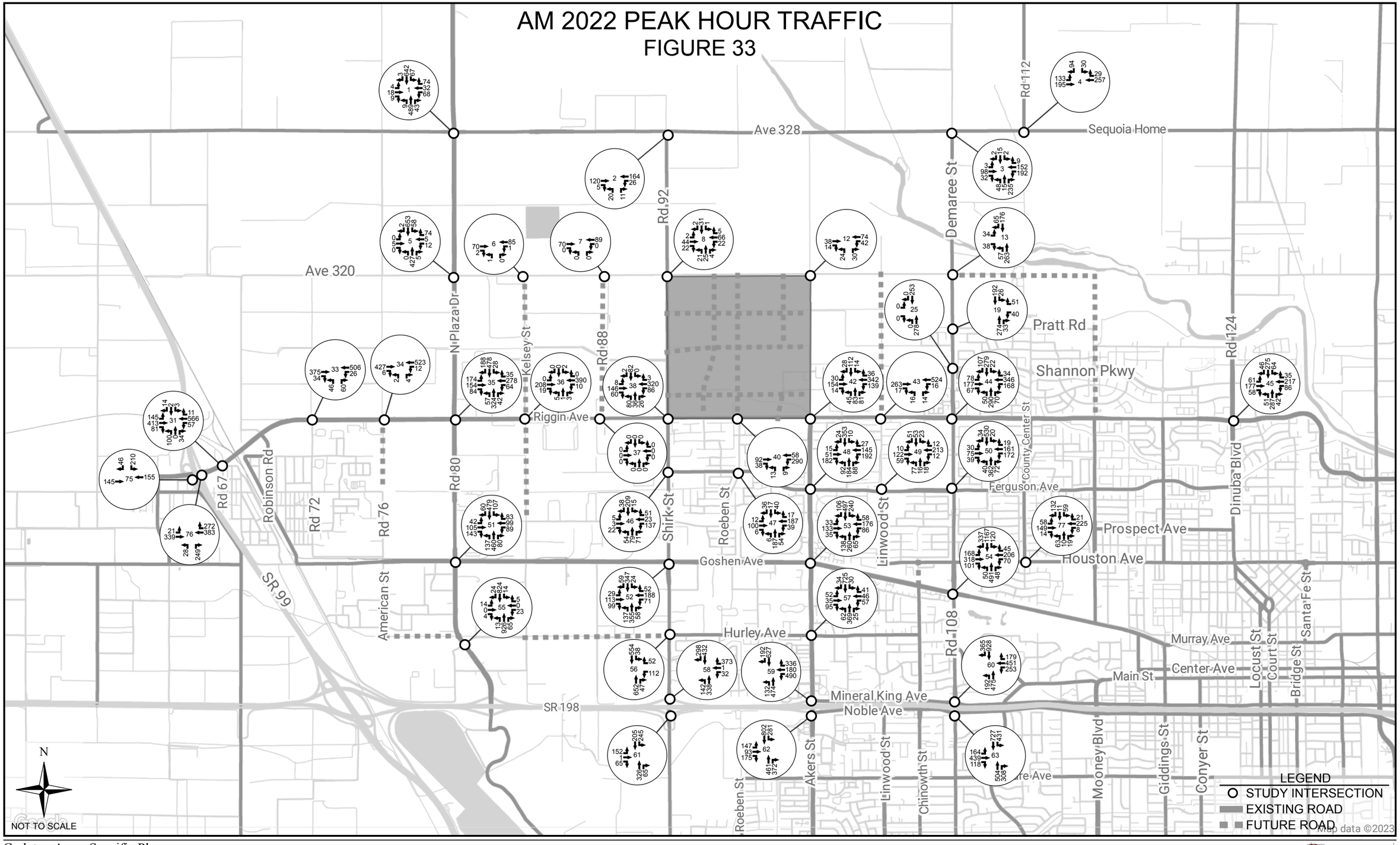
FIGURE 31



PM 2022 PEAK HOUR TRAFFIC
FIGURE 32



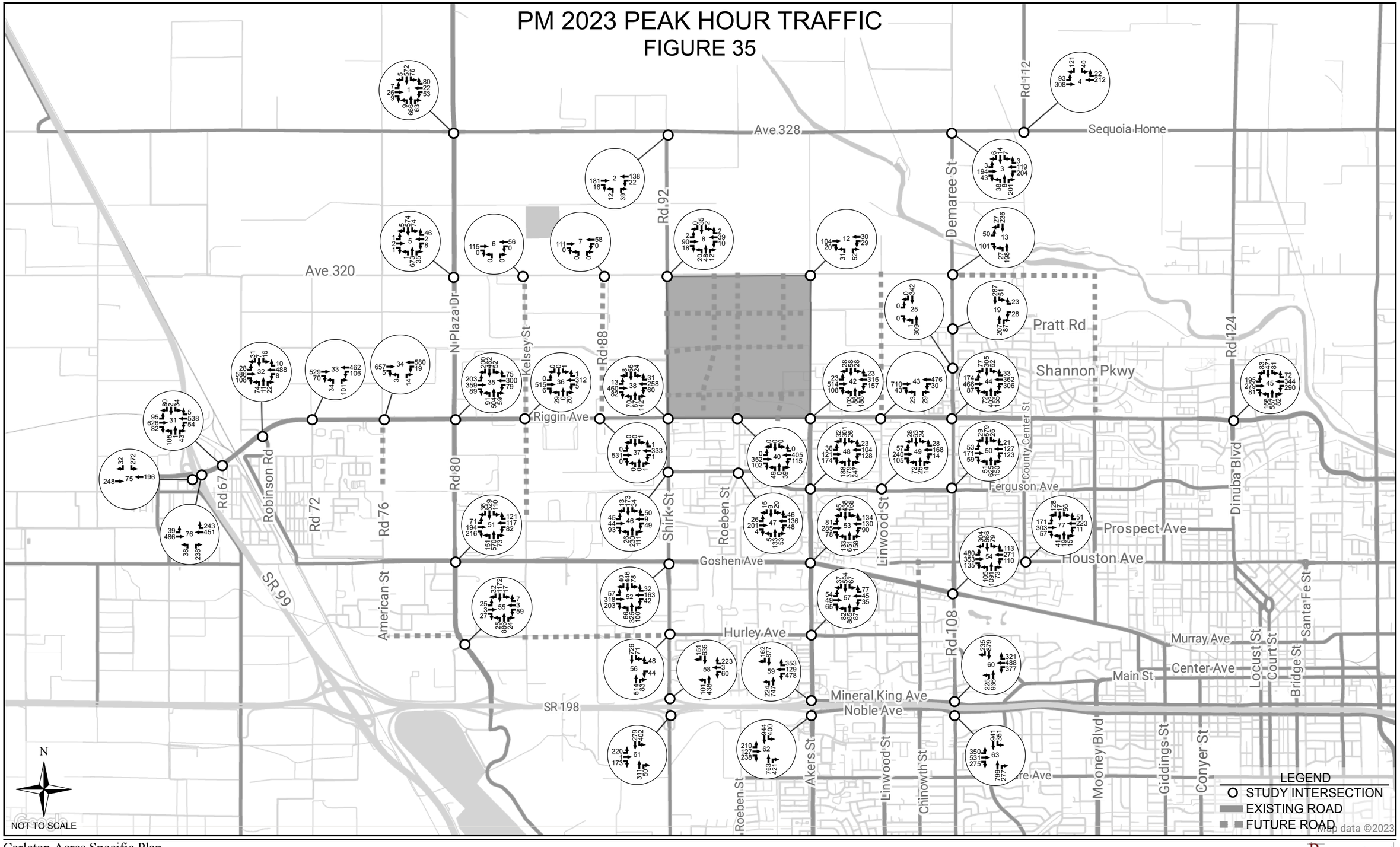
AM 2022 PEAK HOUR TRAFFIC
FIGURE 33



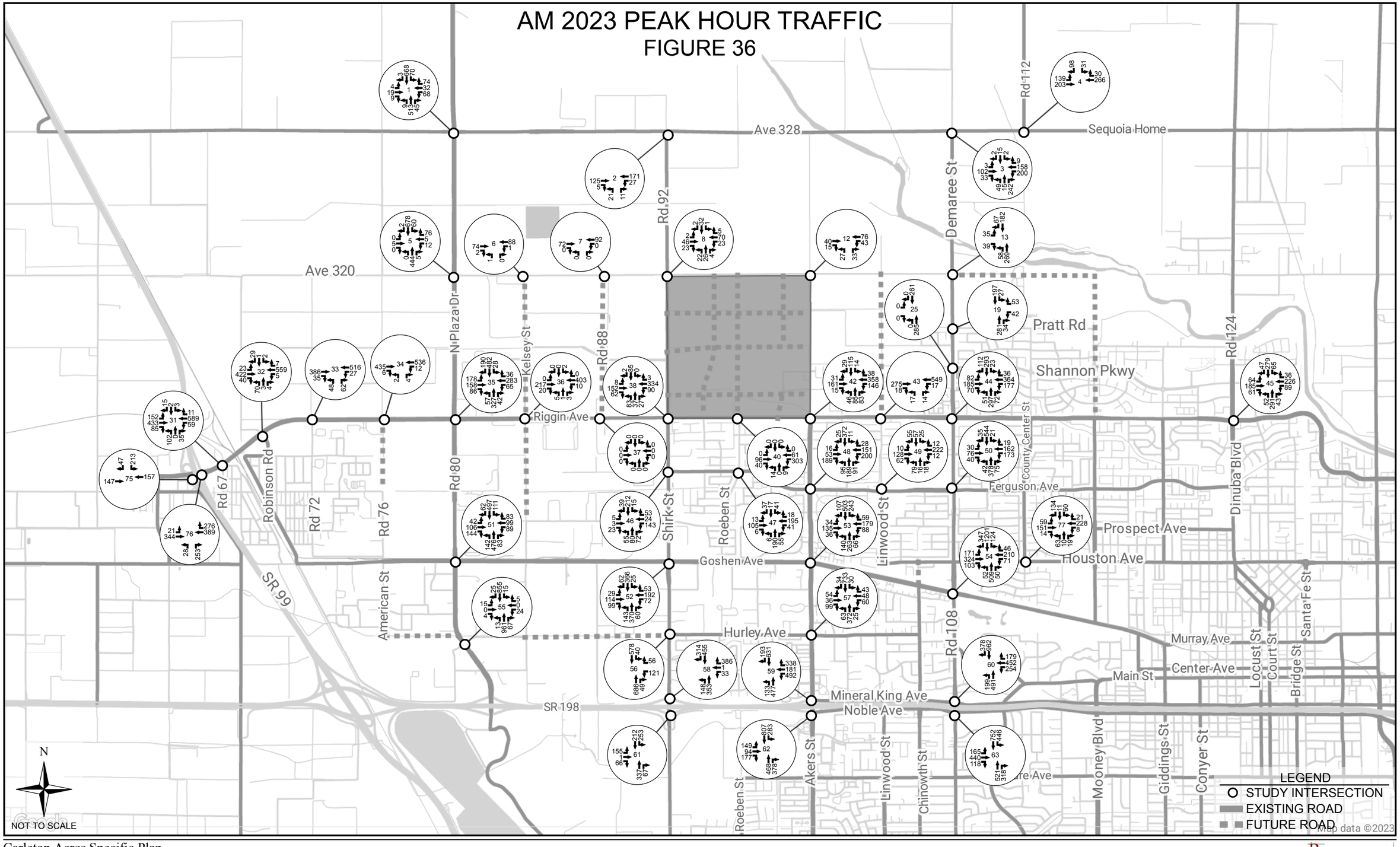
SAT 2022 PEAK HOUR TRAFFIC
FIGURE 34



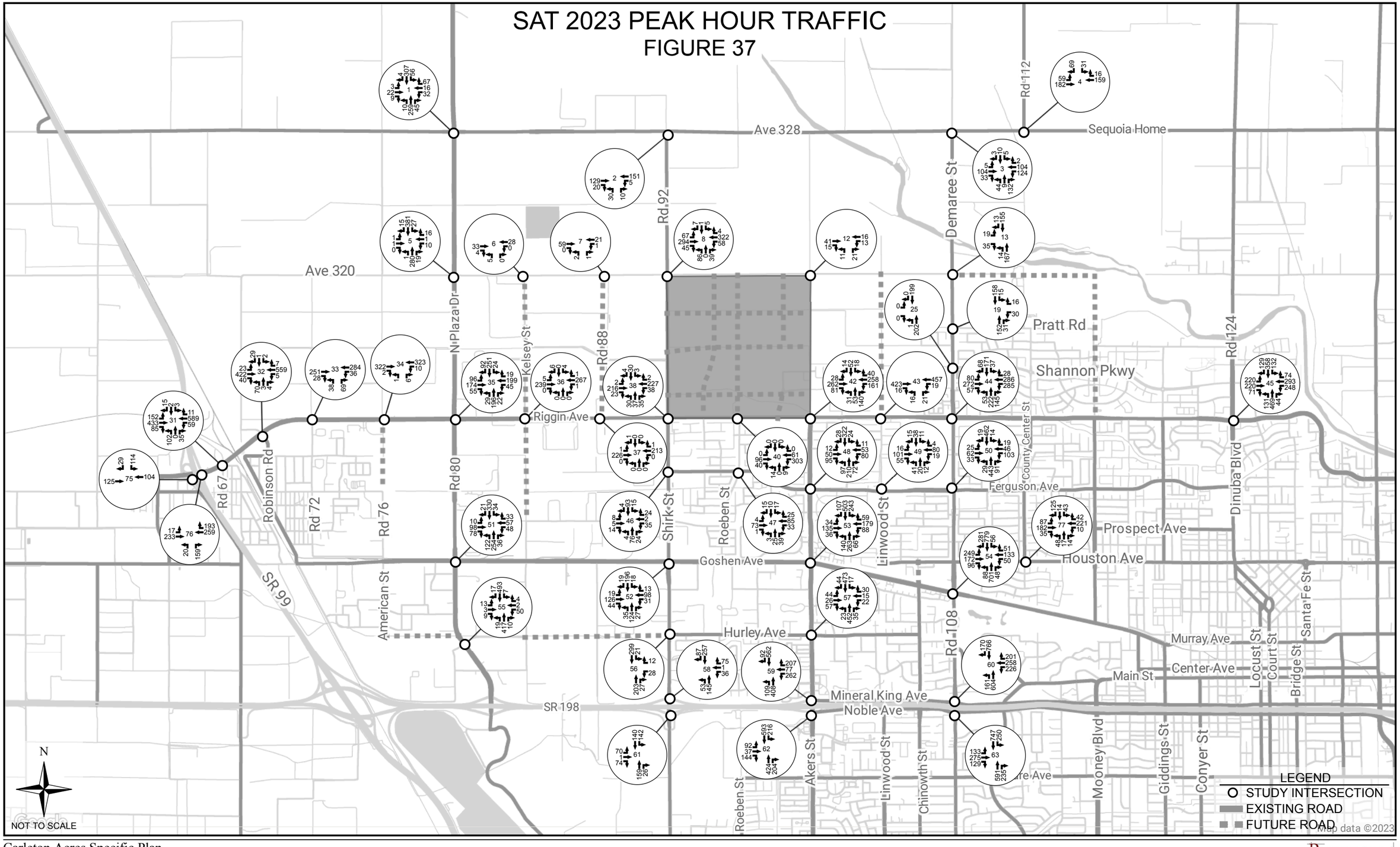
PM 2023 PEAK HOUR TRAFFIC
FIGURE 35



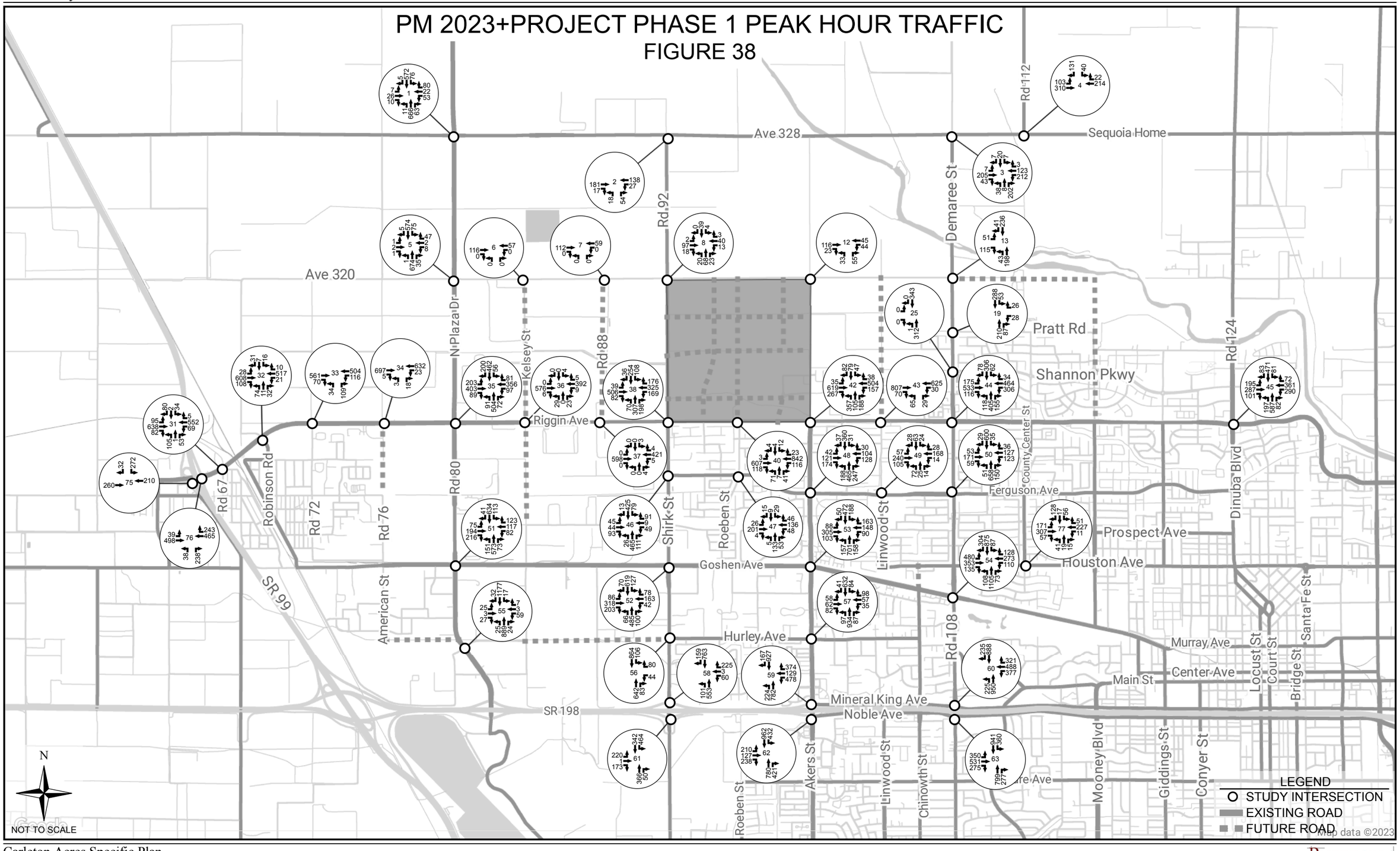
AM 2023 PEAK HOUR TRAFFIC
FIGURE 36



SAT 2023 PEAK HOUR TRAFFIC
FIGURE 37

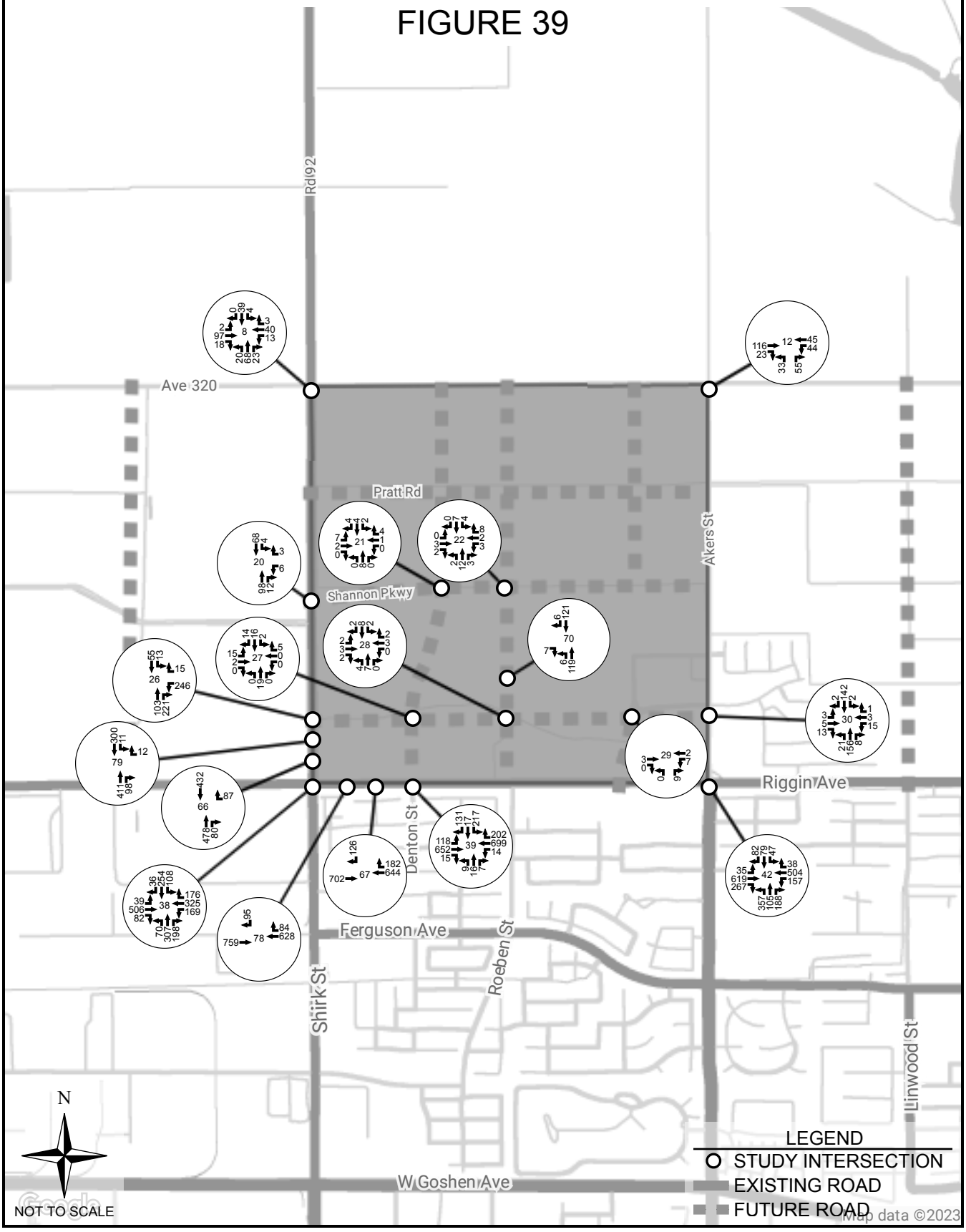


PM 2023+PROJECT PHASE 1 PEAK HOUR TRAFFIC
FIGURE 38



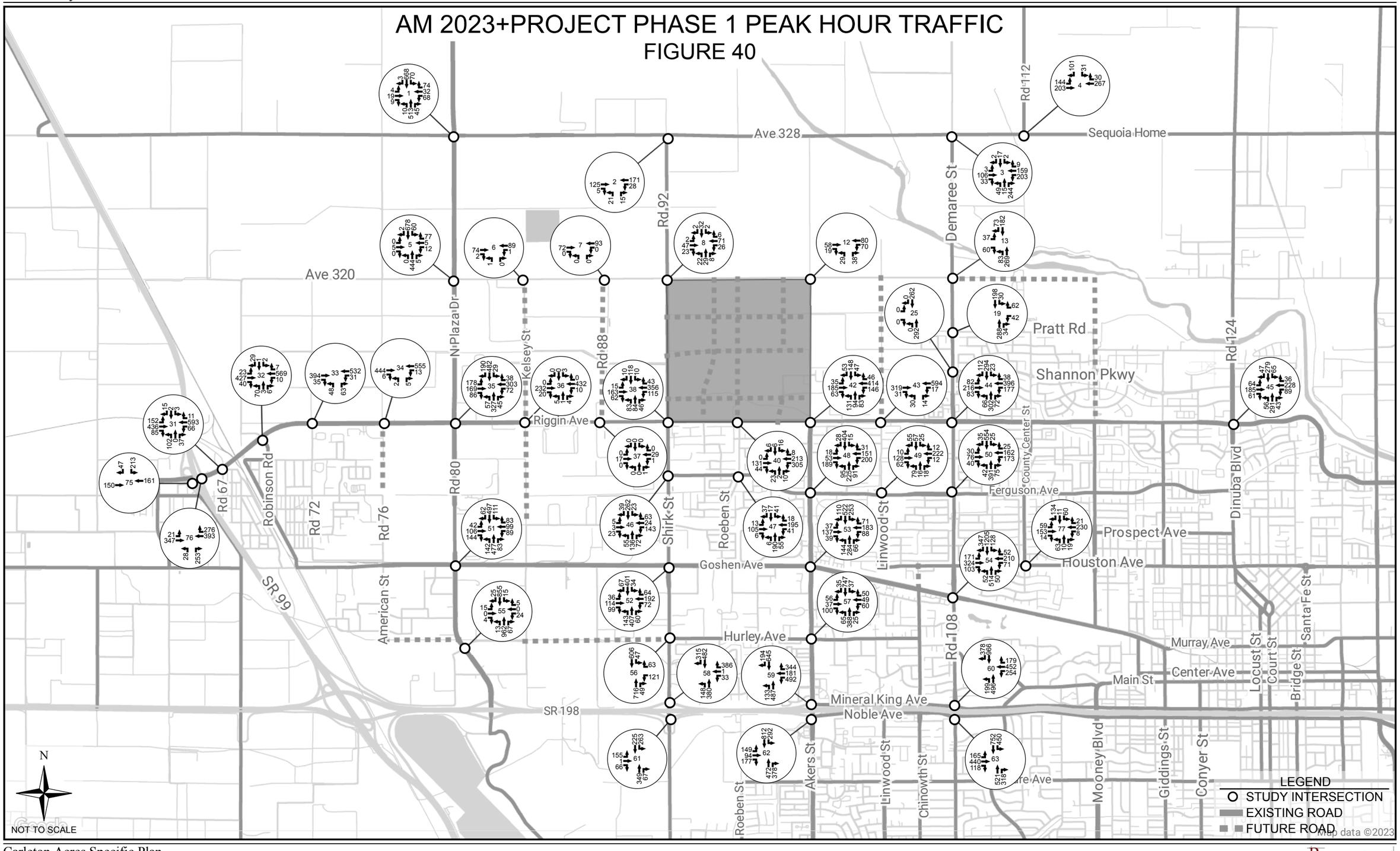
PM 2023+PROJ PHASE 1 PEAK HOUR TRAFFIC

FIGURE 39



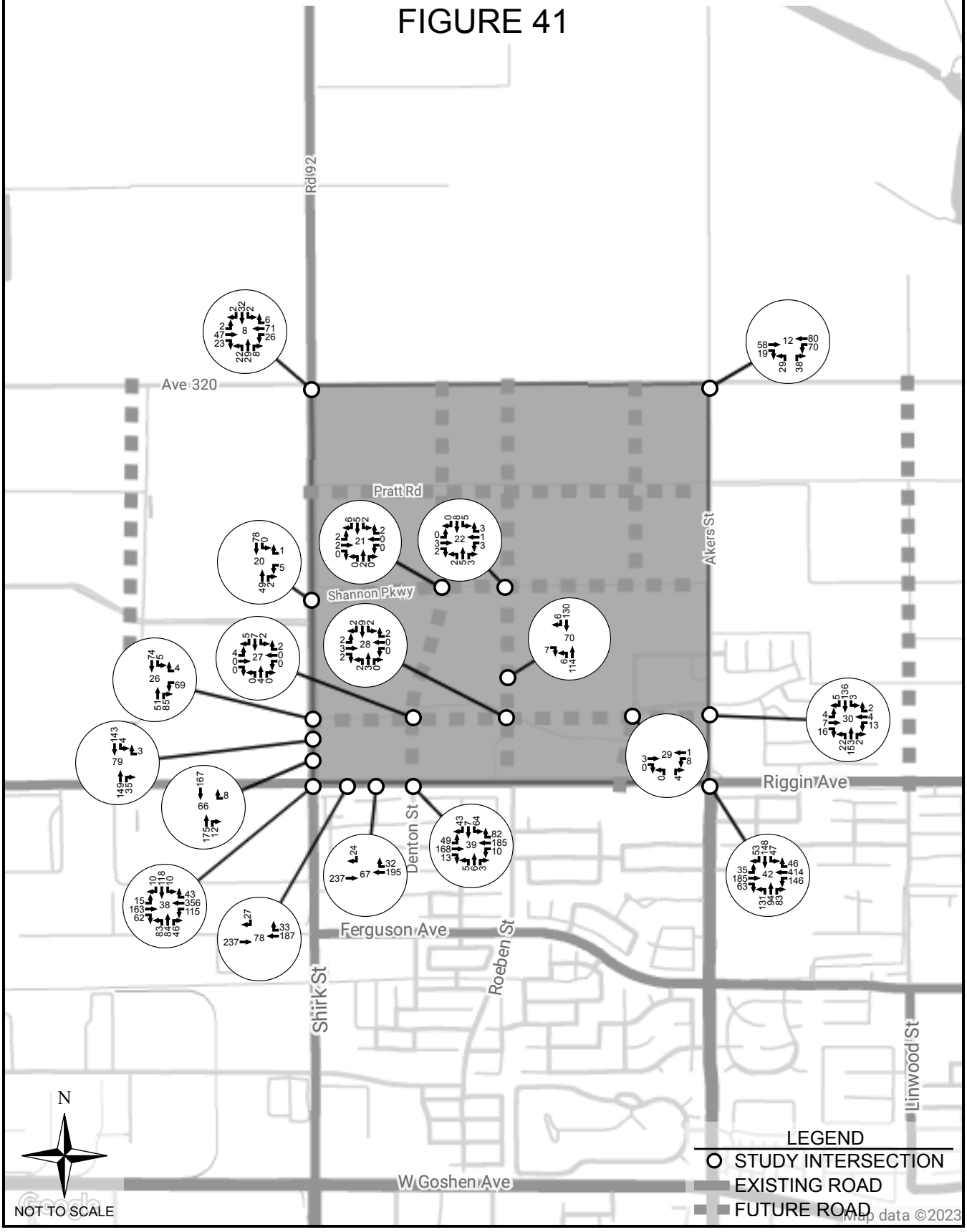
AM 2023+PROJECT PHASE 1 PEAK HOUR TRAFFIC

FIGURE 40

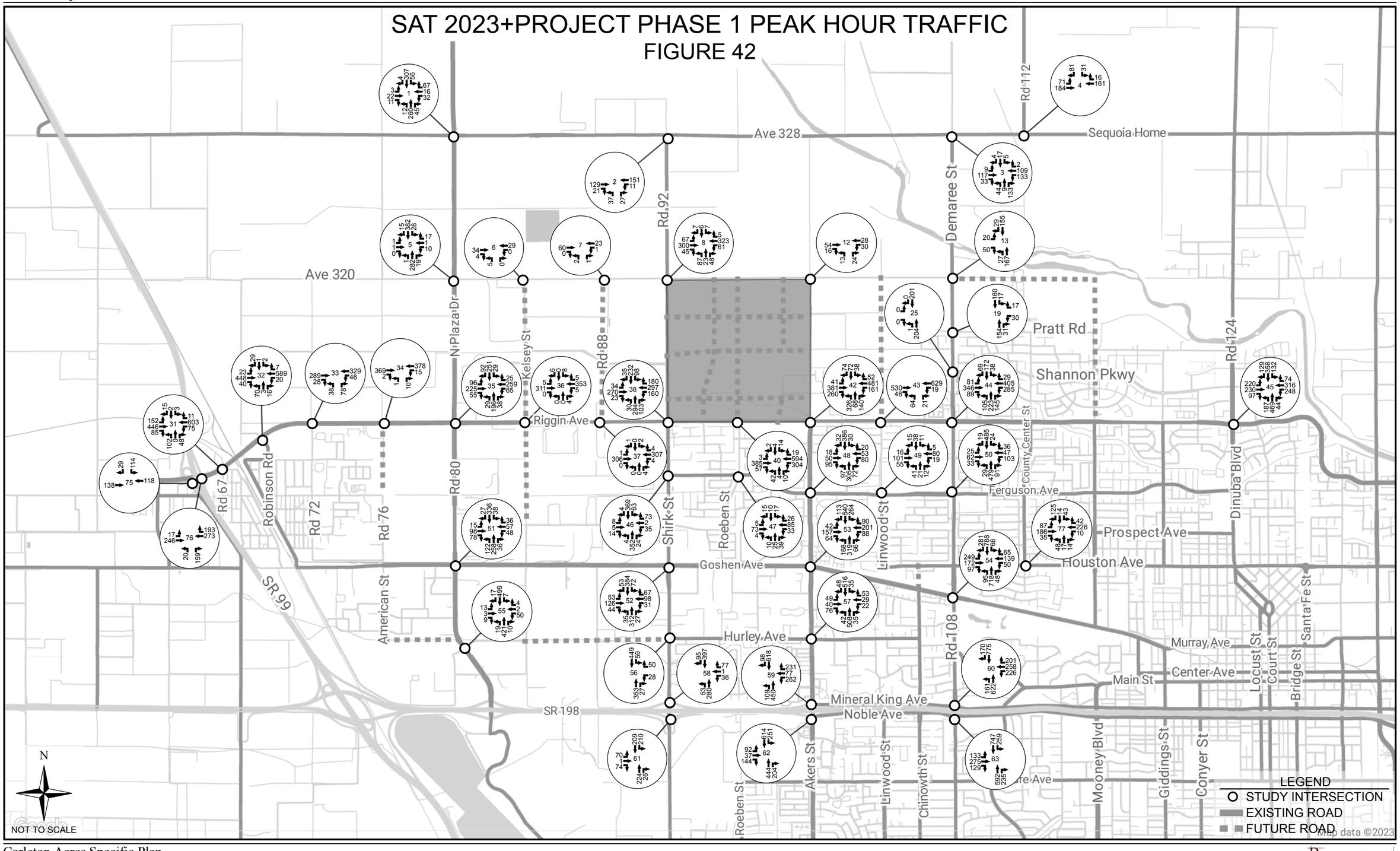


AM 2023+PROJ PHASE 1 PEAK HOUR TRAFFIC

FIGURE 41

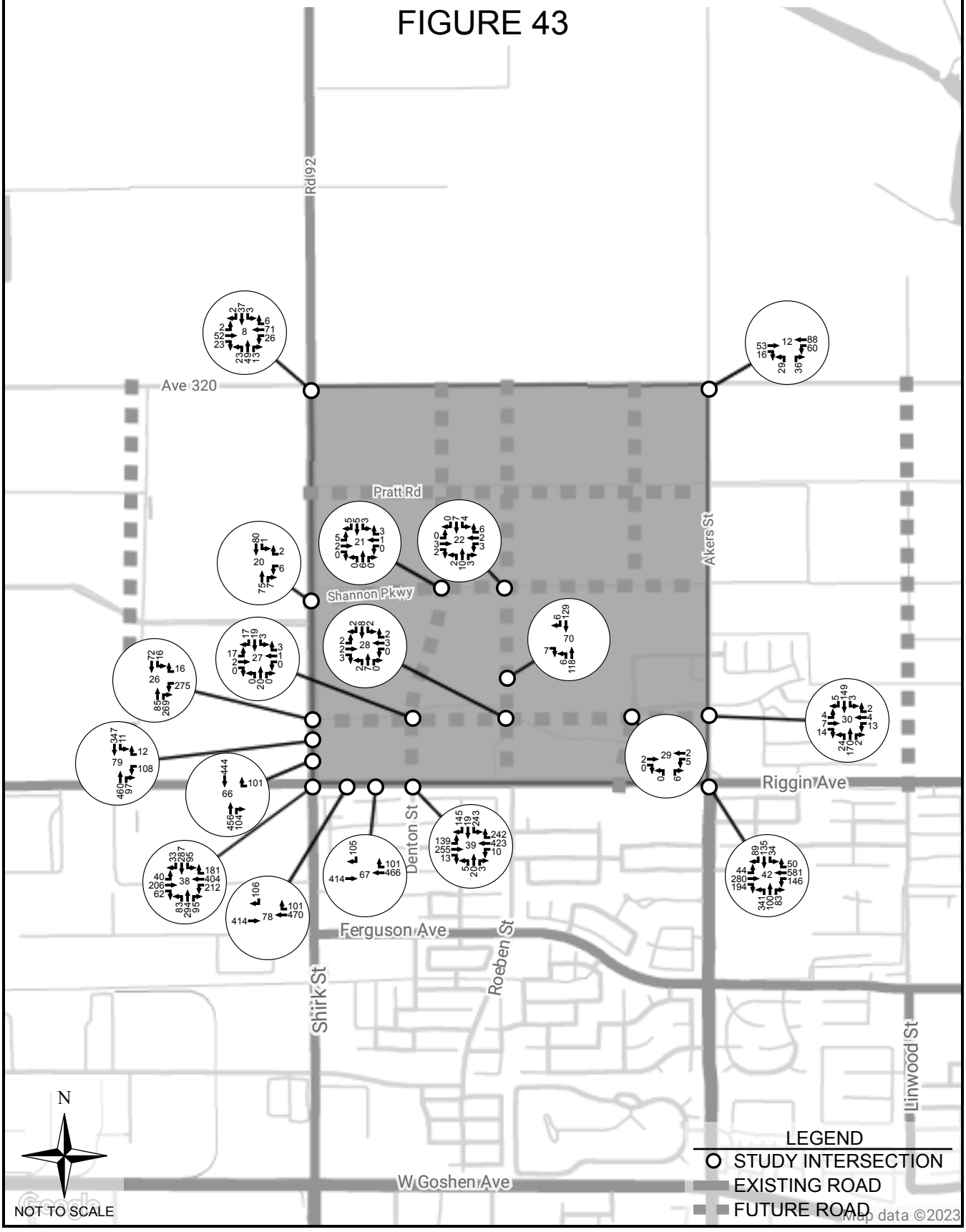


SAT 2023+PROJECT PHASE 1 PEAK HOUR TRAFFIC
FIGURE 42

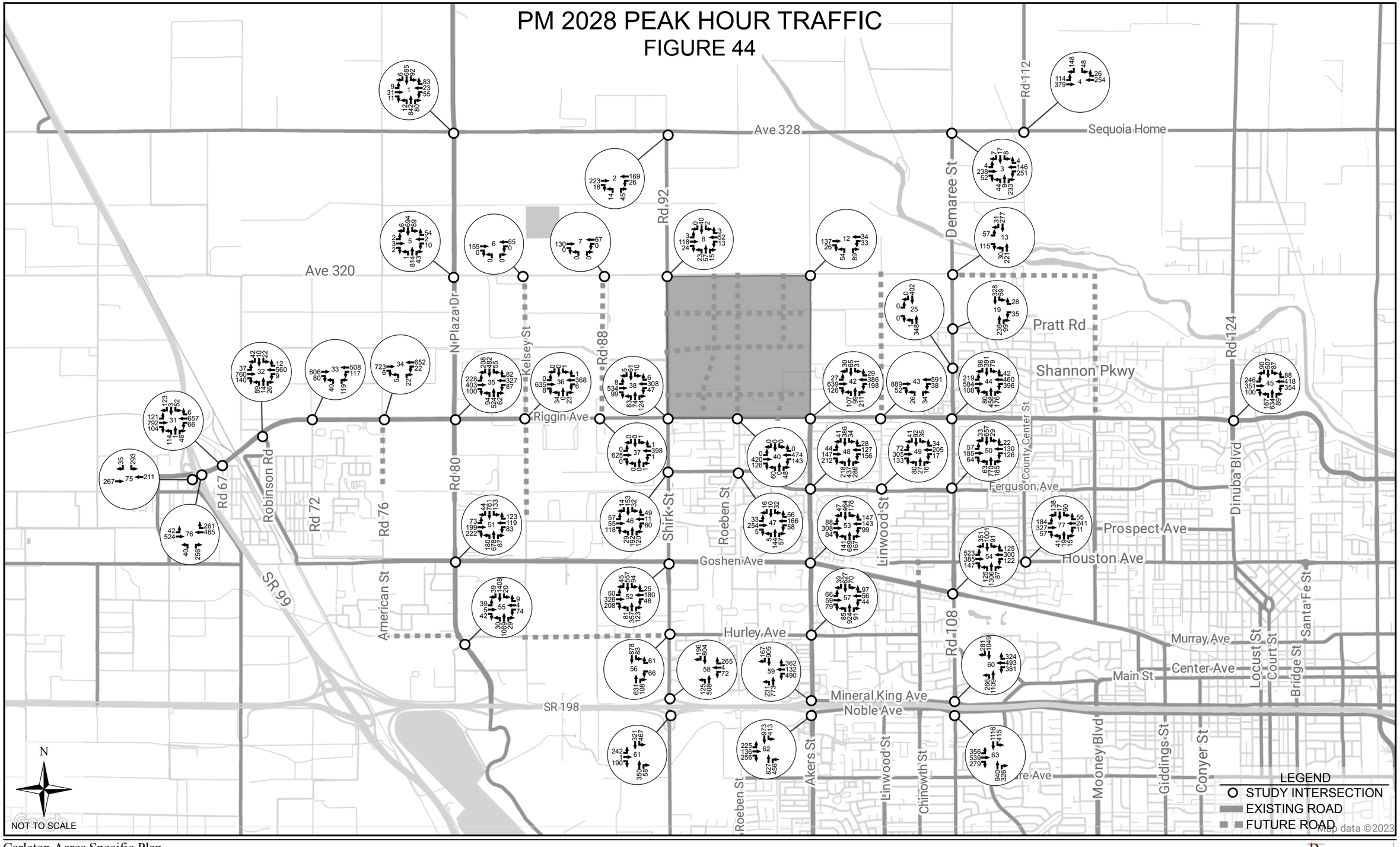


SAT 2023+PROJ PHASE 1 PEAK HOUR TRAFFIC

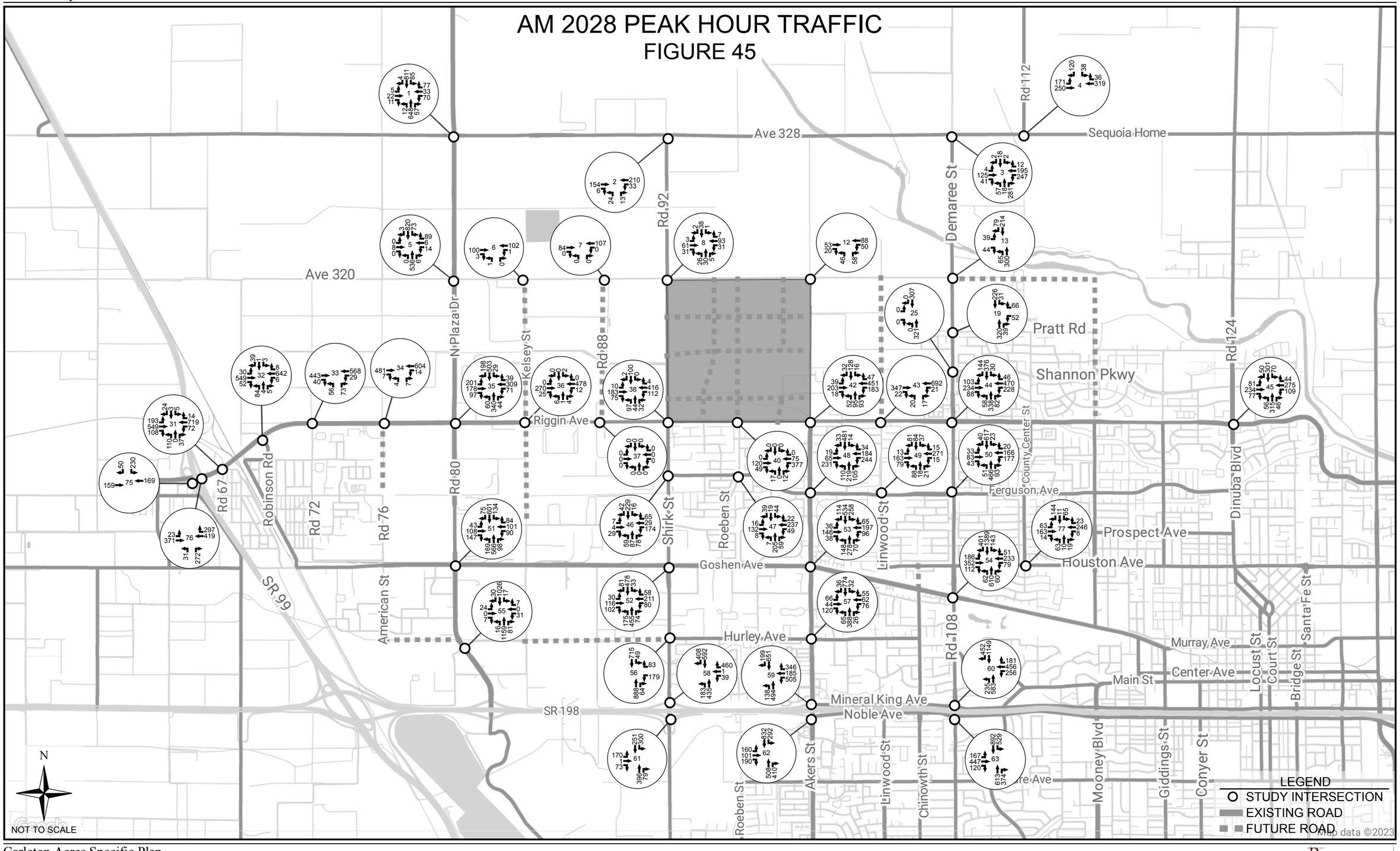
FIGURE 43



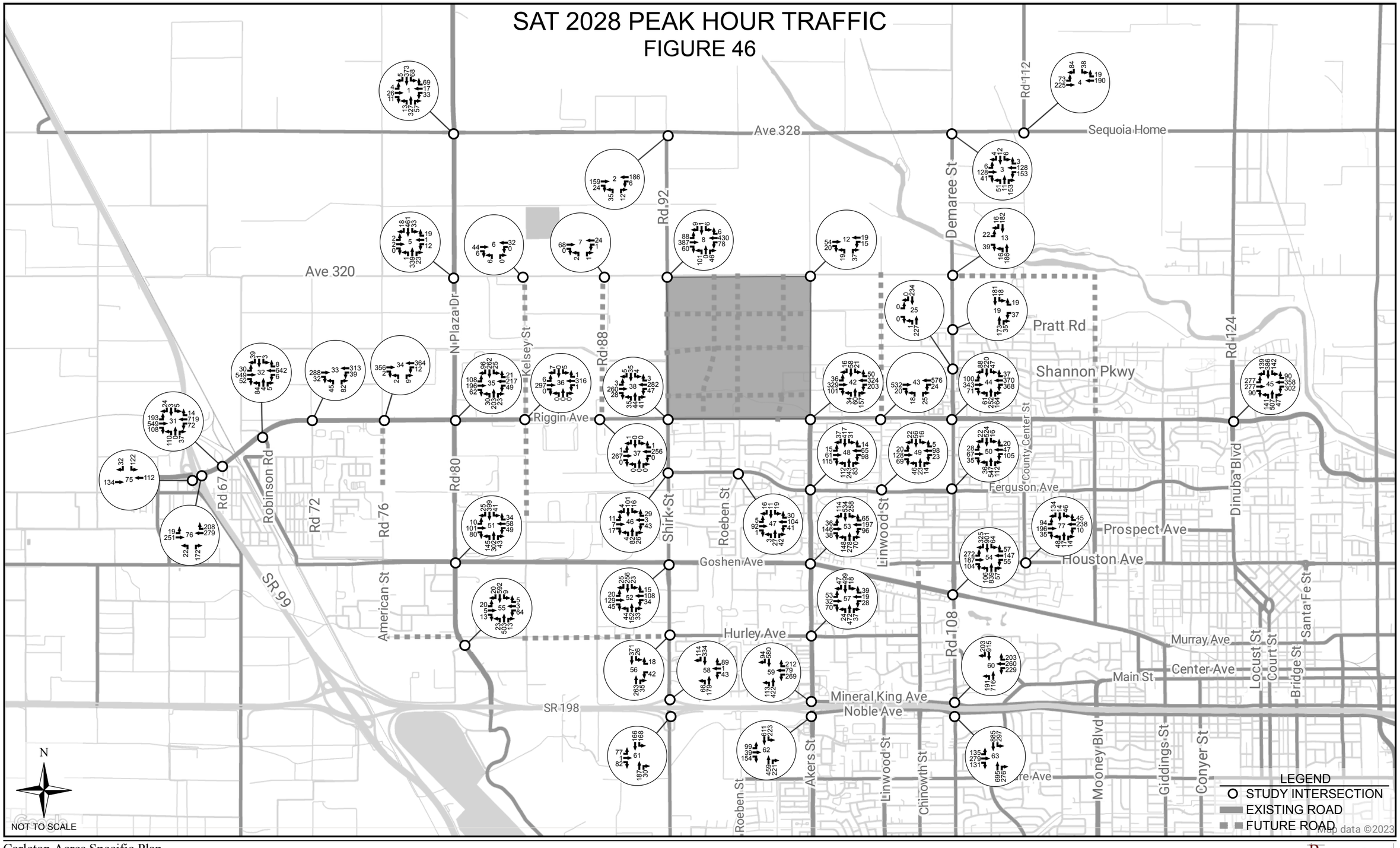
PM 2028 PEAK HOUR TRAFFIC
FIGURE 44



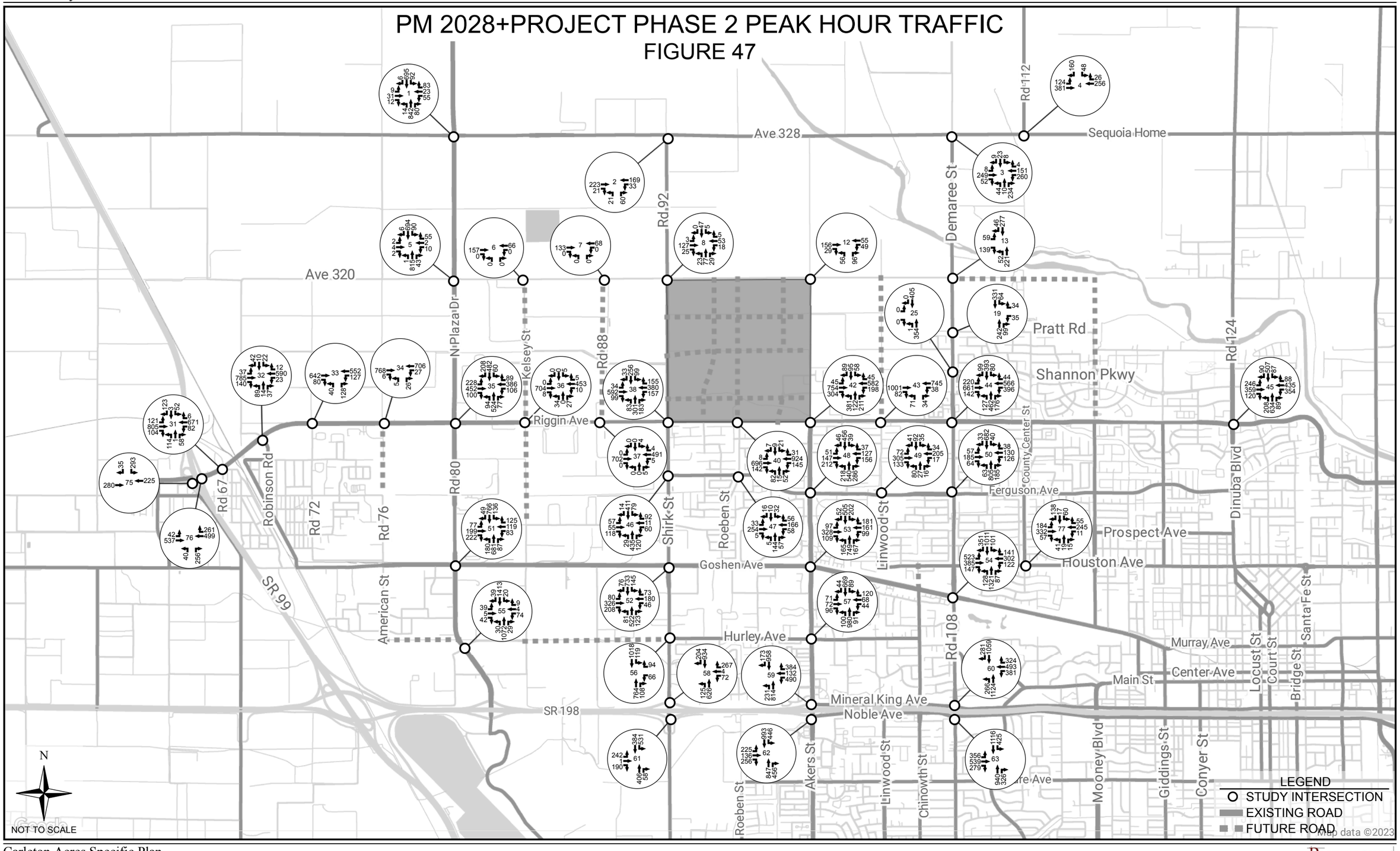
AM 2028 PEAK HOUR TRAFFIC
FIGURE 45



SAT 2028 PEAK HOUR TRAFFIC
FIGURE 46

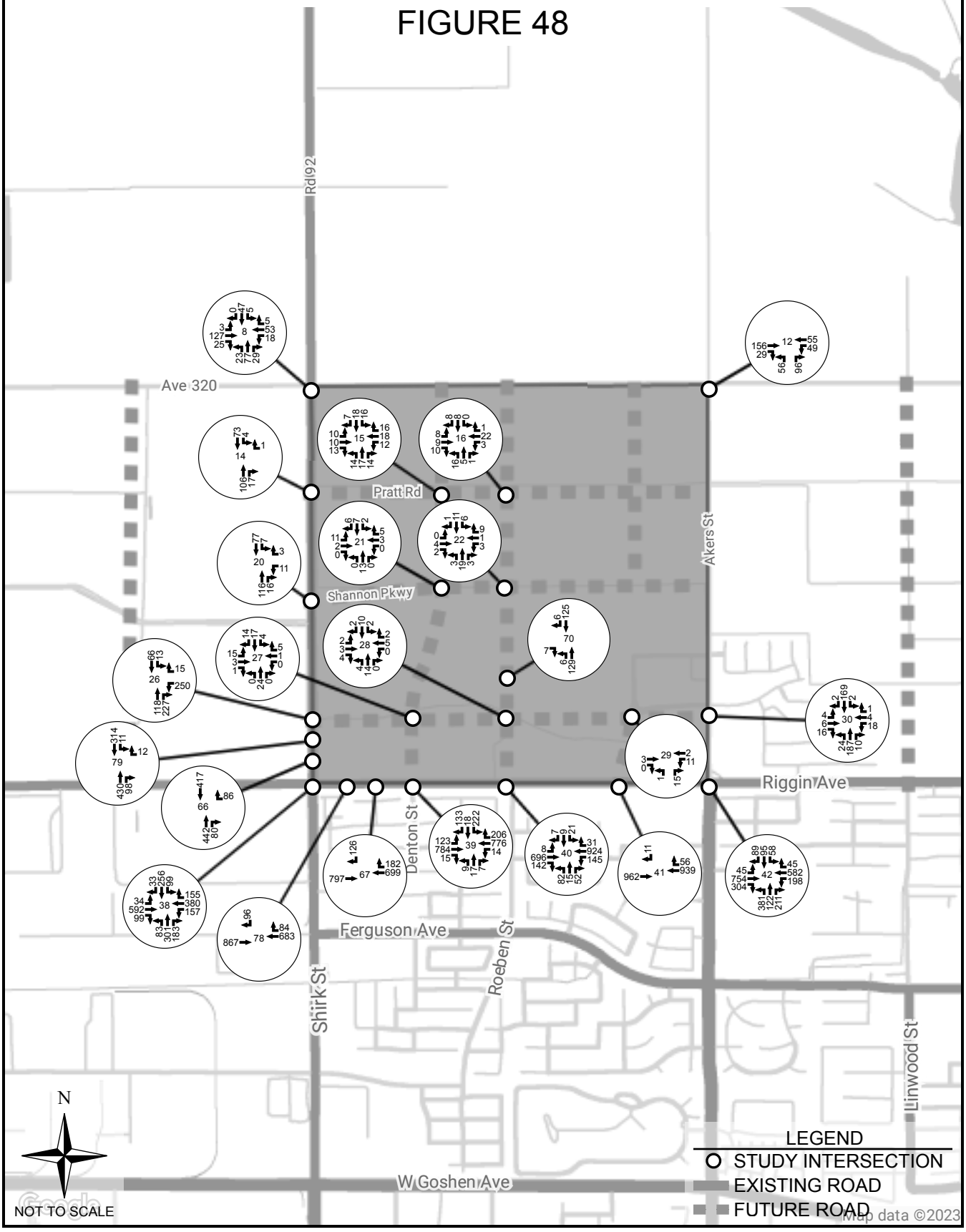


PM 2028+PROJECT PHASE 2 PEAK HOUR TRAFFIC
FIGURE 47

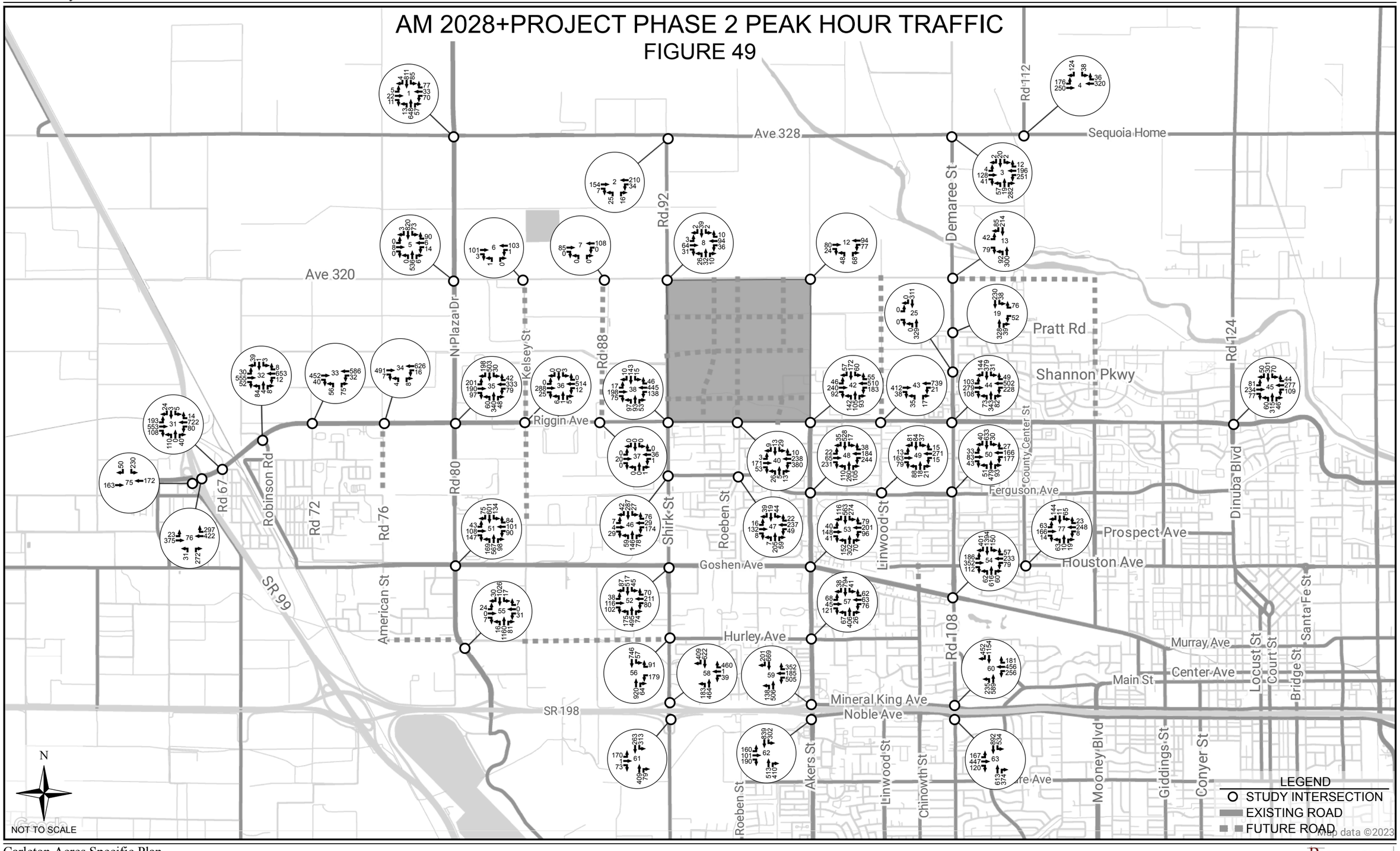


PM 2028+PROJ PHASE 2 PEAK HOUR TRAFFIC

FIGURE 48

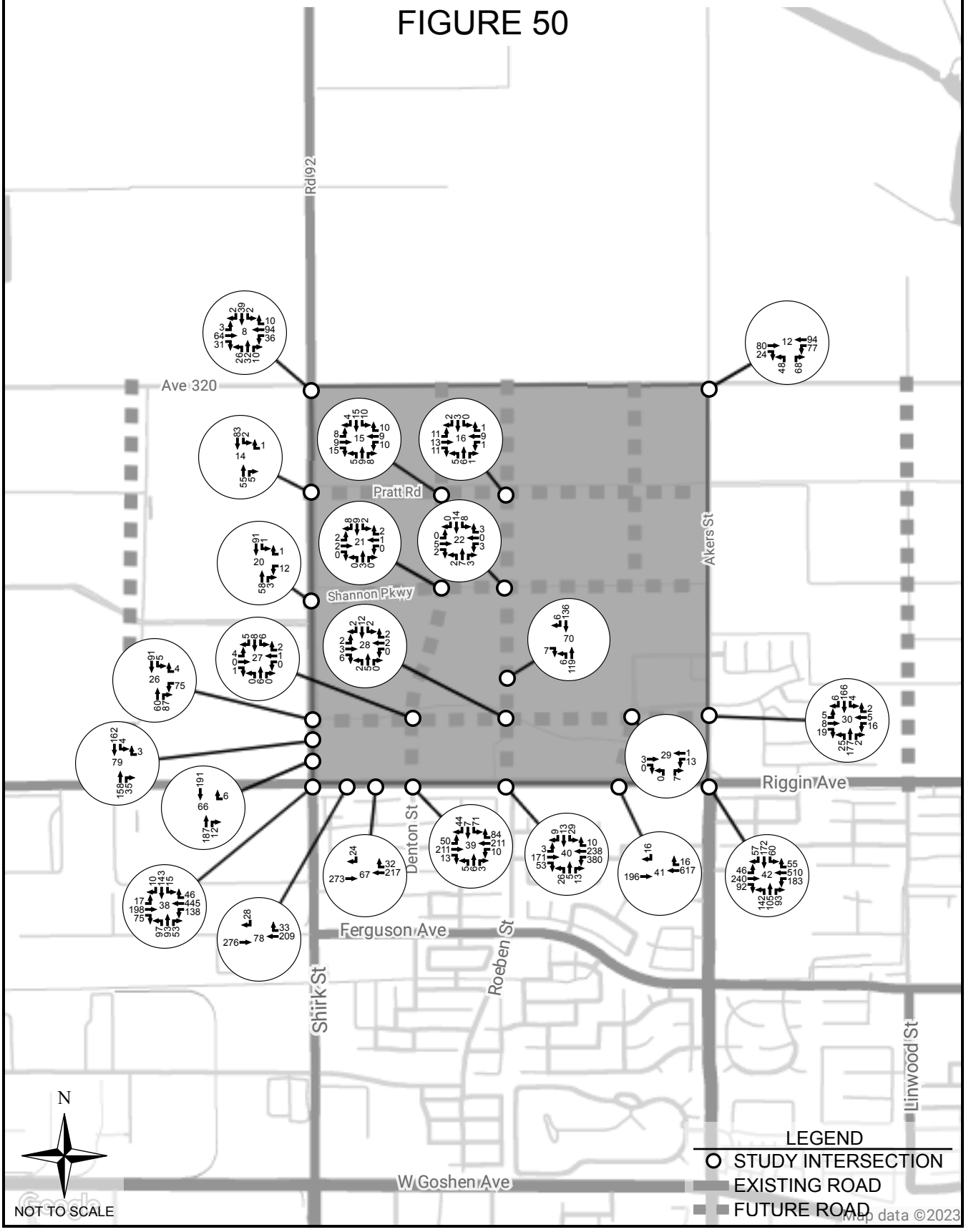


AM 2028+PROJECT PHASE 2 PEAK HOUR TRAFFIC
FIGURE 49

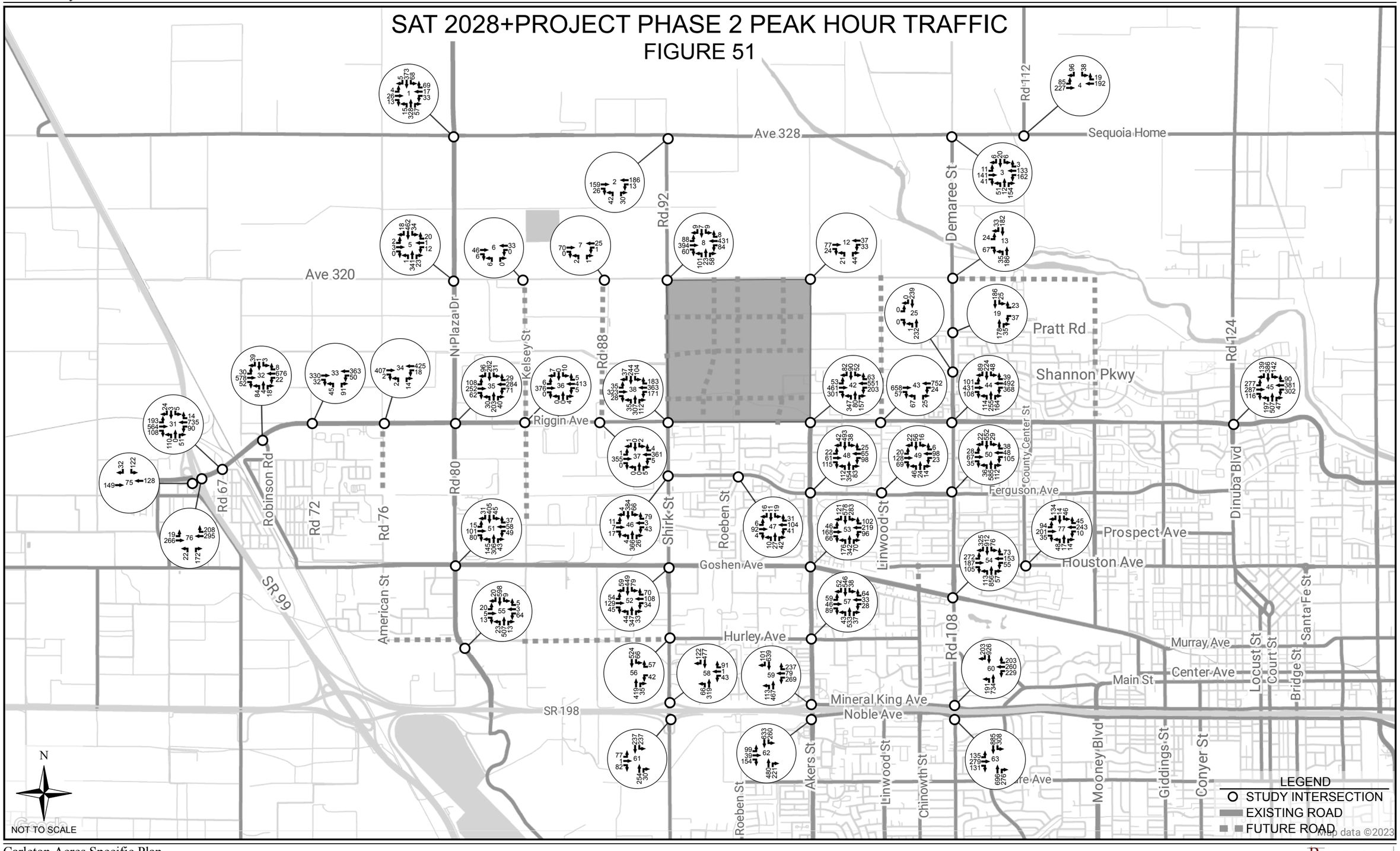


AM 2028+PROJ PHASE 2 PEAK HOUR TRAFFIC

FIGURE 50

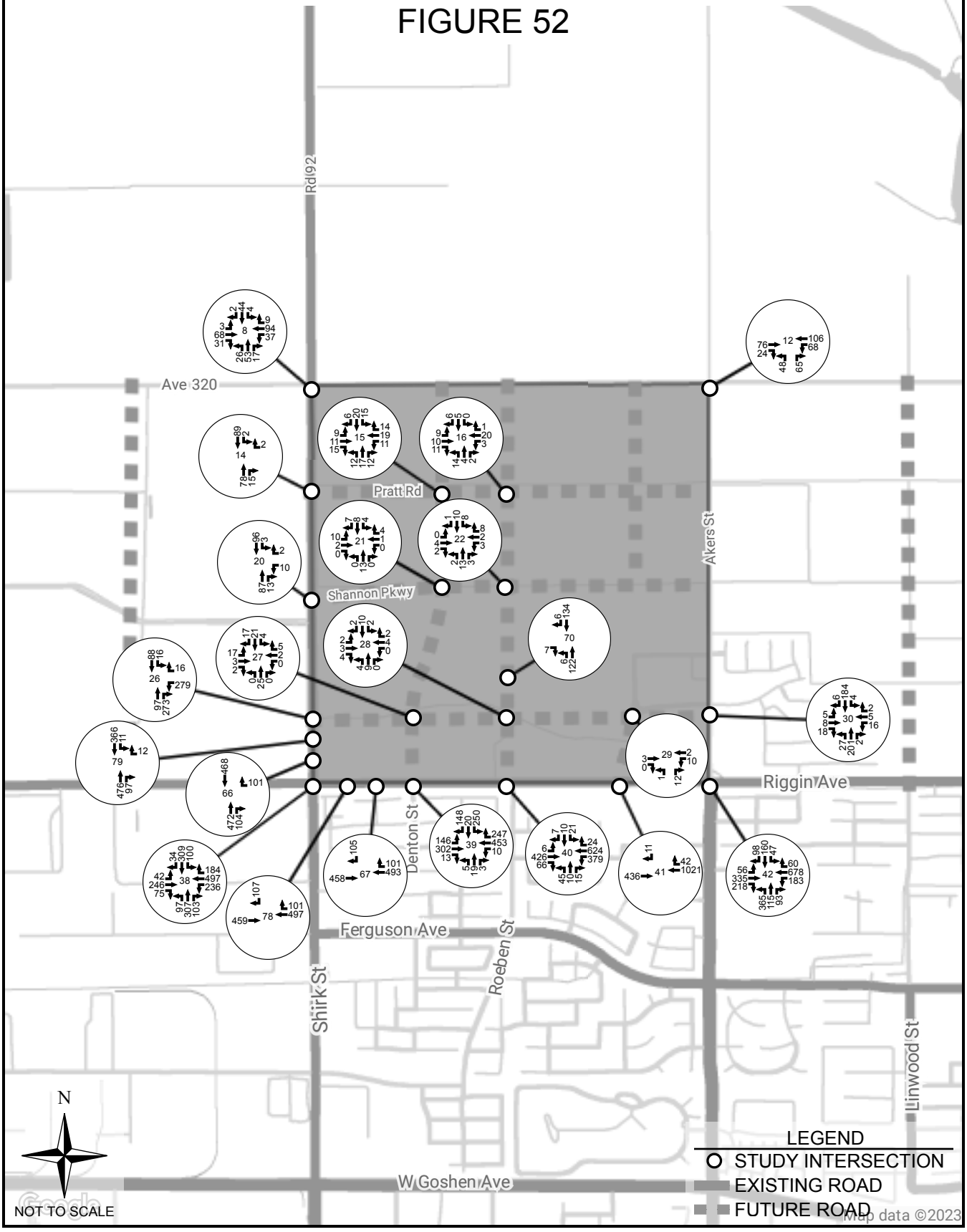


SAT 2028+PROJECT PHASE 2 PEAK HOUR TRAFFIC
FIGURE 51

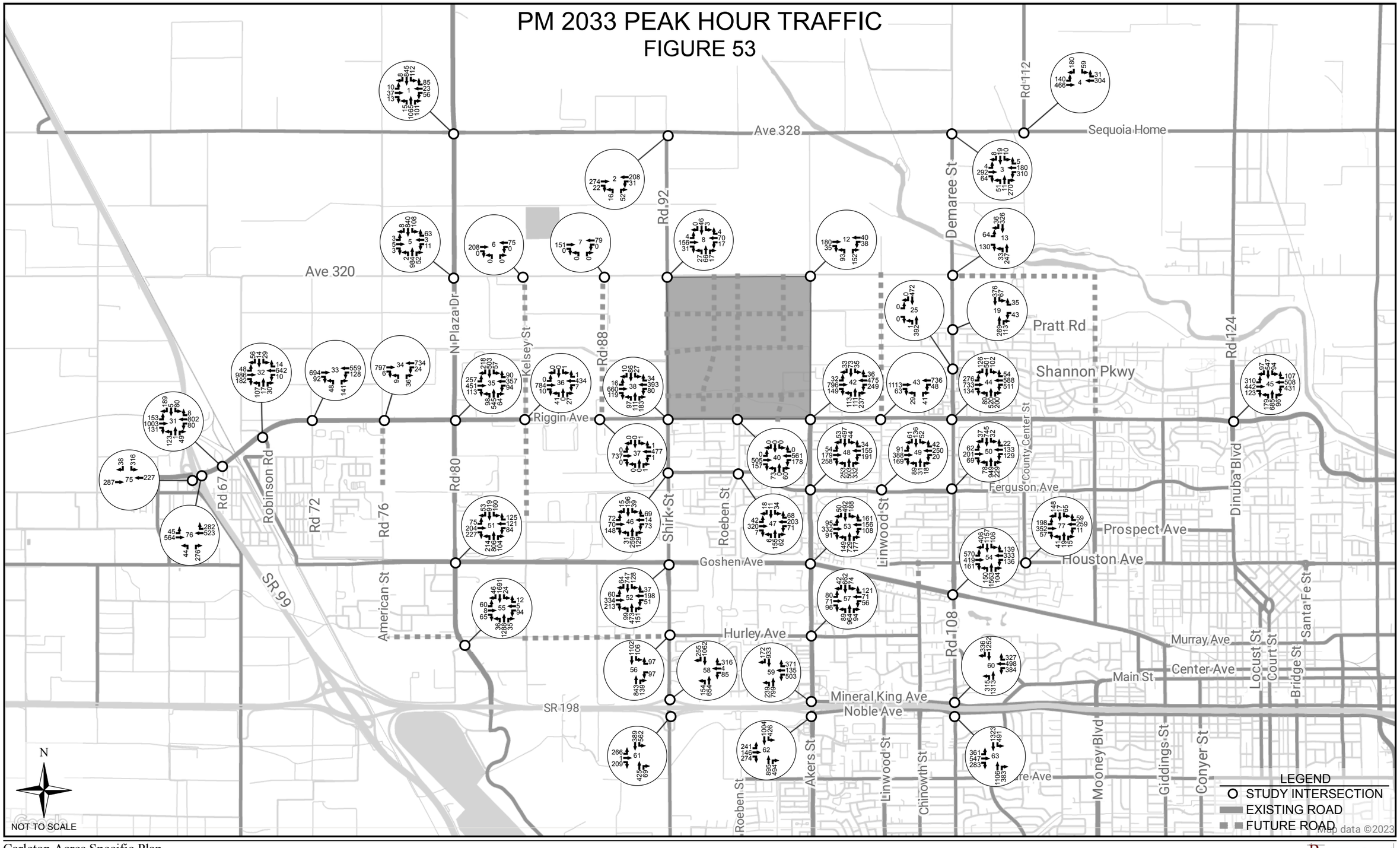


SAT 2028+PROJ PHASE 2 PEAK HOUR TRAFFIC

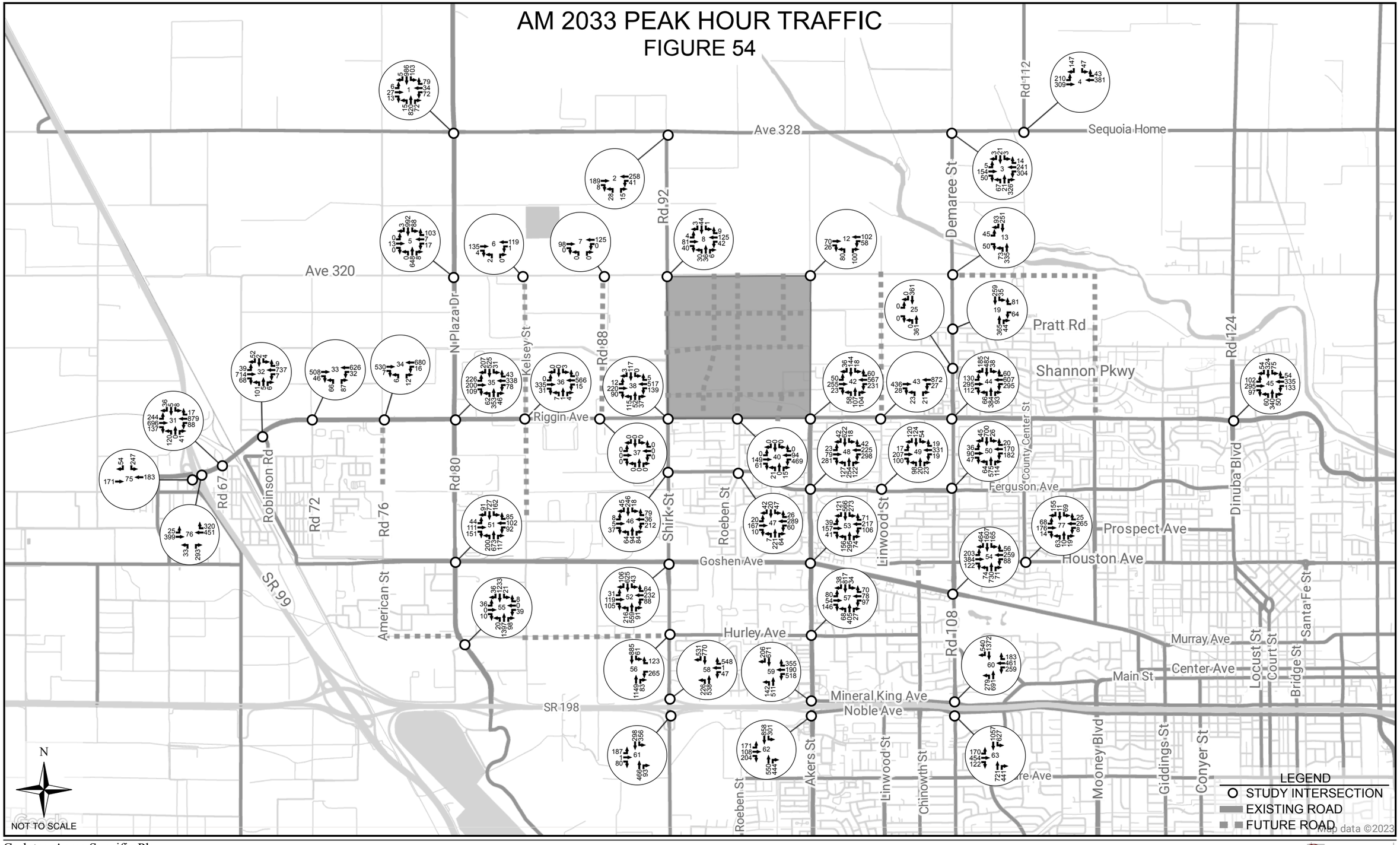
FIGURE 52



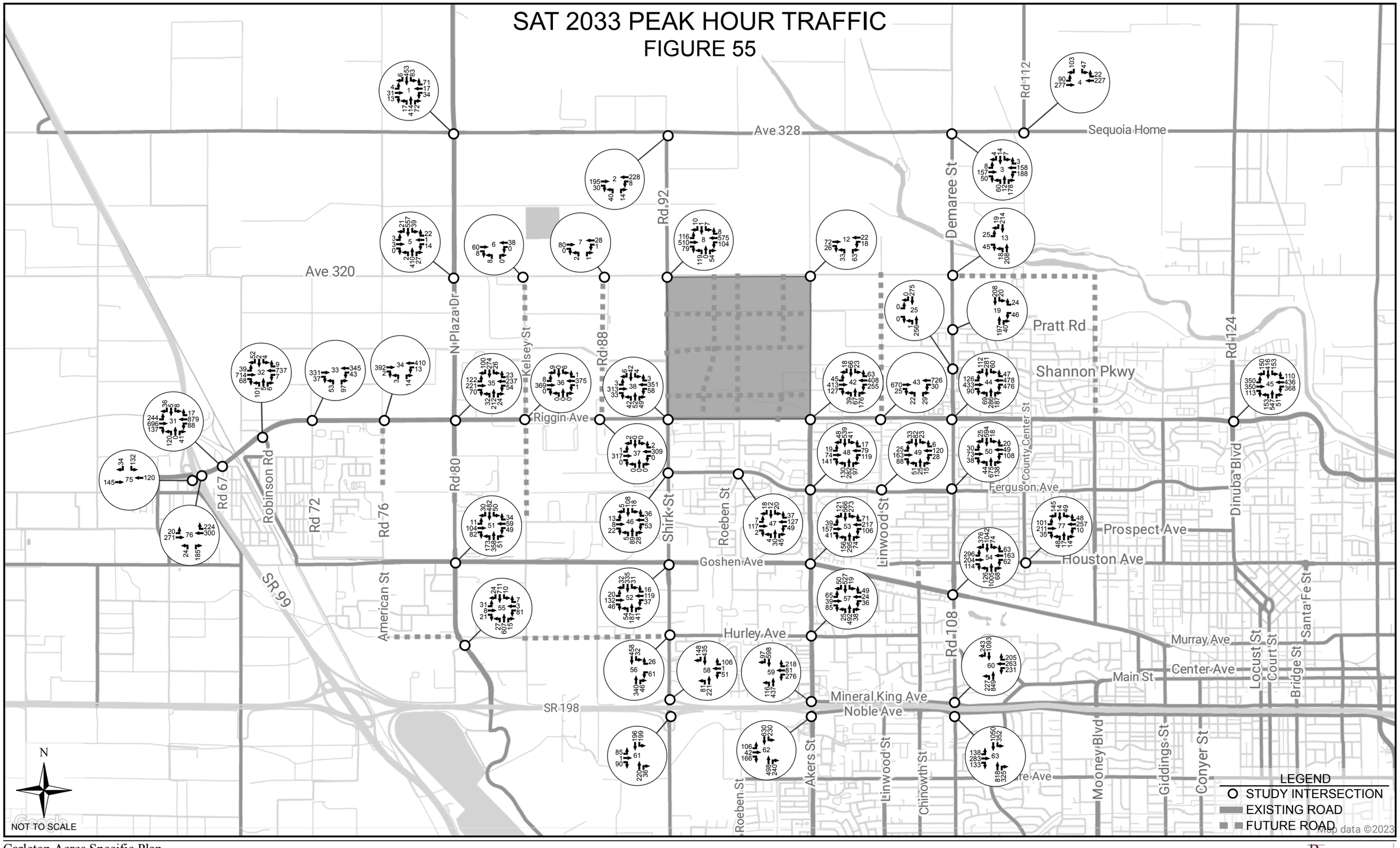
PM 2033 PEAK HOUR TRAFFIC
FIGURE 53



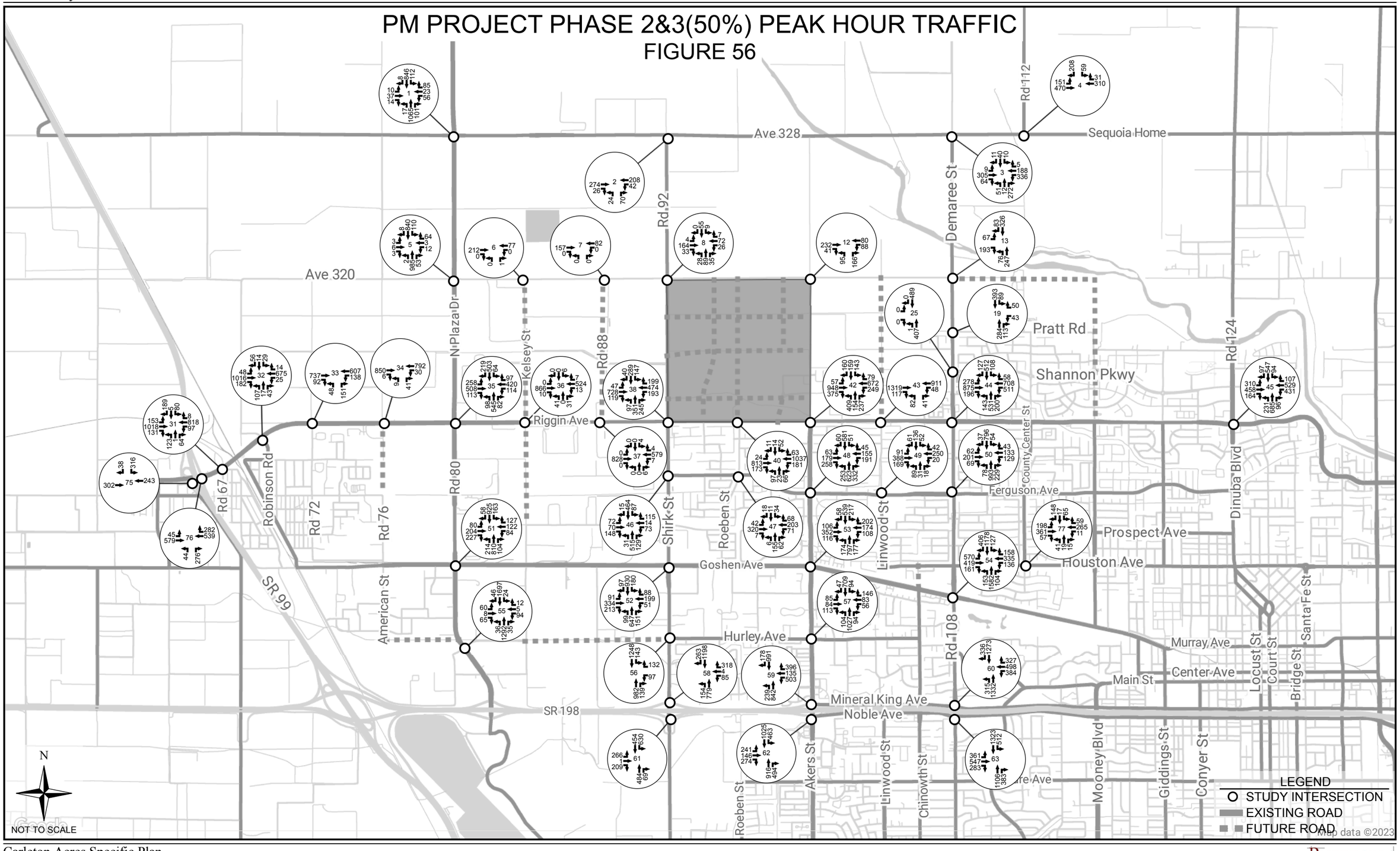
AM 2033 PEAK HOUR TRAFFIC
FIGURE 54



SAT 2033 PEAK HOUR TRAFFIC
FIGURE 55

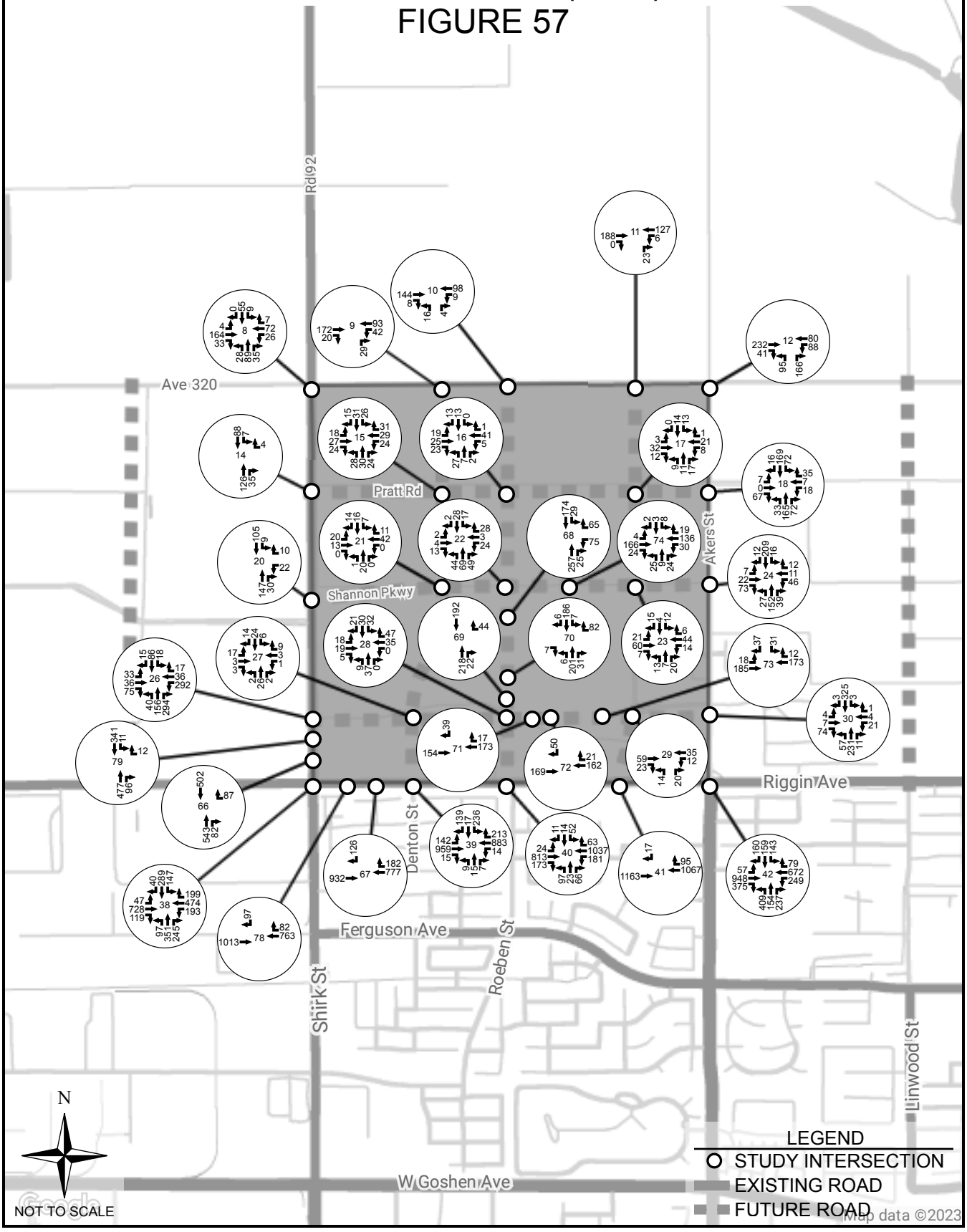


PM PROJECT PHASE 2&3(50%) PEAK HOUR TRAFFIC
FIGURE 56

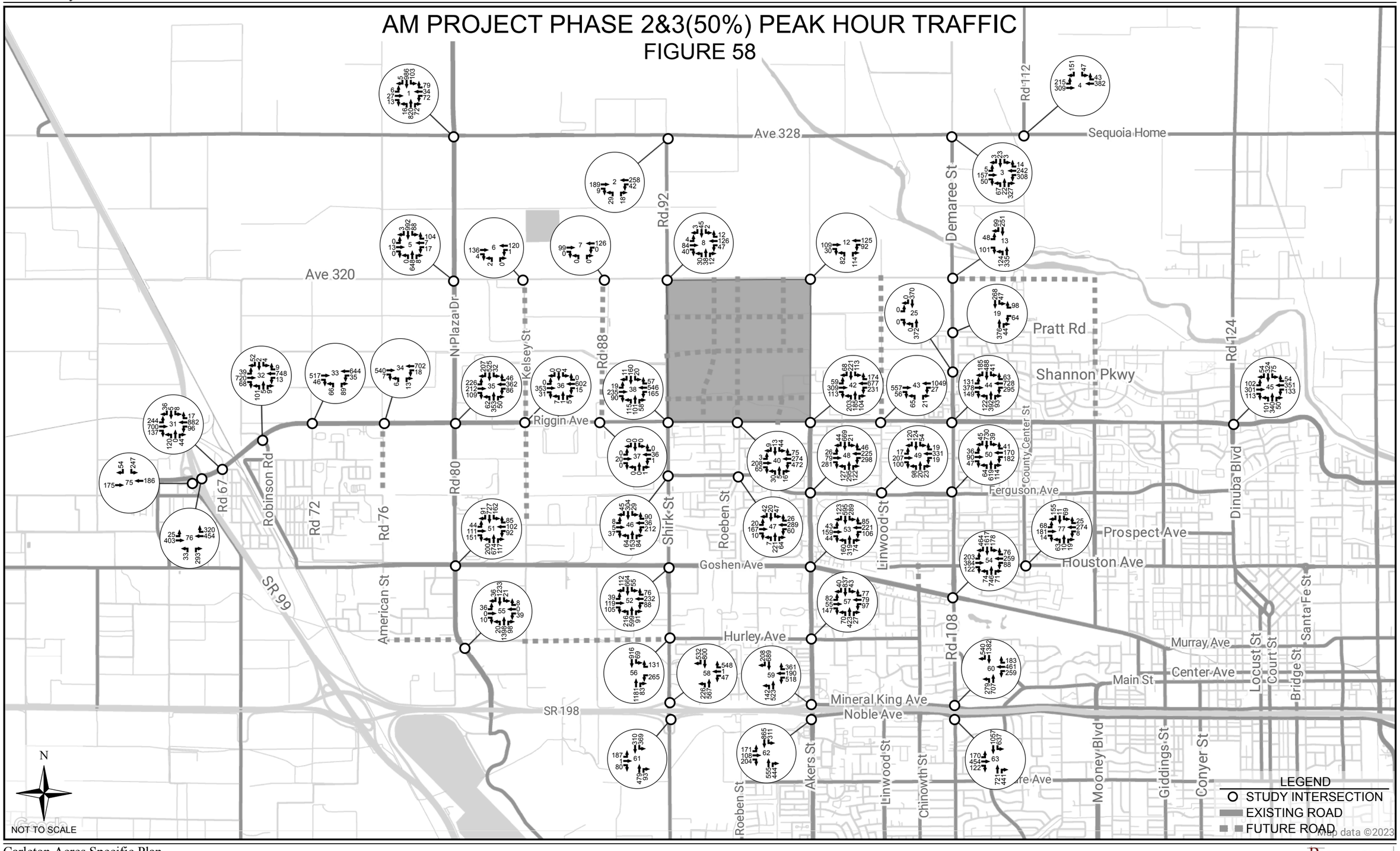


PM 2033+PROJ PHASE 2&3(50%) PH TRAFFIC

FIGURE 57

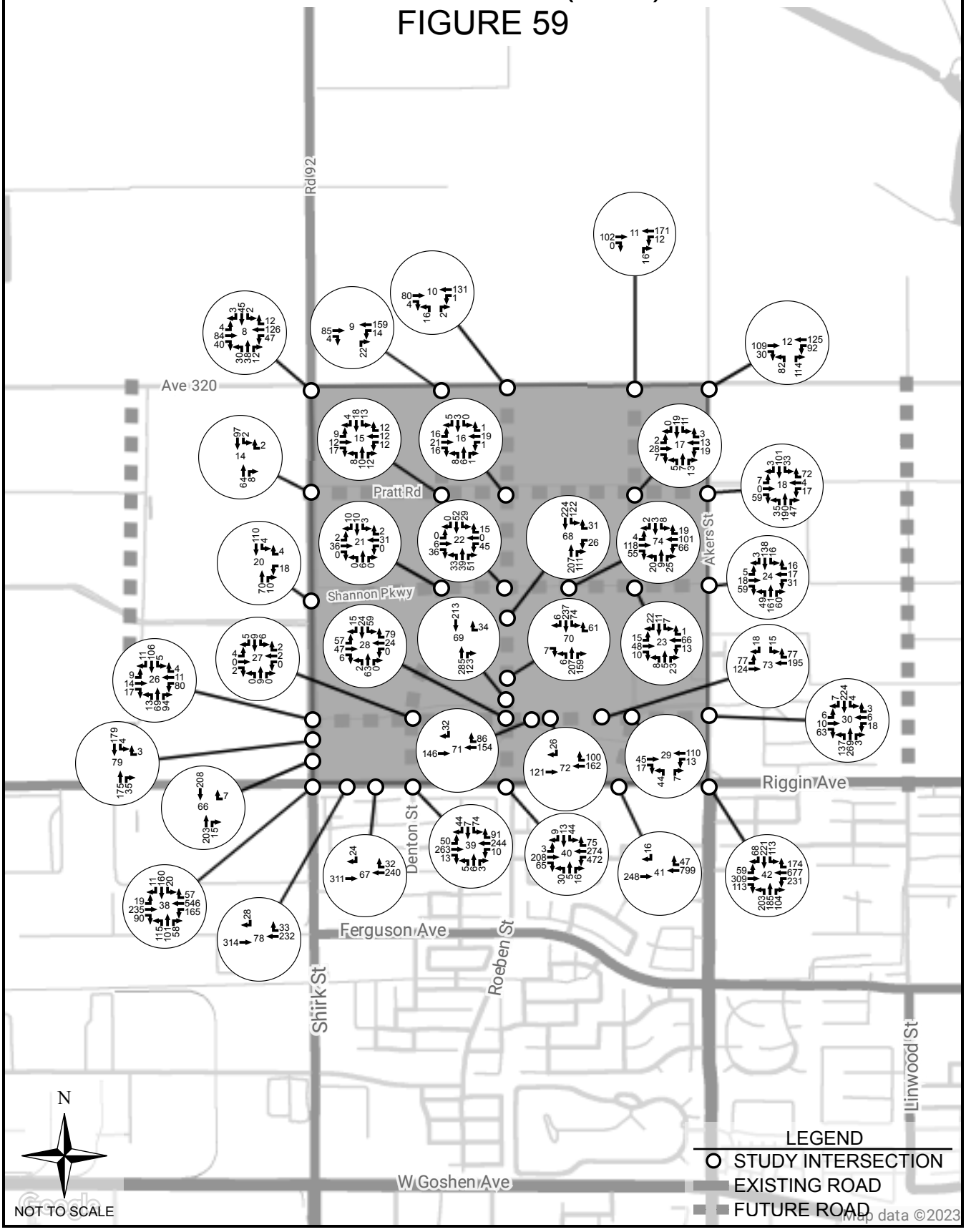


AM PROJECT PHASE 2&3(50%) PEAK HOUR TRAFFIC
FIGURE 58

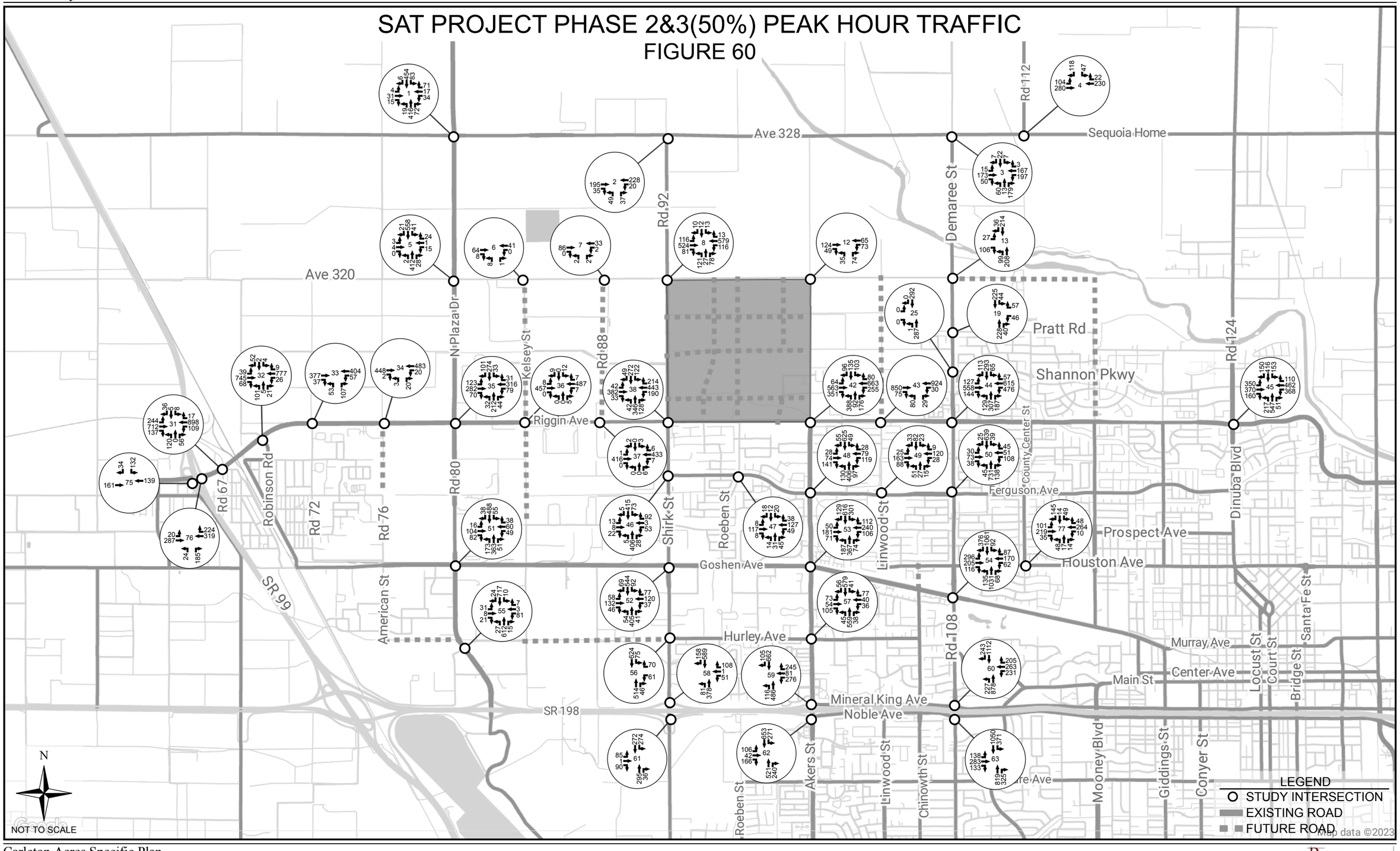


AM 2033+PROJ PHASE 2&3(50%) PH TRAFFIC

FIGURE 59

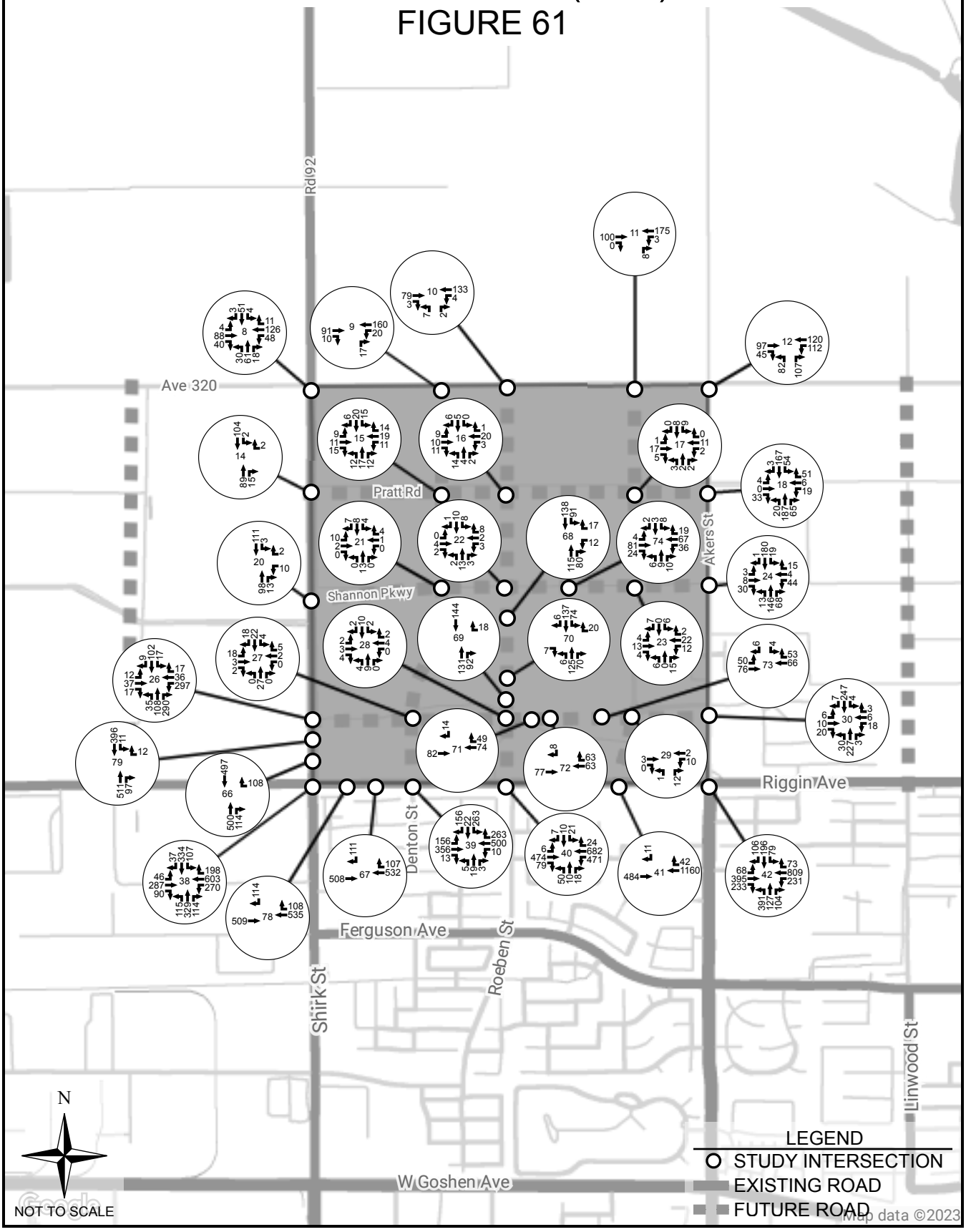


SAT PROJECT PHASE 2&3(50%) PEAK HOUR TRAFFIC
FIGURE 60

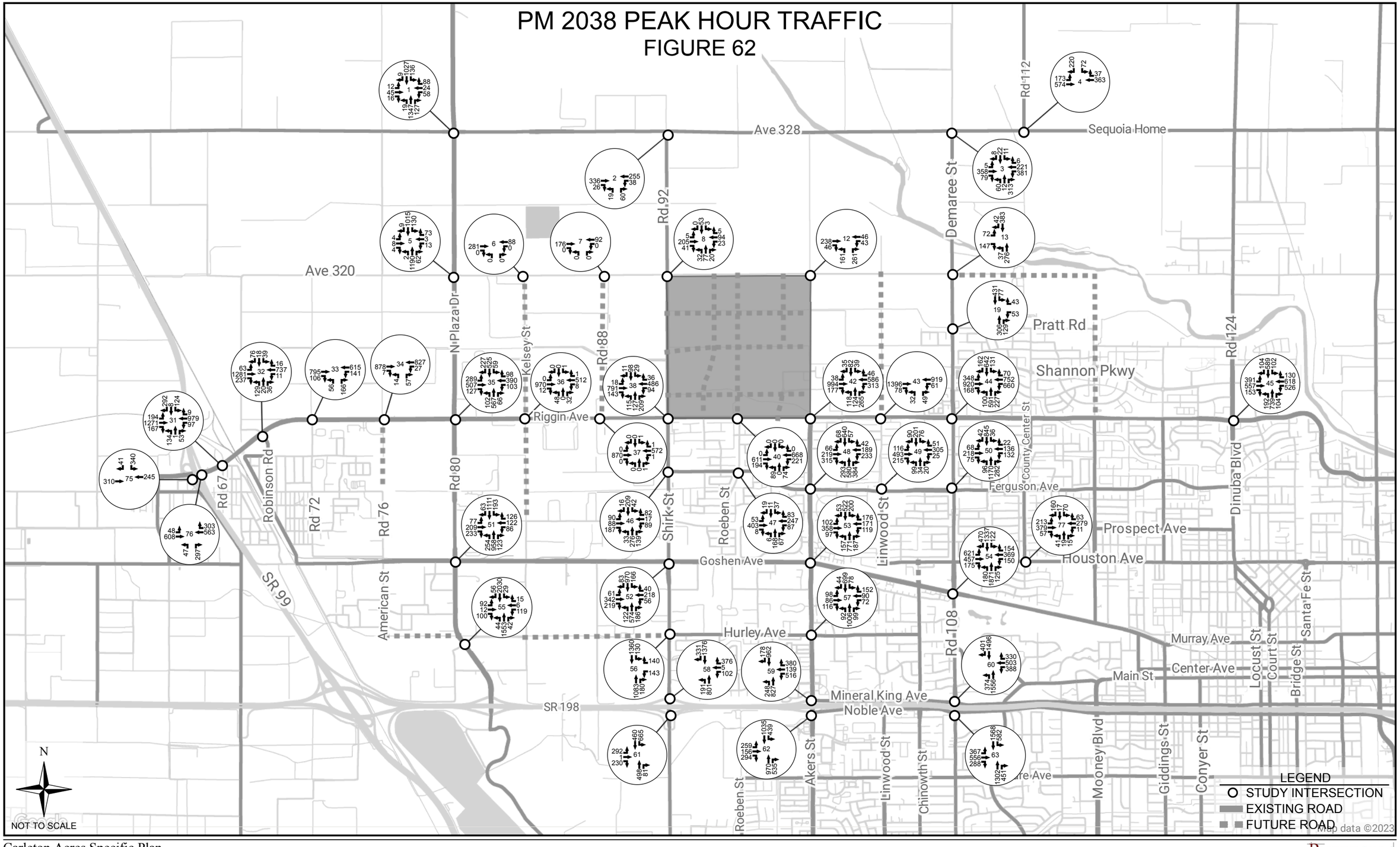


SAT 2033+PROJ PHASE 2&3(50%) PH TRAFFIC

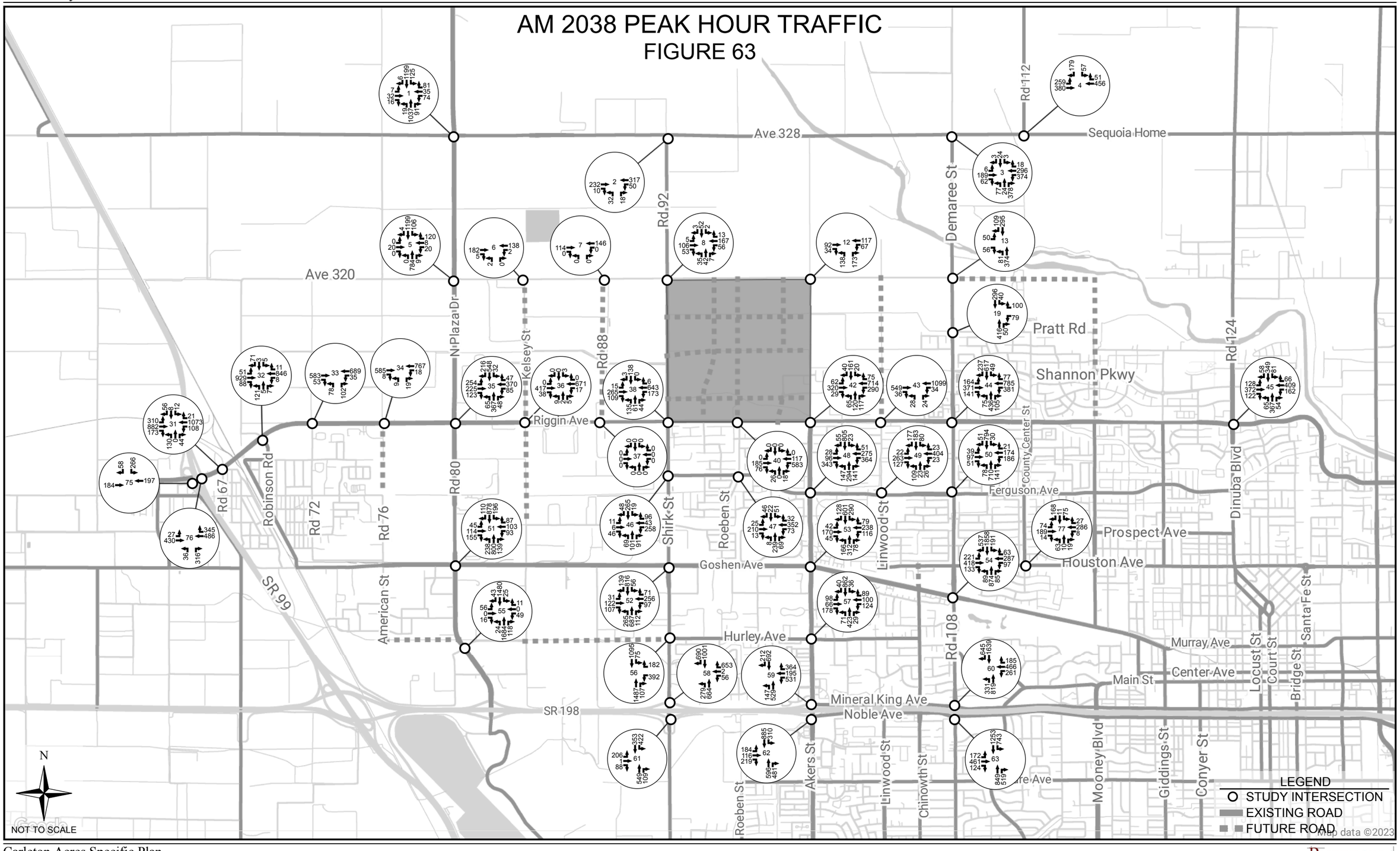
FIGURE 61



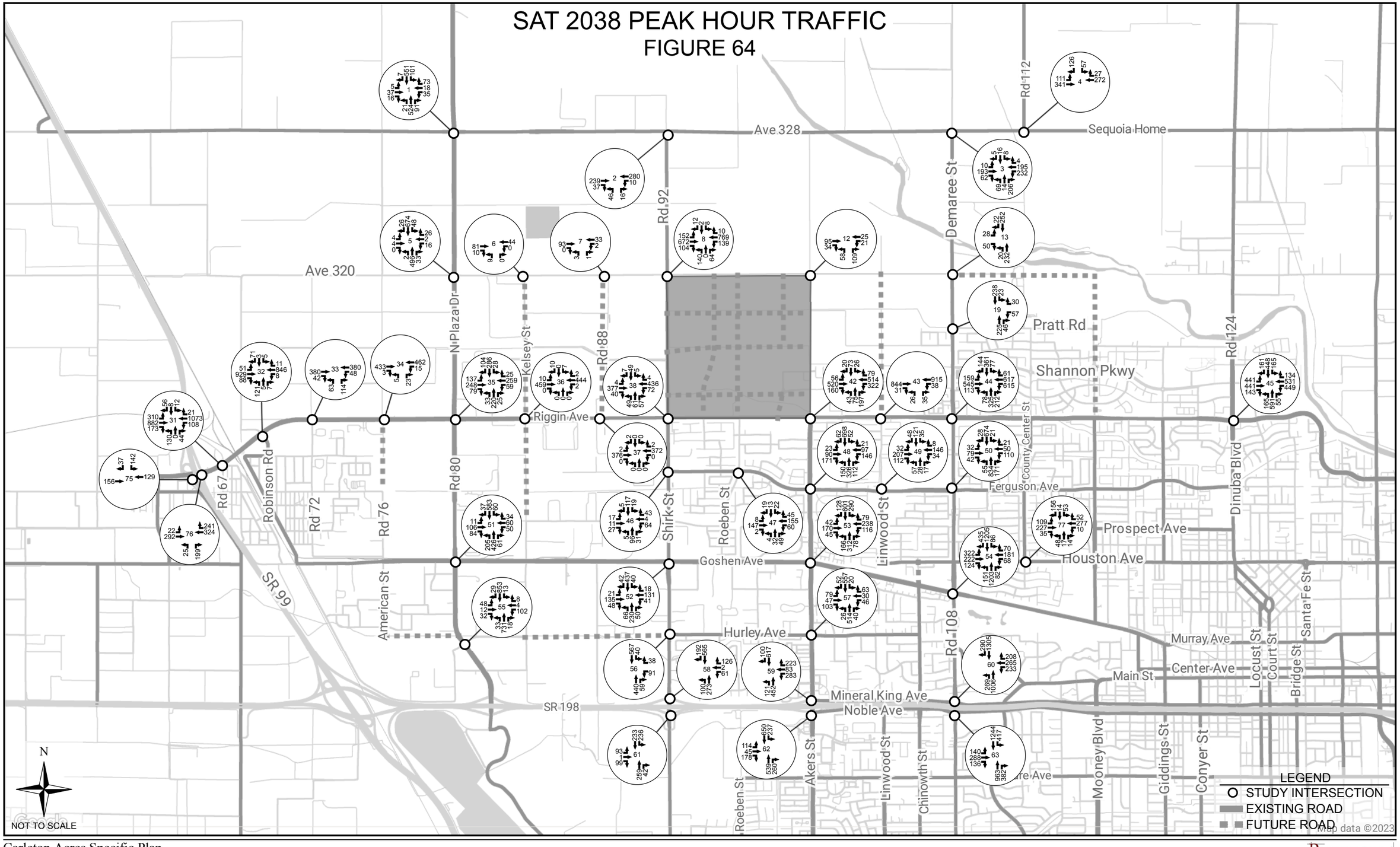
PM 2038 PEAK HOUR TRAFFIC
FIGURE 62



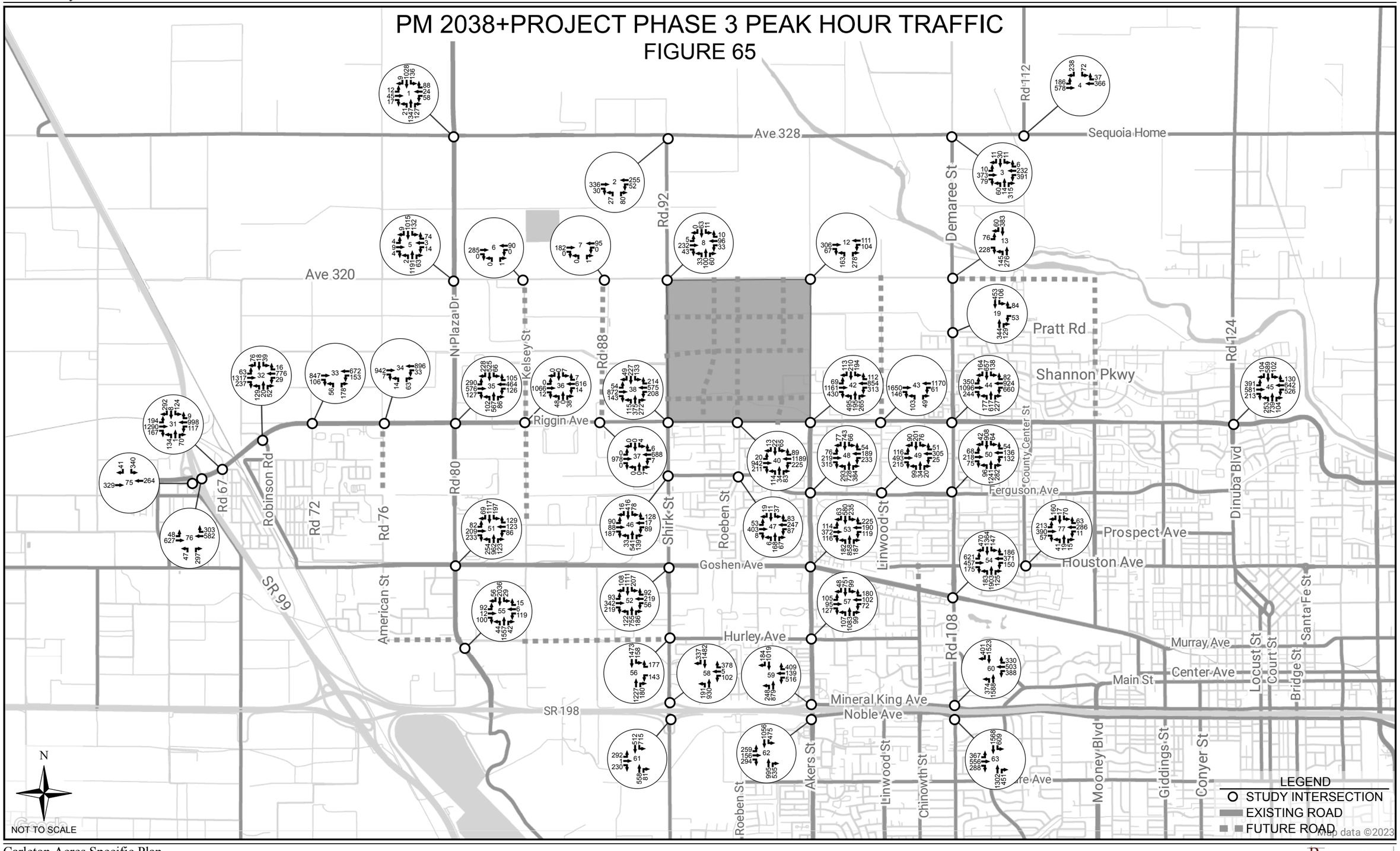
AM 2038 PEAK HOUR TRAFFIC
FIGURE 63



SAT 2038 PEAK HOUR TRAFFIC
FIGURE 64

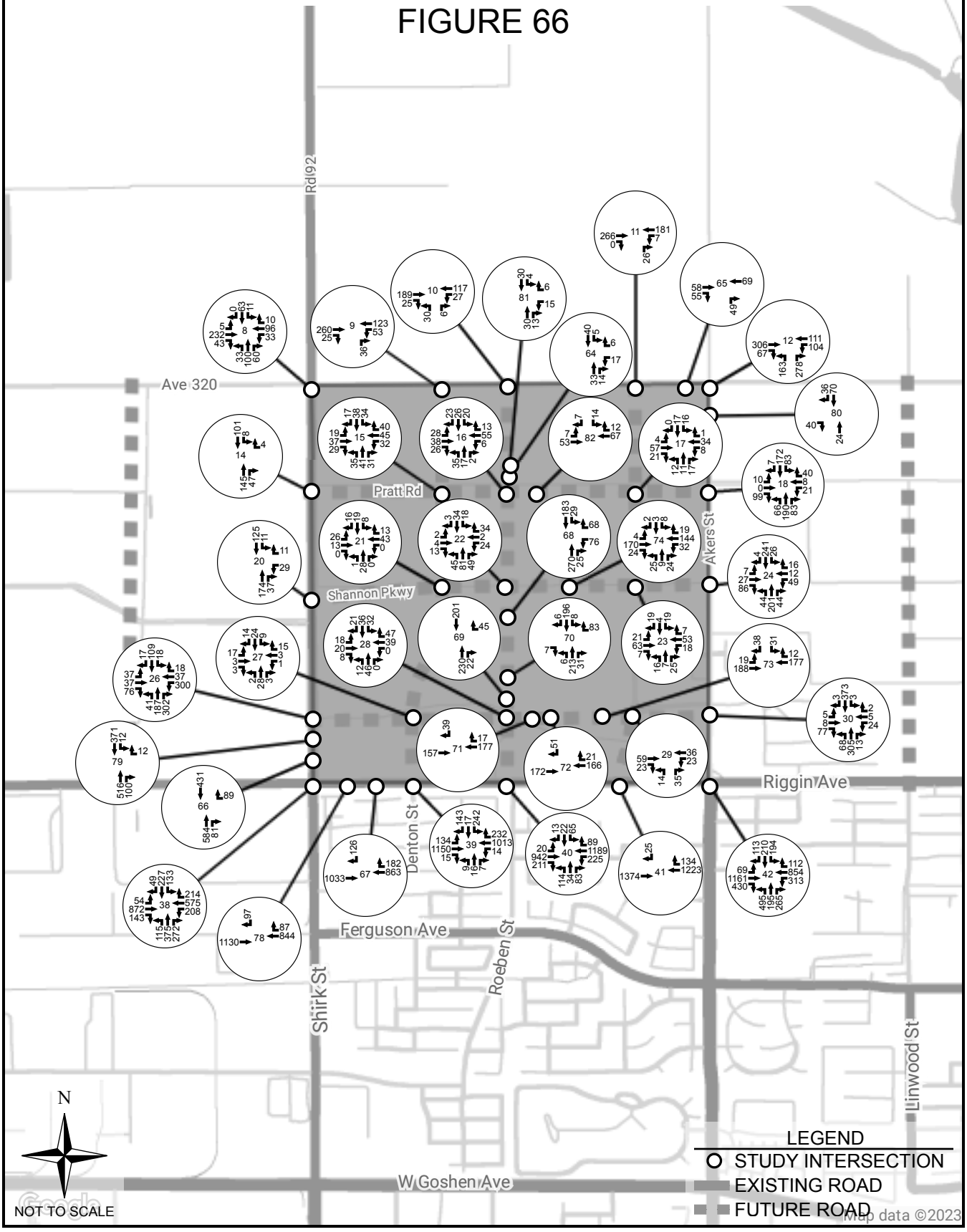


PM 2038+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 65

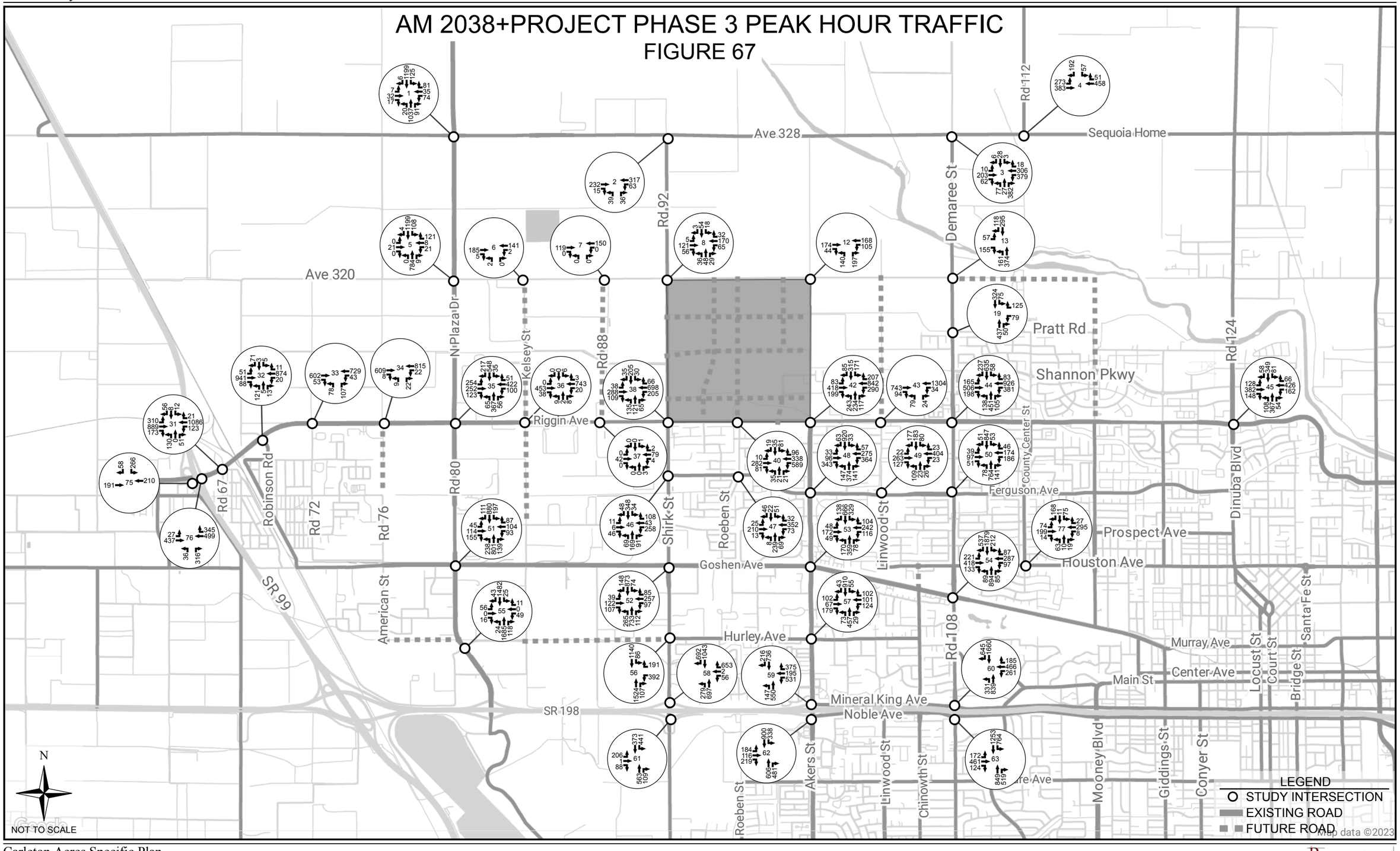


PM 2038+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 66

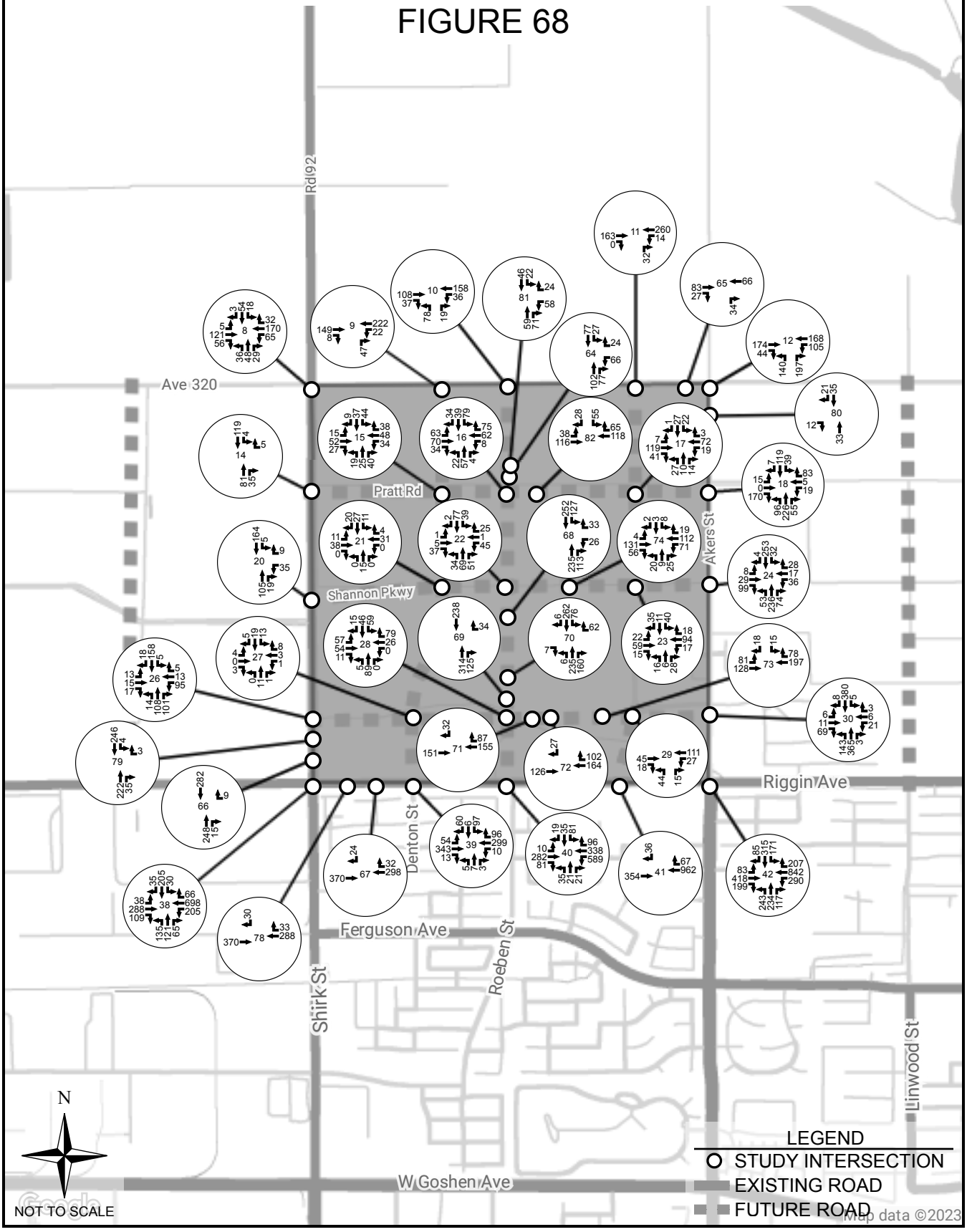


AM 2038+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 67

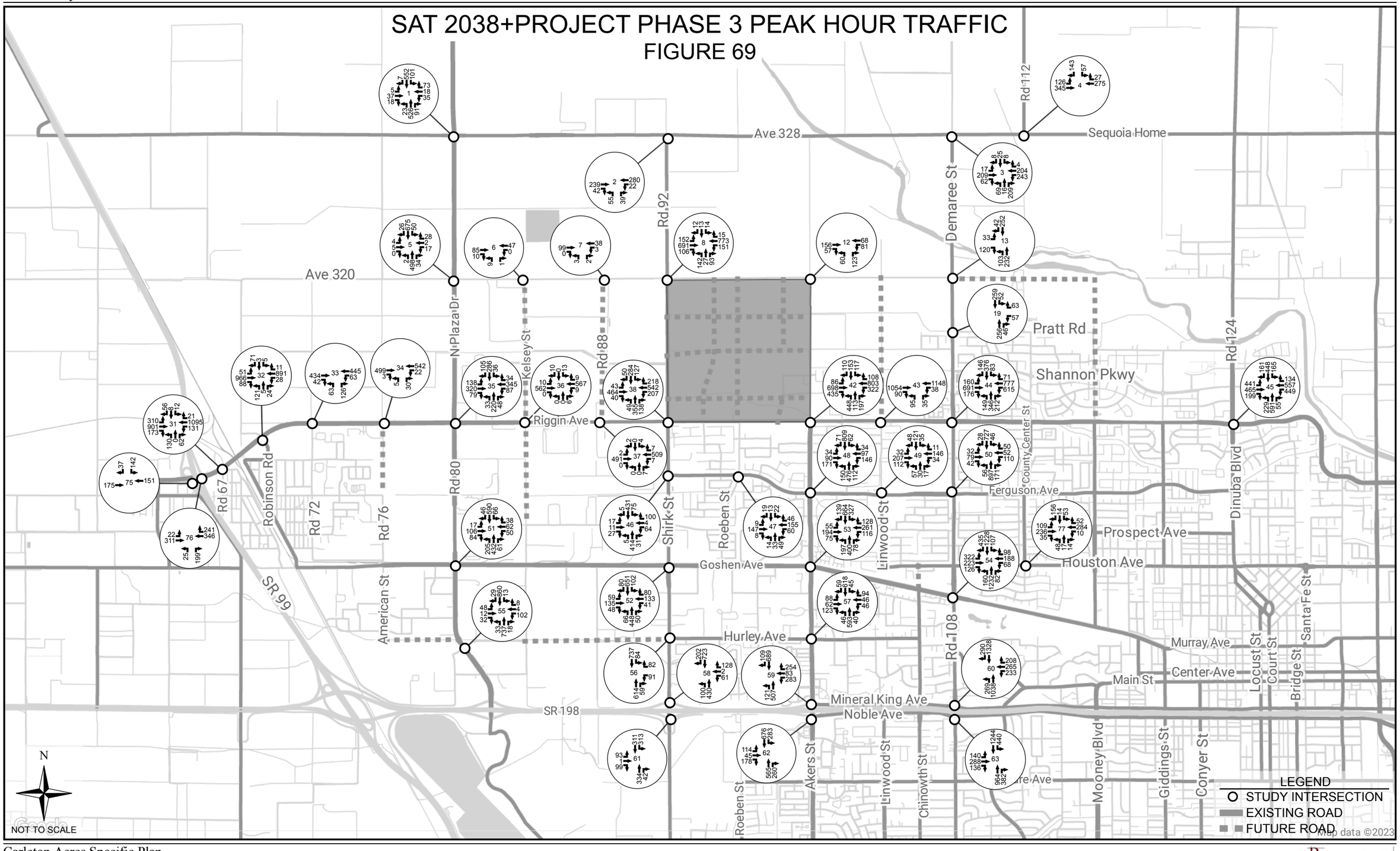


AM 2038+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 68

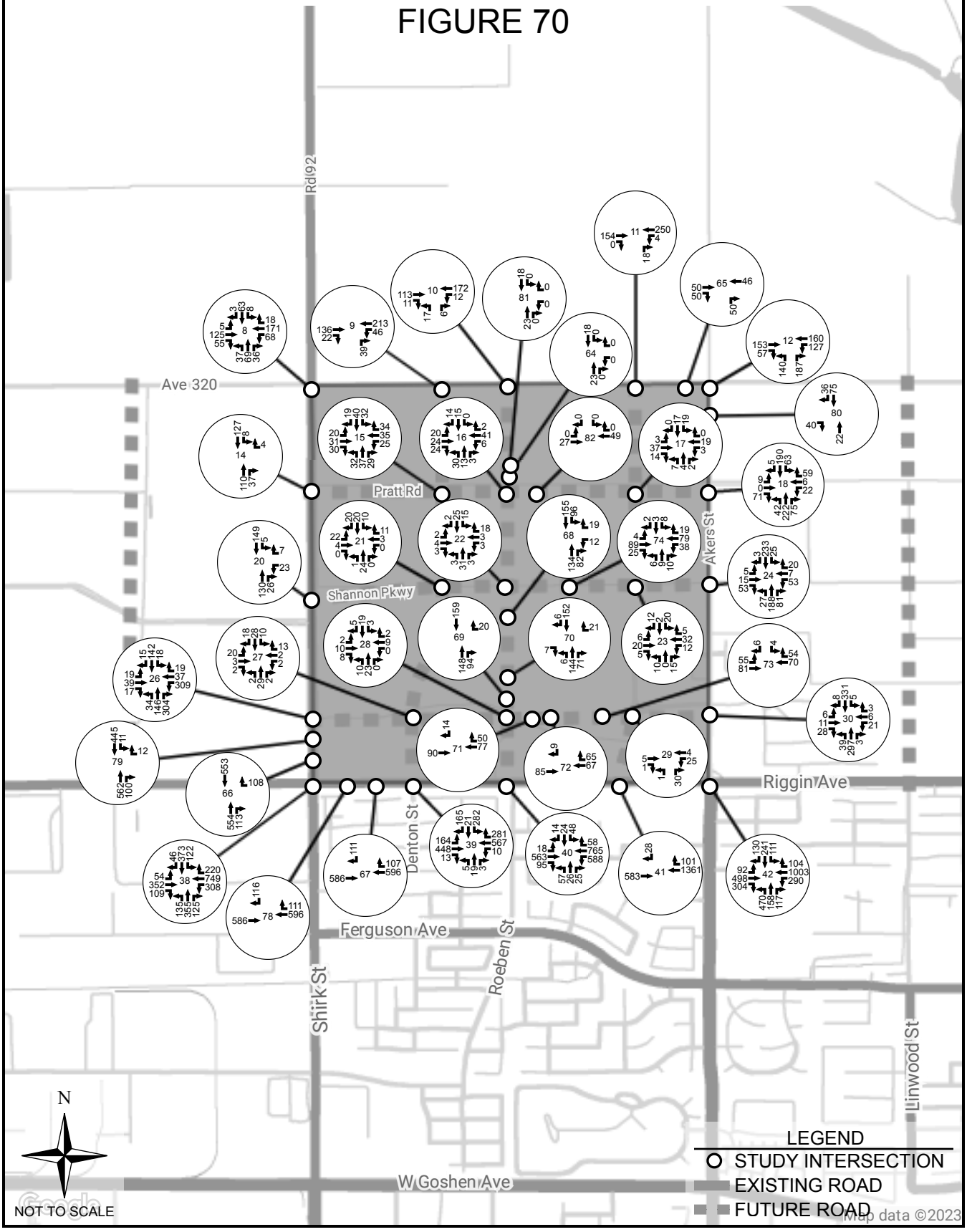


SAT 2038+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 69

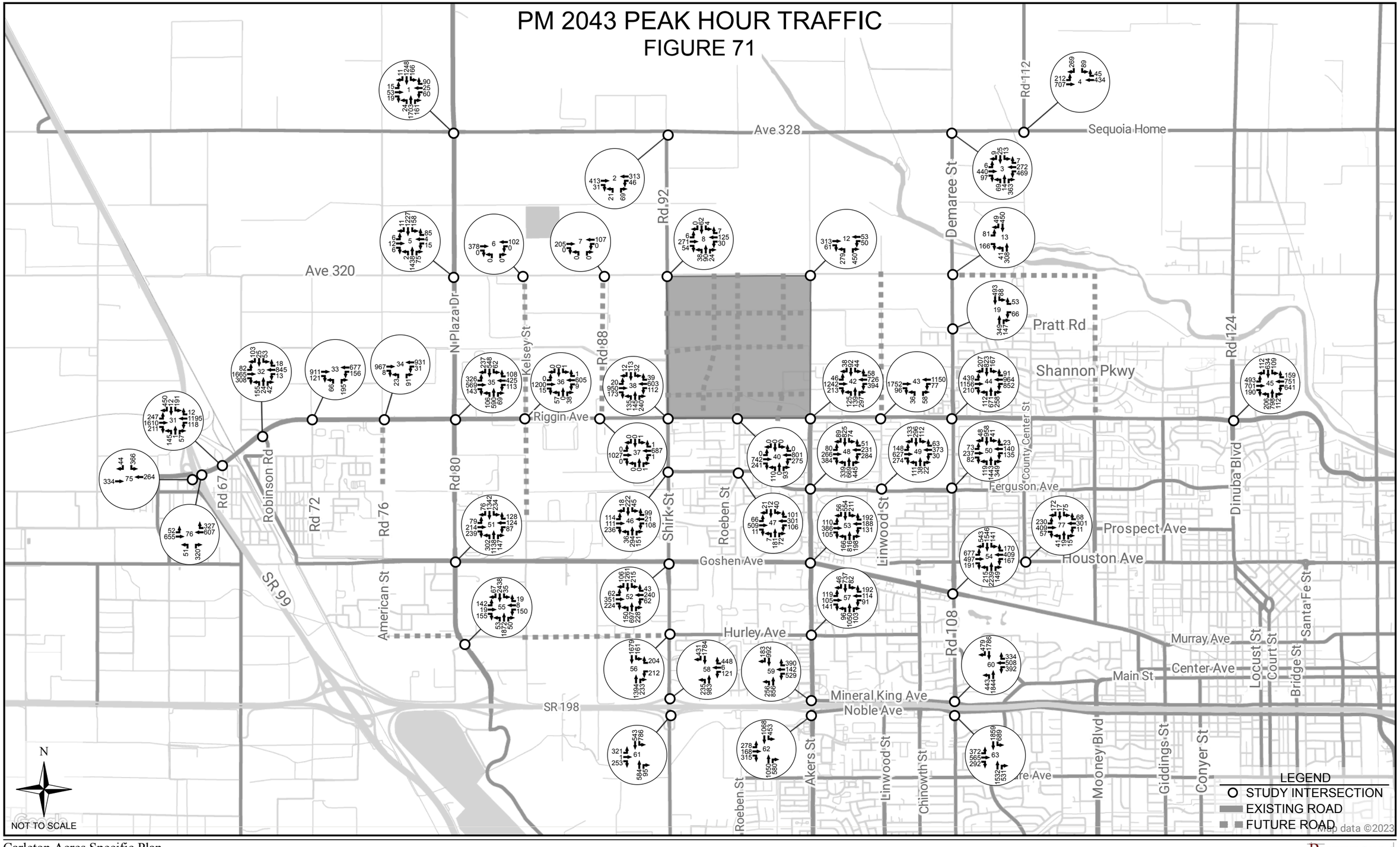


SAT 2038+PROJ PHASE 3 PEAK HOUR TRAFFIC

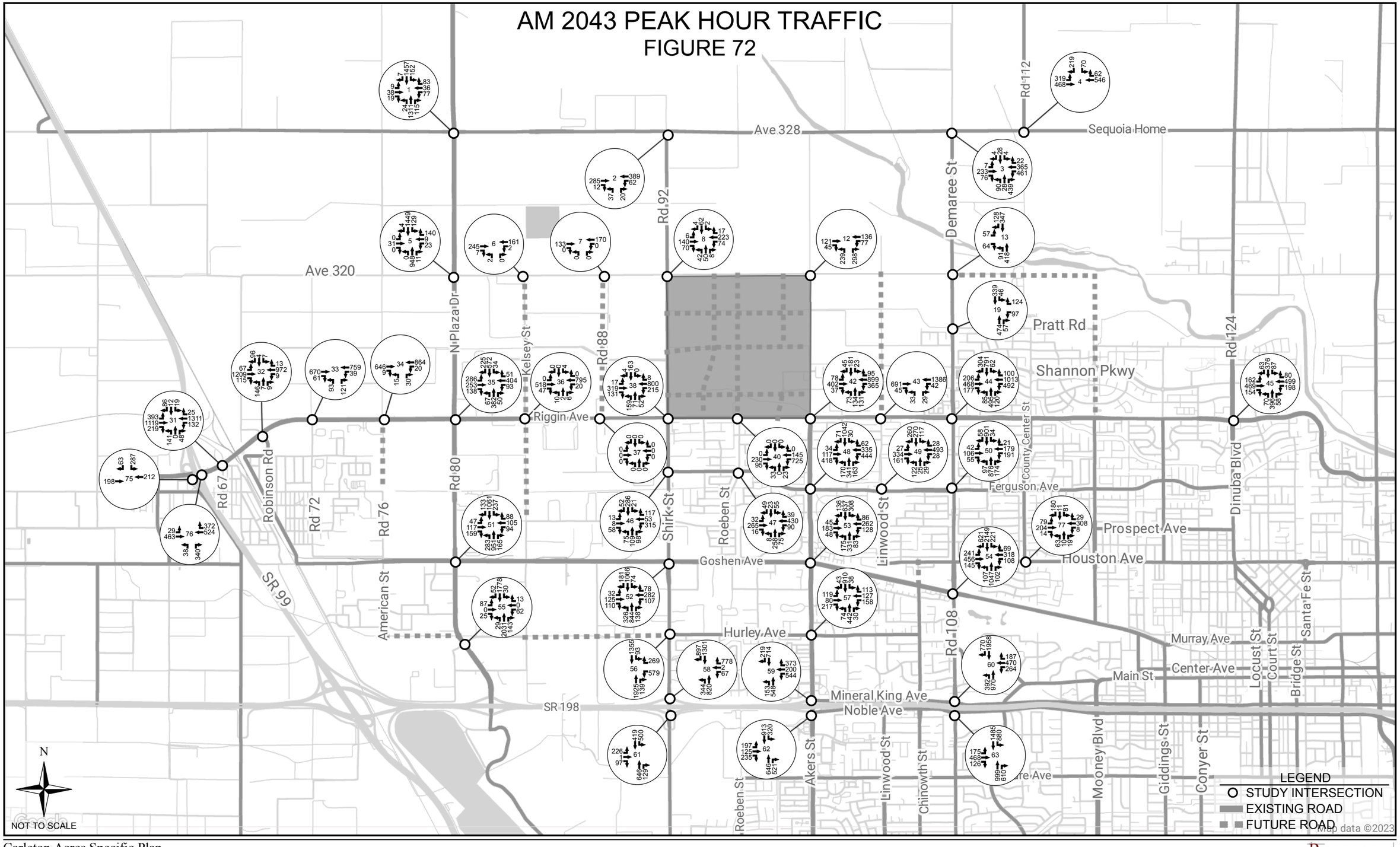
FIGURE 70



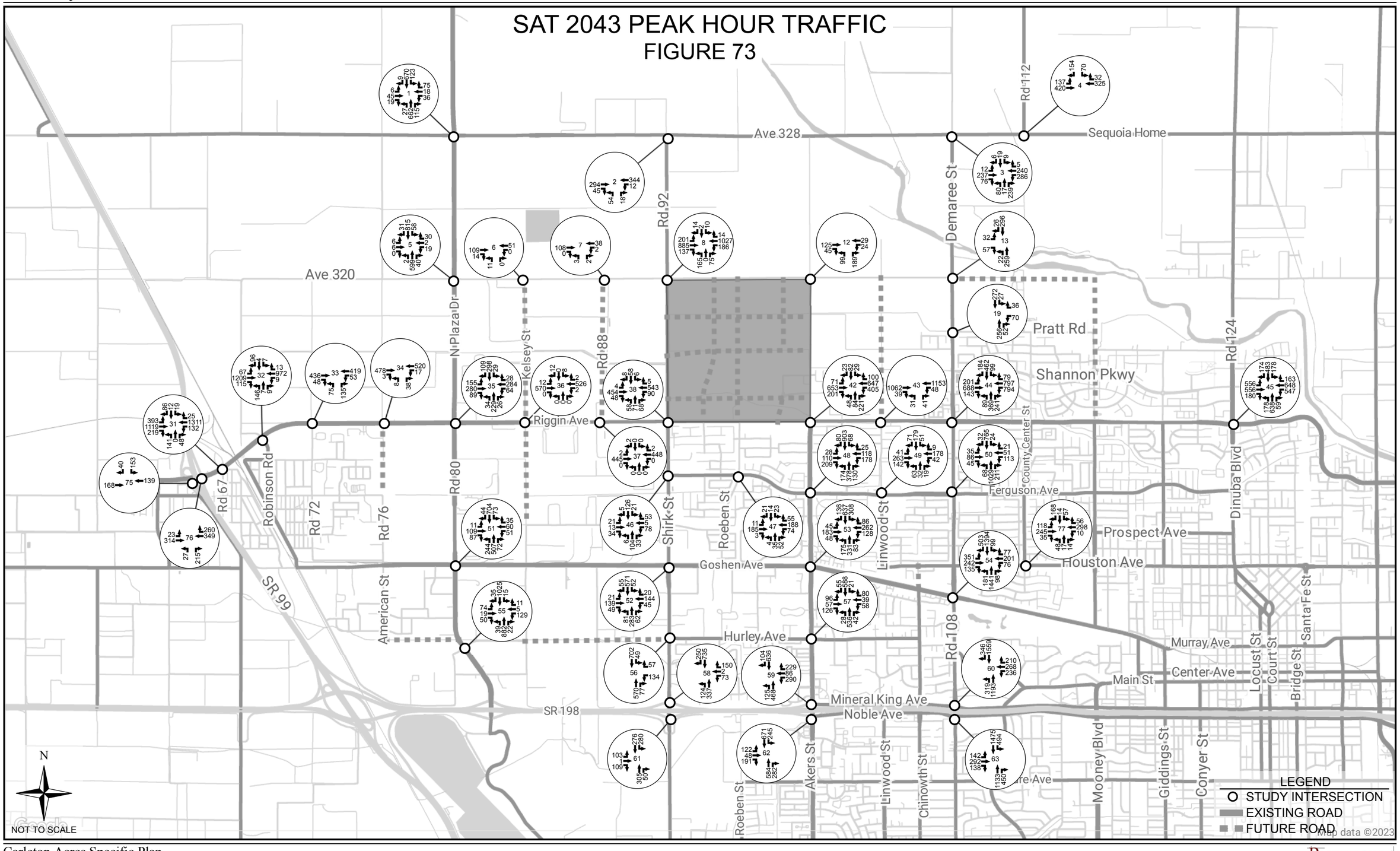
PM 2043 PEAK HOUR TRAFFIC
FIGURE 71



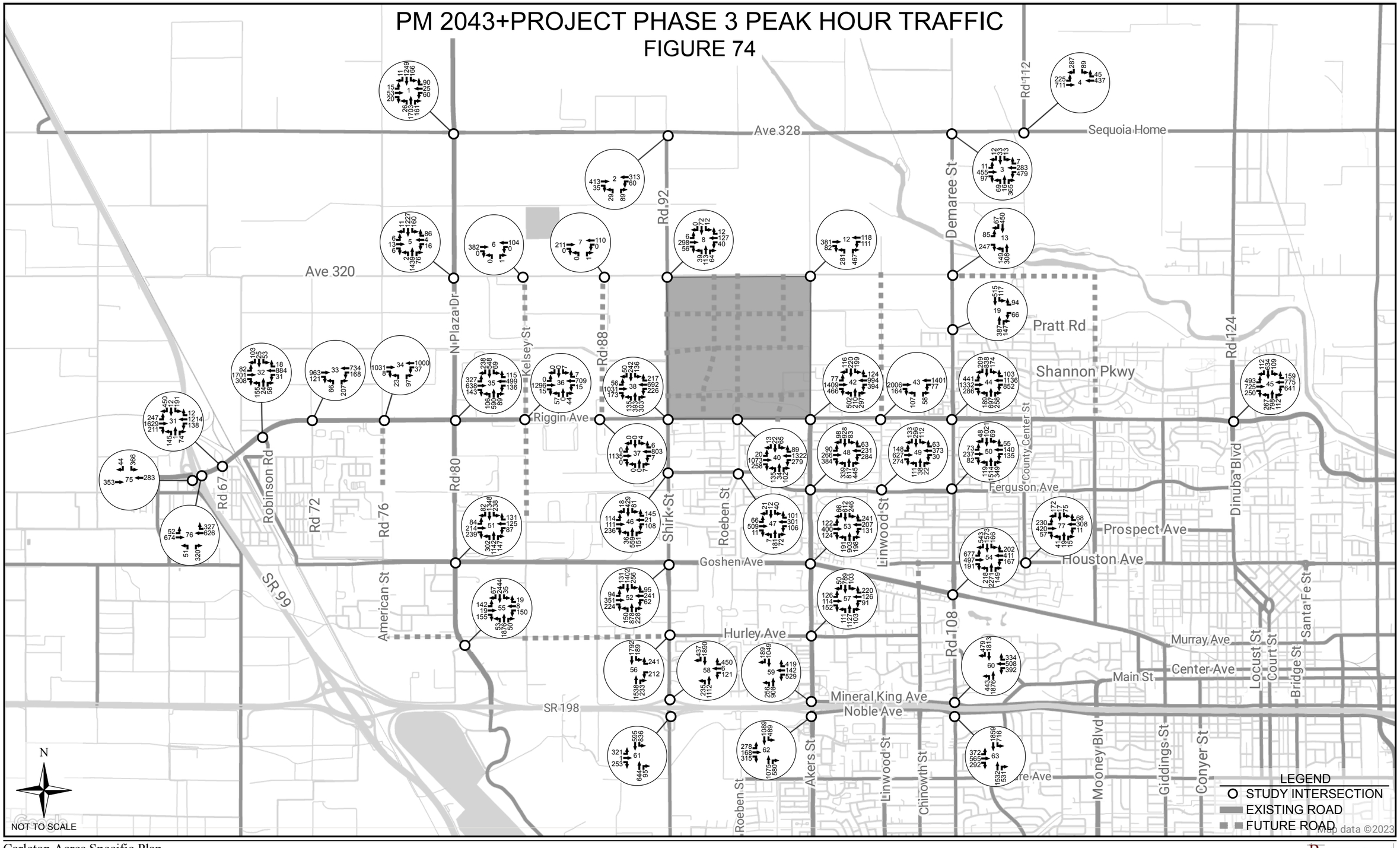
AM 2043 PEAK HOUR TRAFFIC
FIGURE 72



SAT 2043 PEAK HOUR TRAFFIC
FIGURE 73

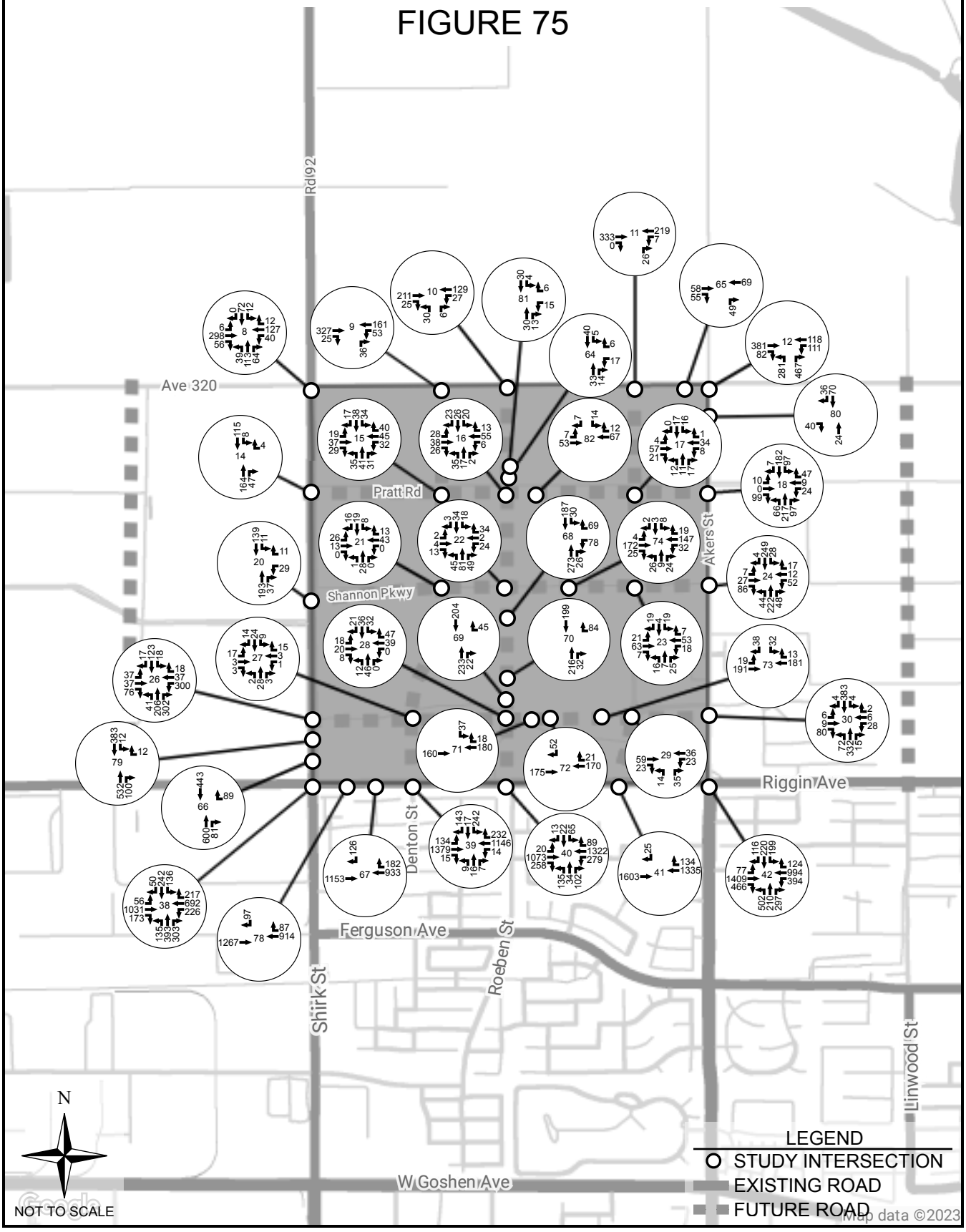


PM 2043+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 74

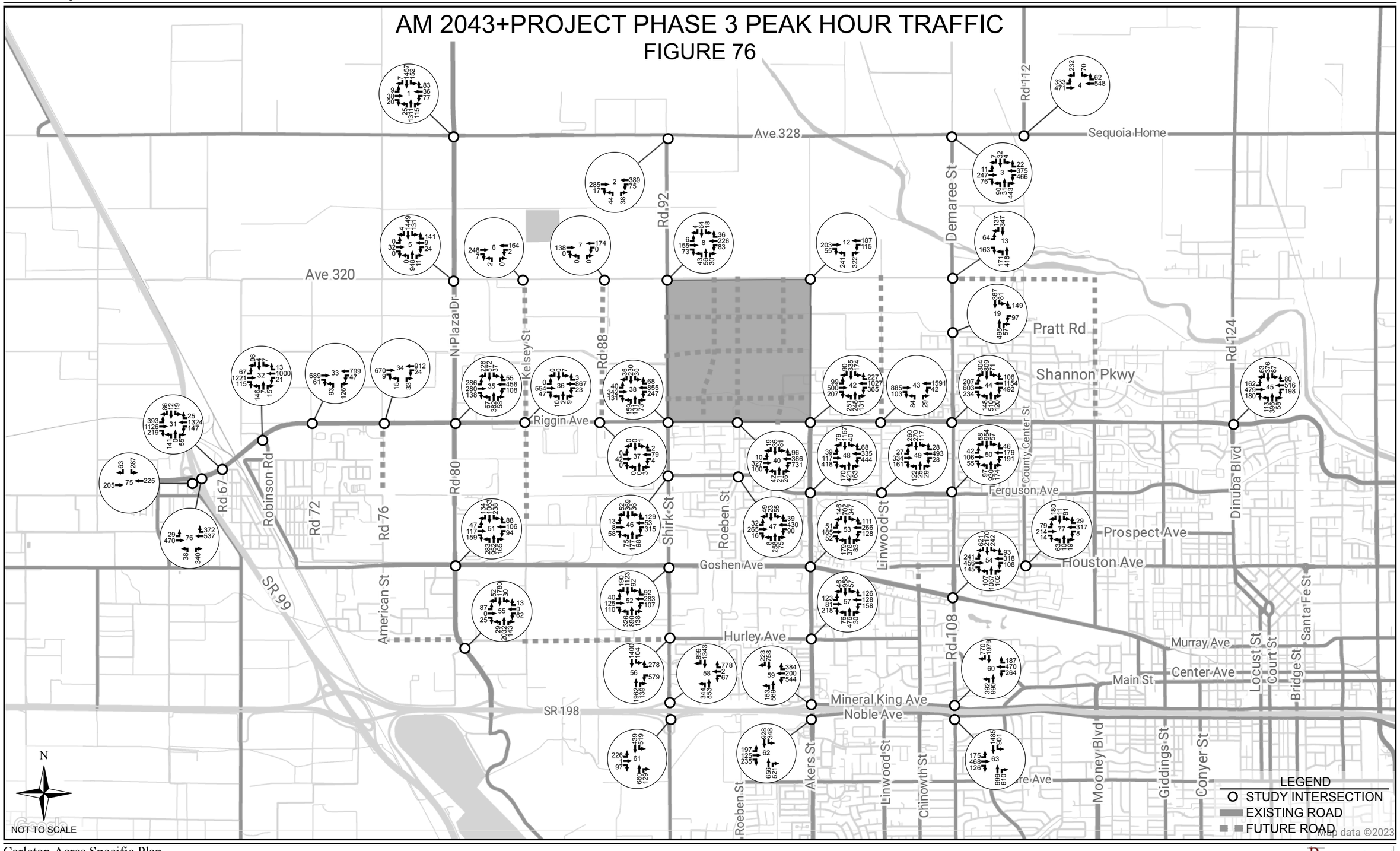


PM 2043+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 75

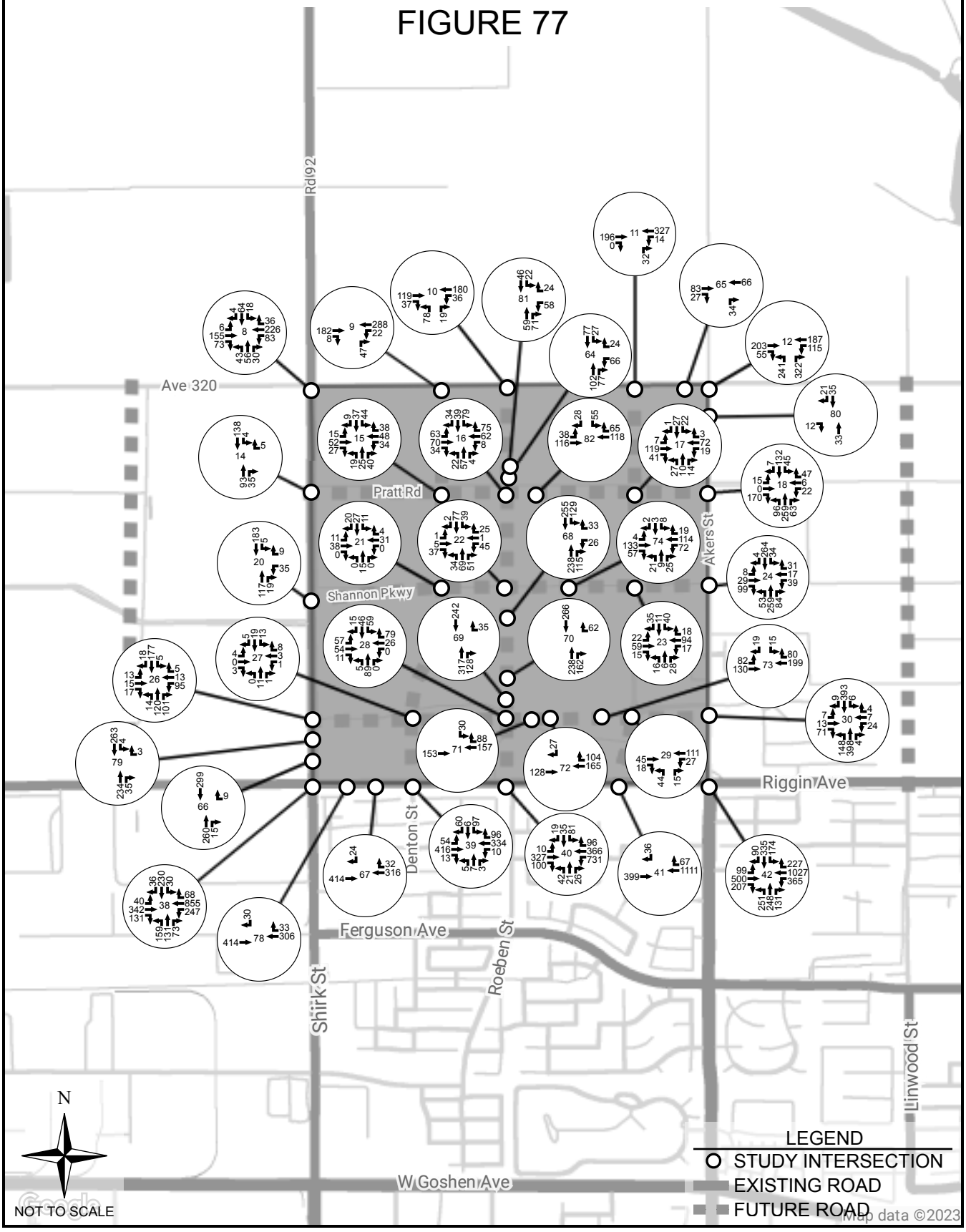


AM 2043+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 76

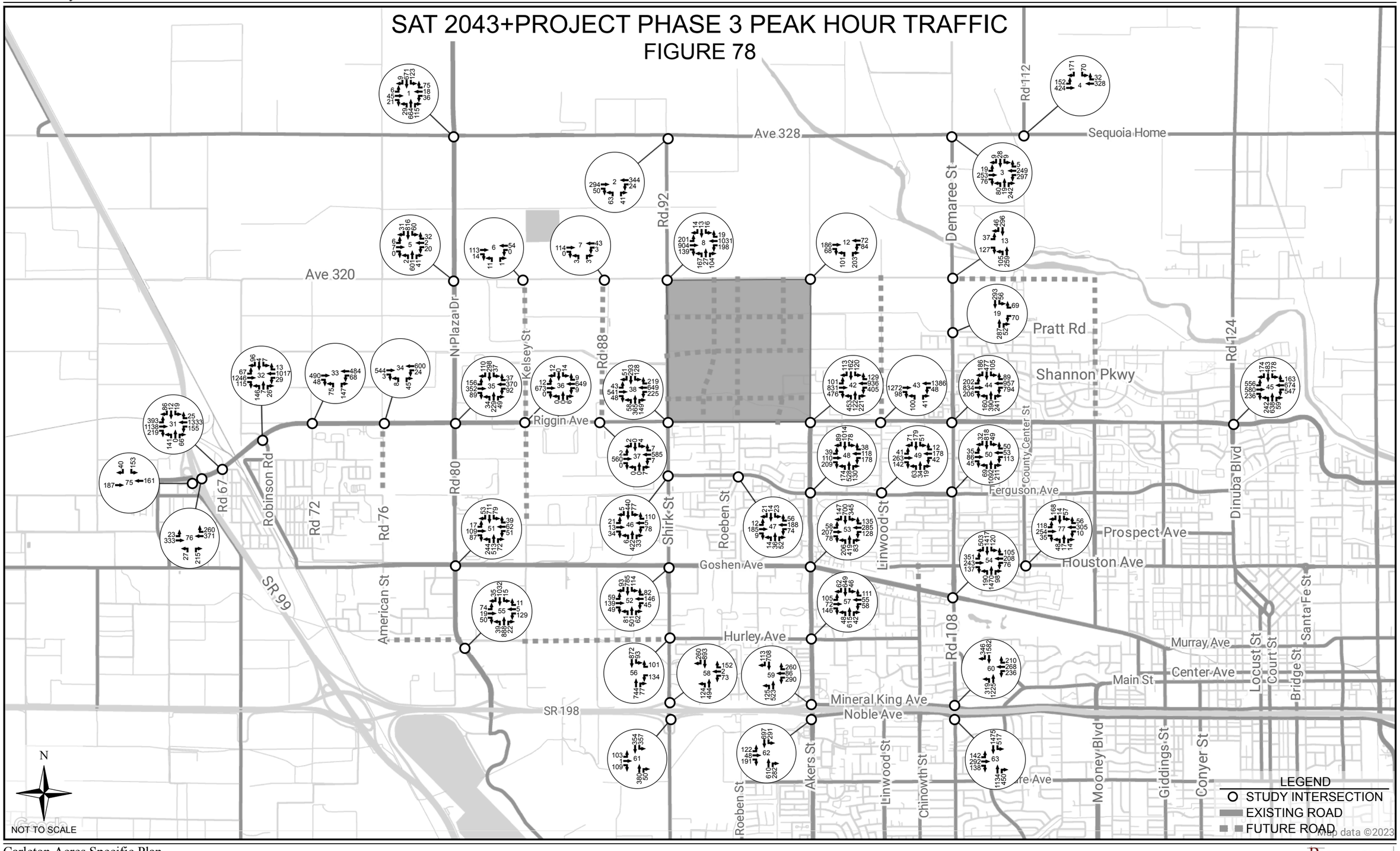


AM 2043+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 77

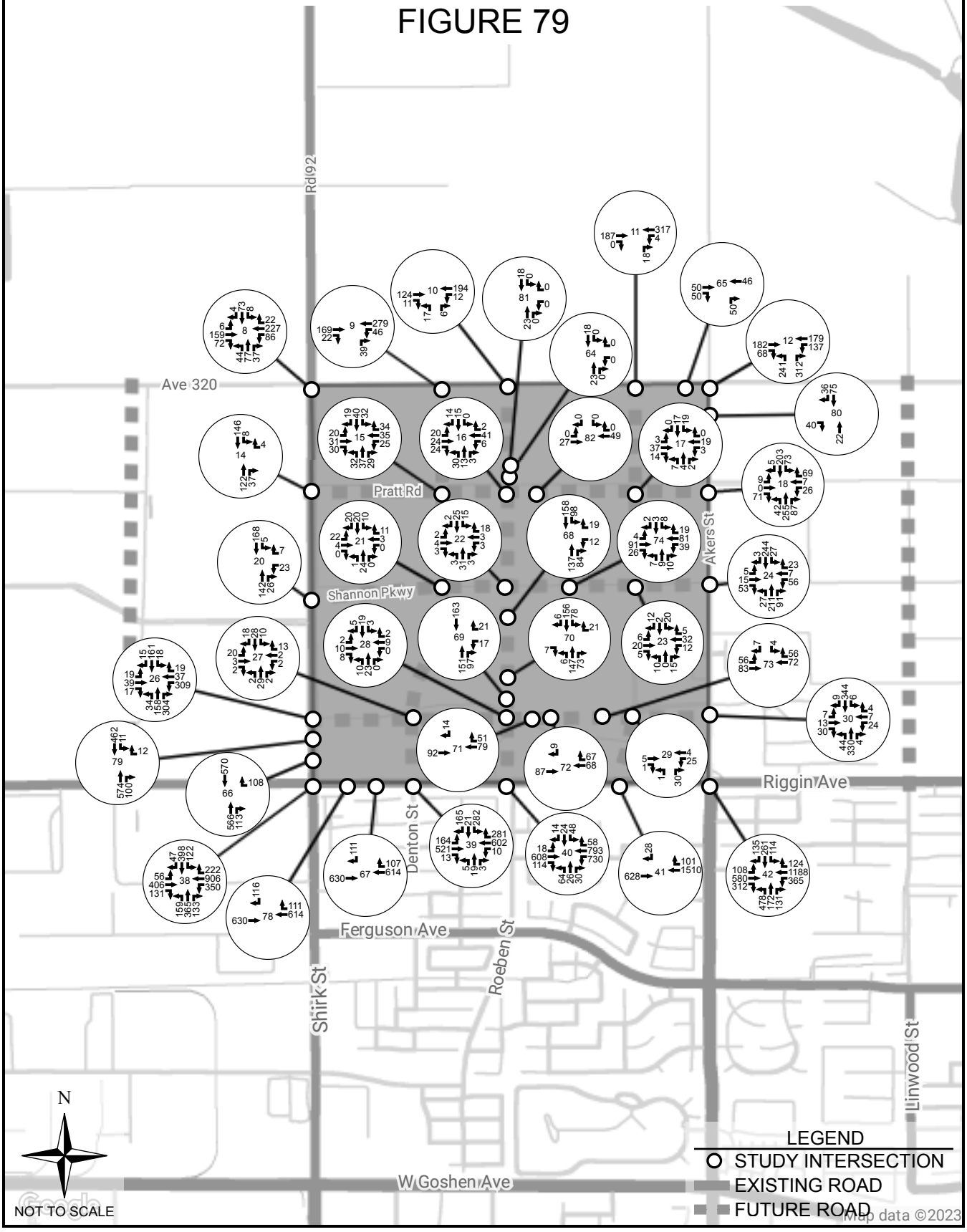


SAT 2043+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 78

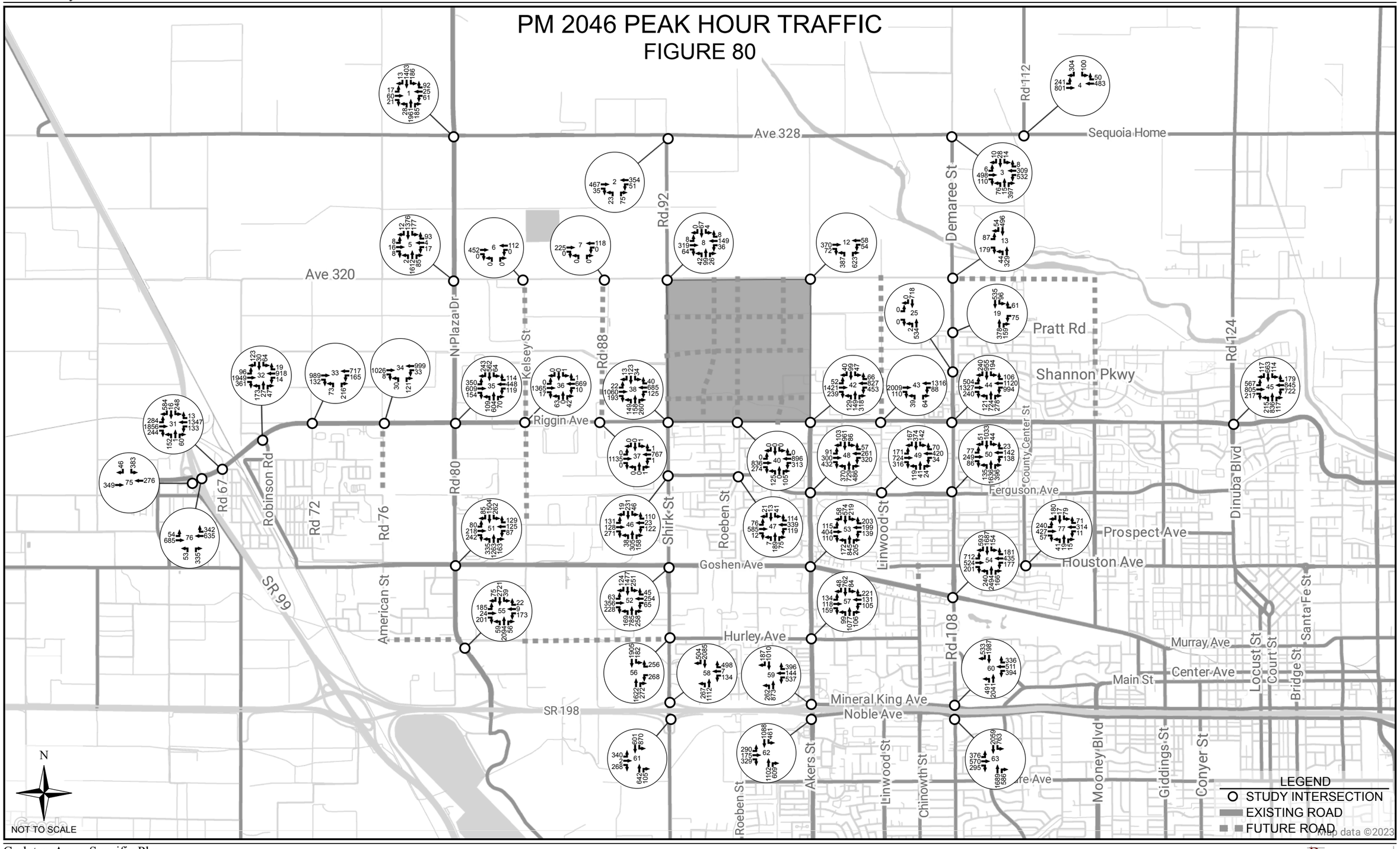


SAT 2043+PROJ PHASE 3 PEAK HOUR TRAFFIC

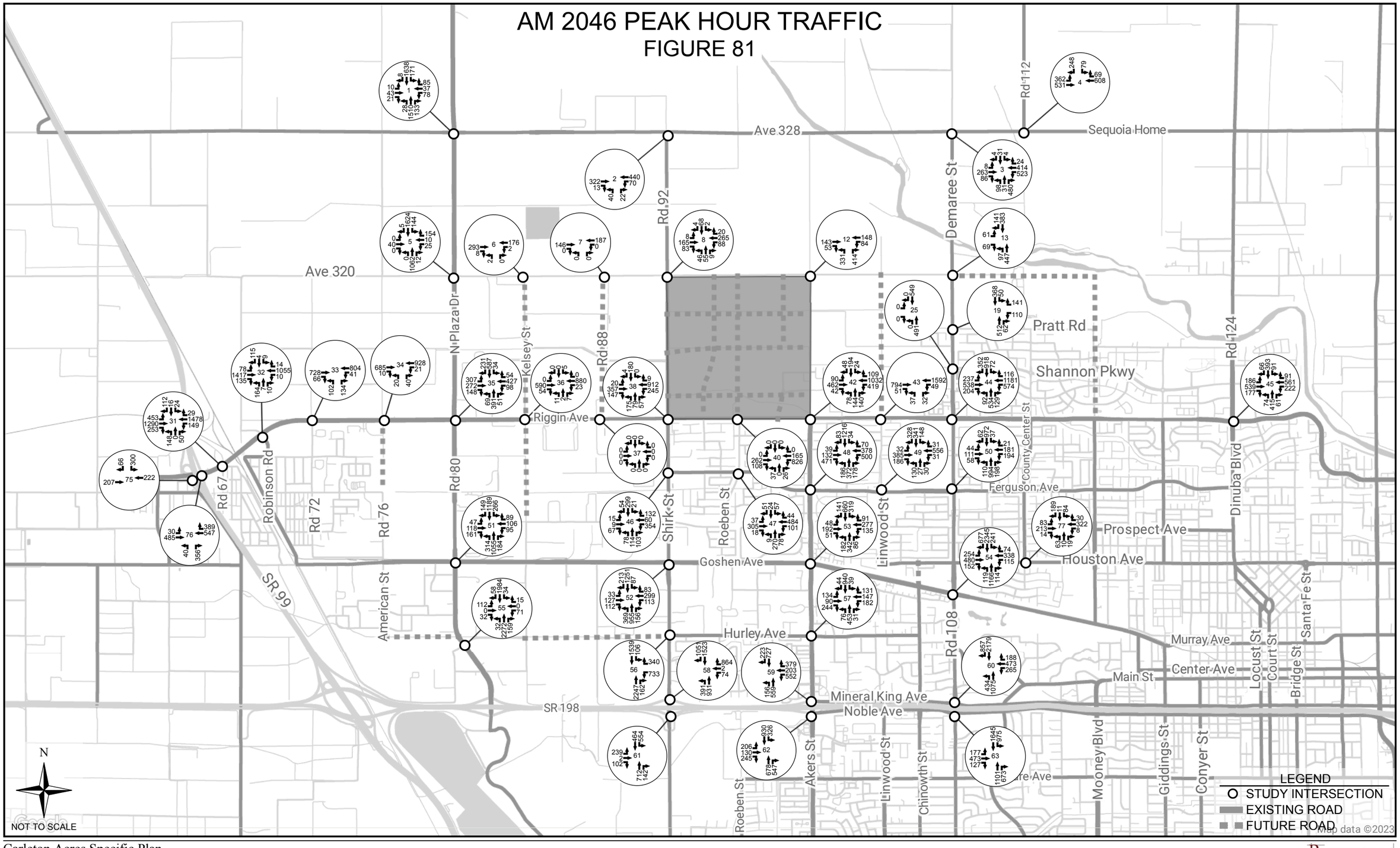
FIGURE 79



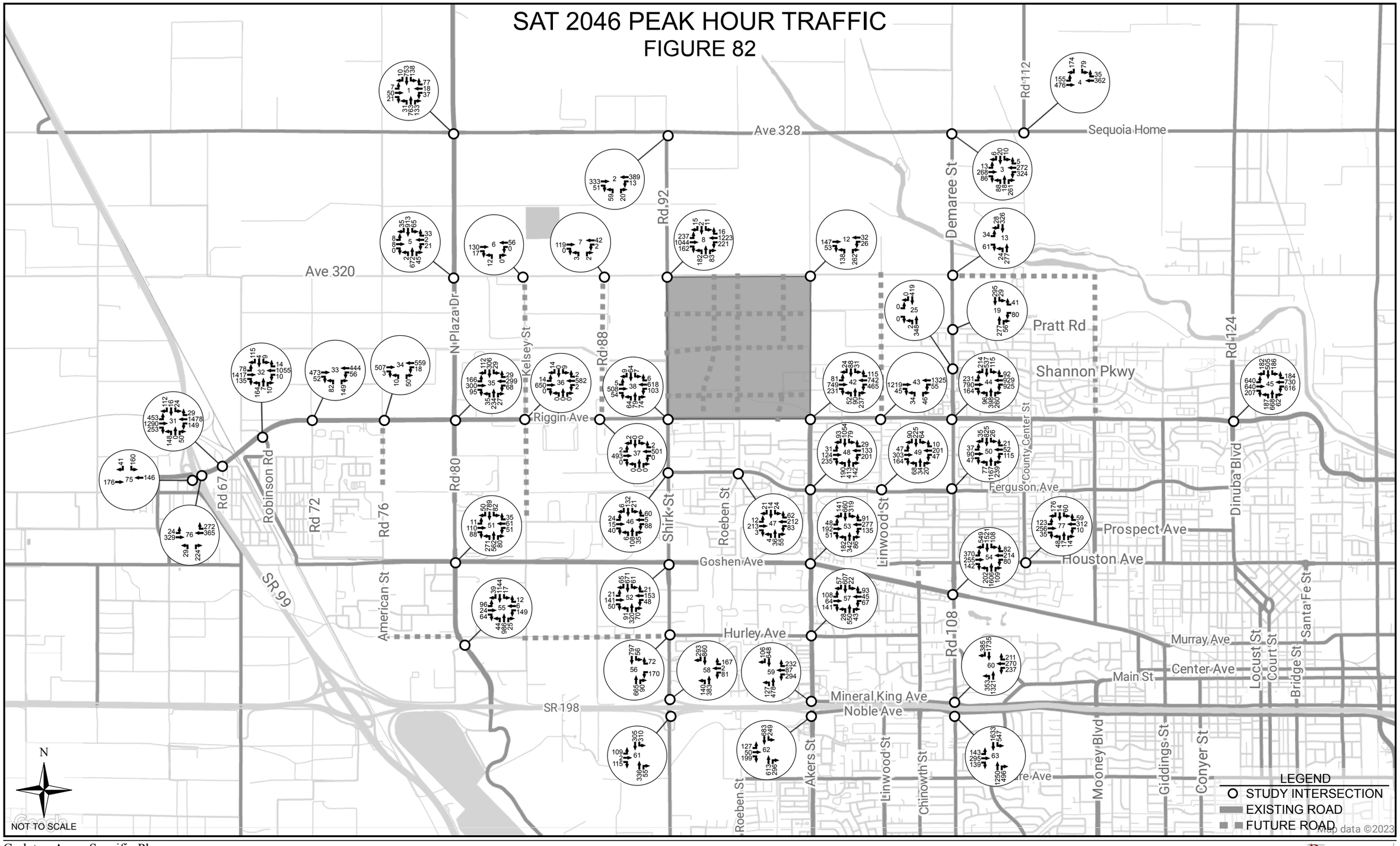
PM 2046 PEAK HOUR TRAFFIC
FIGURE 80



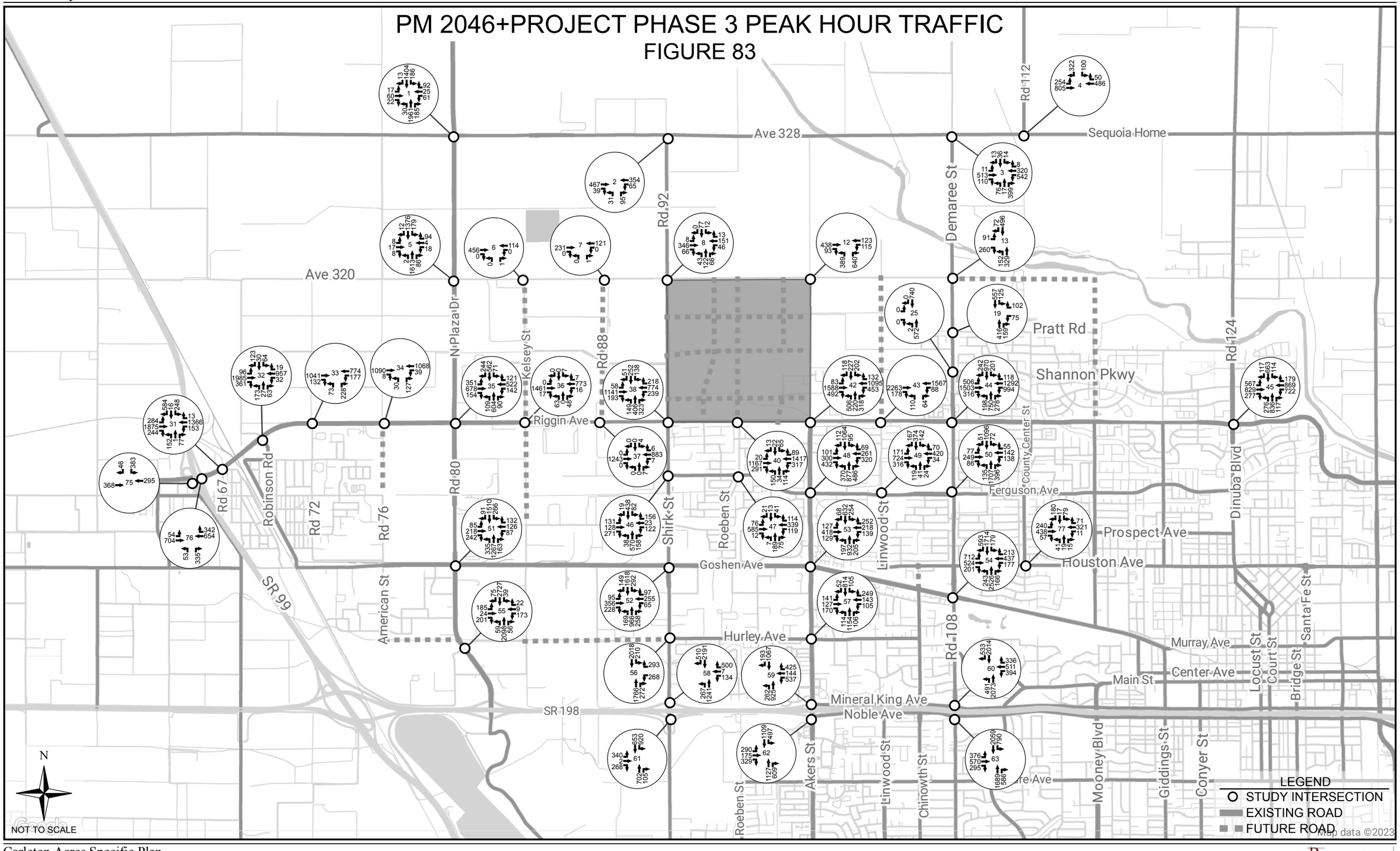
AM 2046 PEAK HOUR TRAFFIC
FIGURE 81



SAT 2046 PEAK HOUR TRAFFIC
FIGURE 82

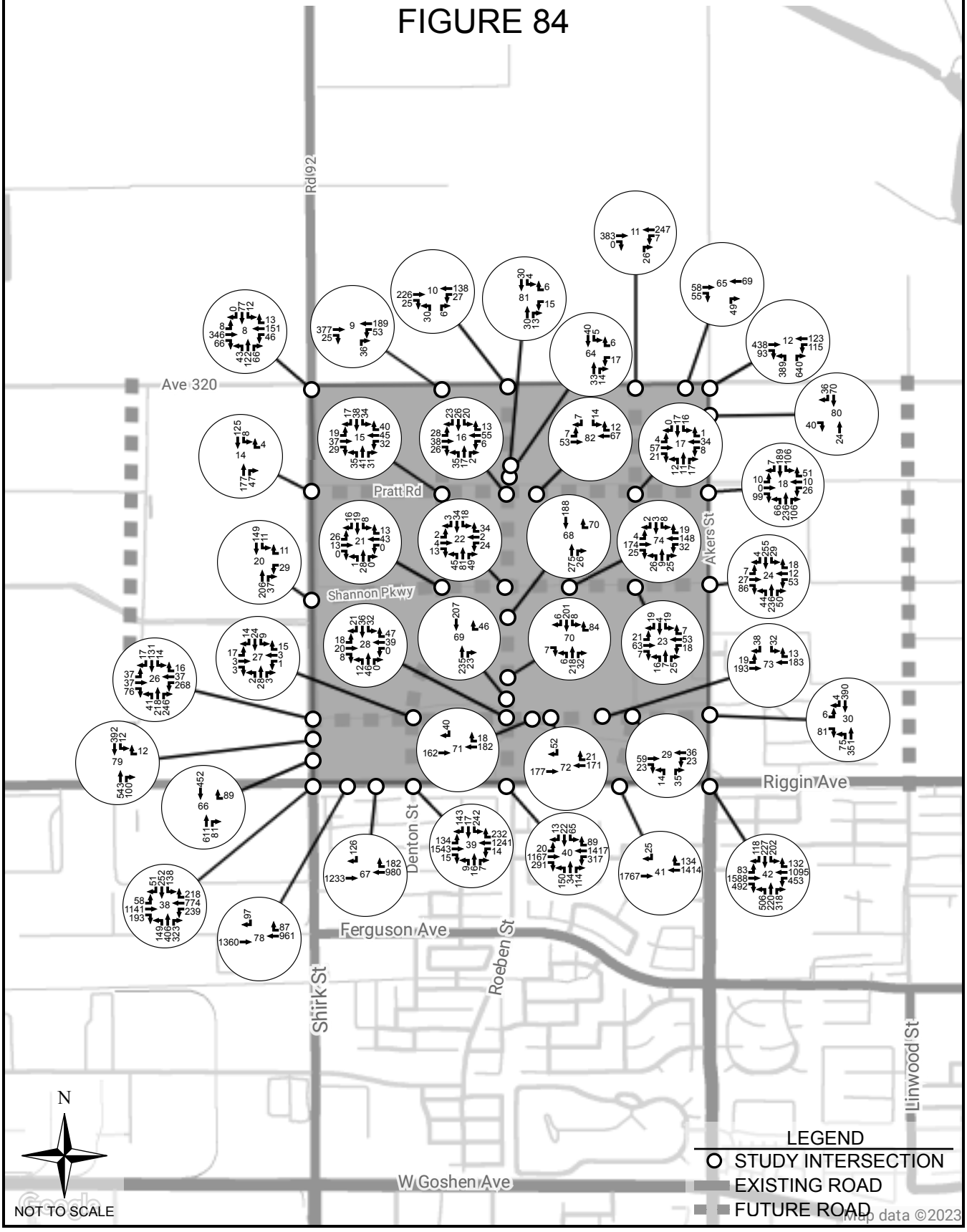


PM 2046+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 83

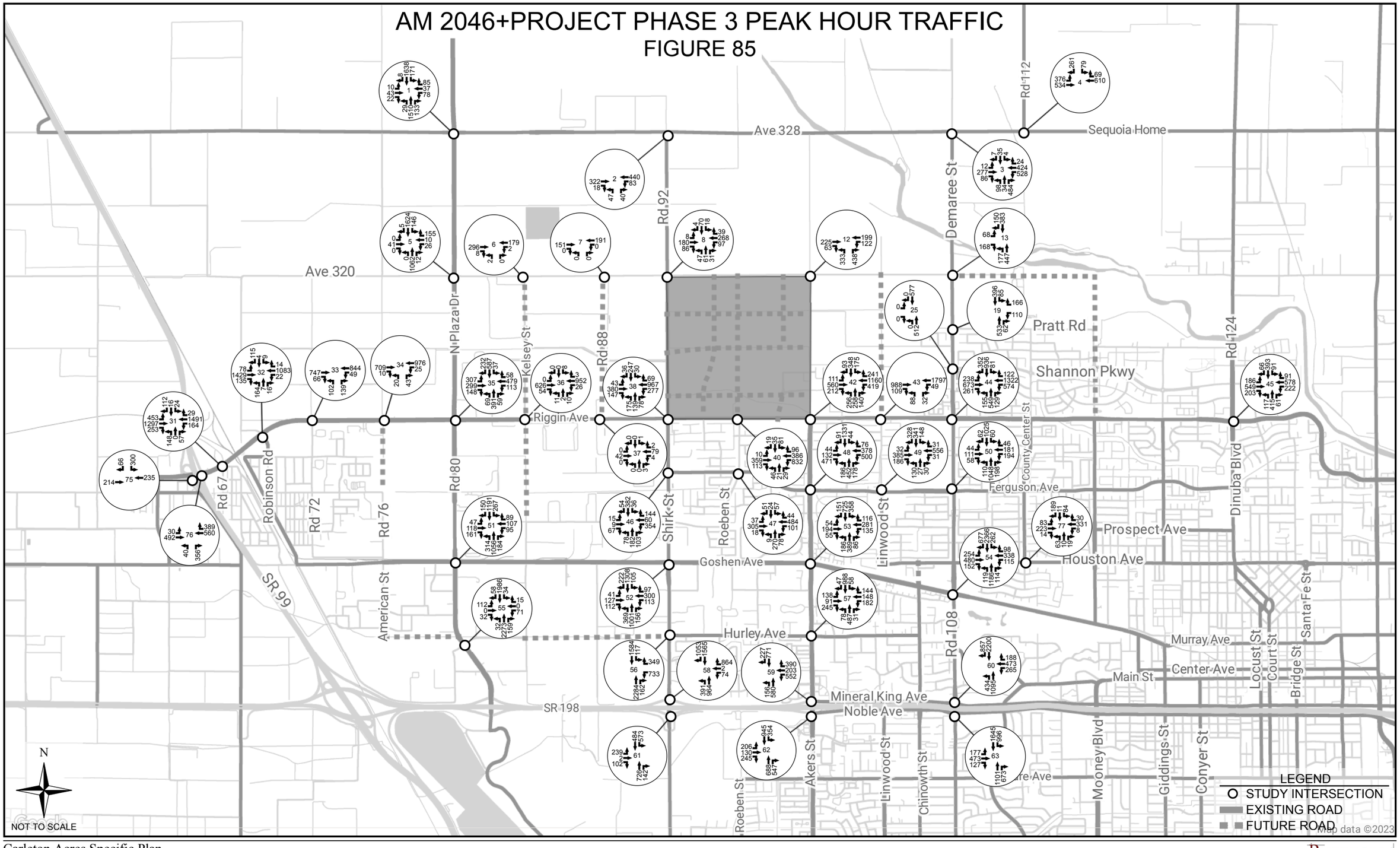


PM 2046+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 84

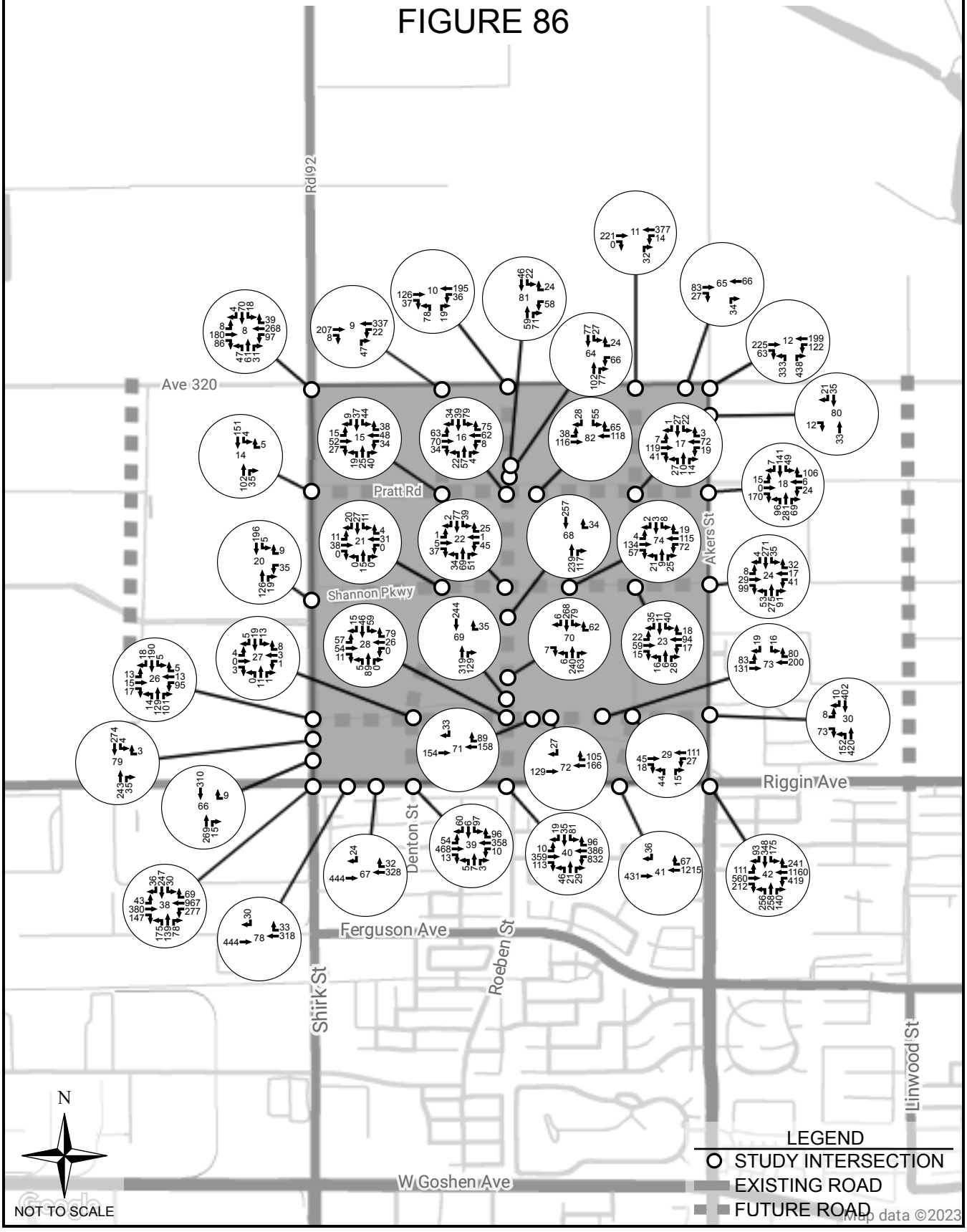


AM 2046+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 85

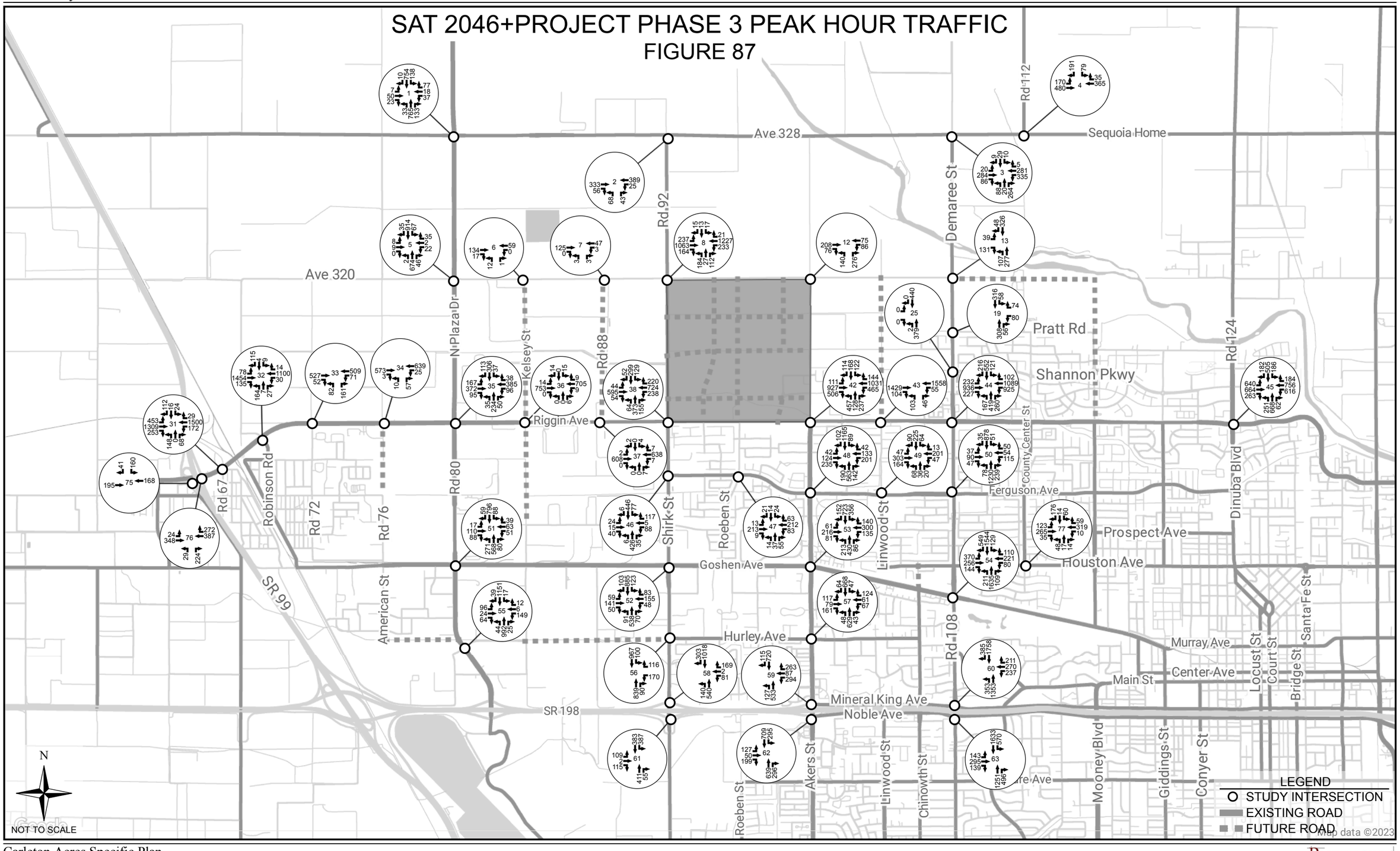


AM 2046+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 86

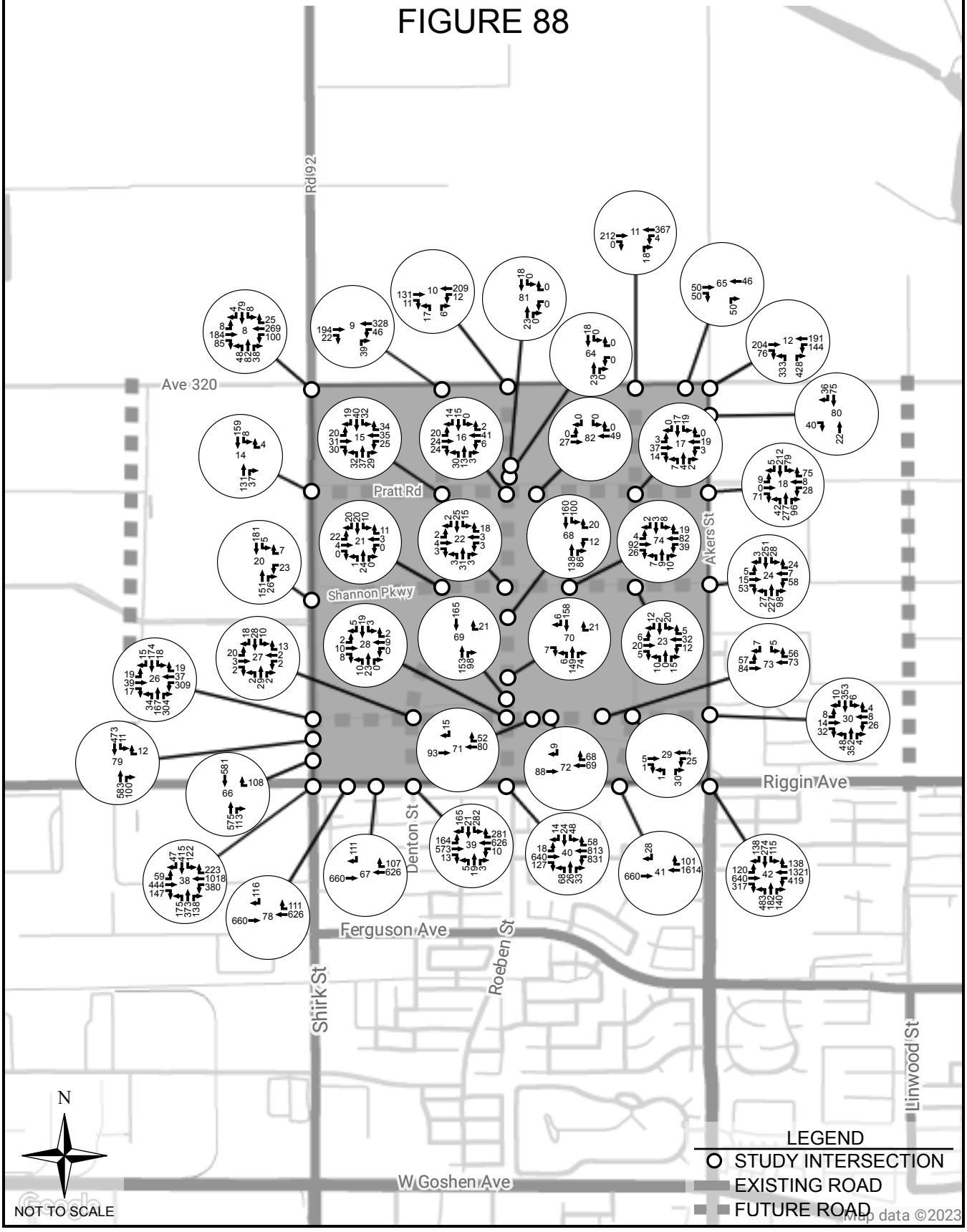


SAT 2046+PROJECT PHASE 3 PEAK HOUR TRAFFIC
FIGURE 87



SAT 2046+PROJ PHASE 3 PEAK HOUR TRAFFIC

FIGURE 88



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware (see Appendix E for Synchro output). This software utilizes the capacity analysis methodology in the Transportation Research Board's *Highway Capacity Manual 2010* (HCM 2010). All roundabouts were analyzed as single-lane intersections and all "+Project" scenarios include two westbound lanes on Riggin Avenue between Shirk Street and Denton Street. In addition, project intersections located along an adjacent arterial were analyzed with a right-turn deceleration lane since all such intersections meet one or more of the City of Visalia's deceleration lane criteria.

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM 2010, are presented in the tables below.

Level of Service Criteria
Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

Level of Service Criteria
Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

Peak hour level of service for the study intersections is presented in Tables 5a, 5b and 5c. The City of Visalia and County of Tulare have an operational level of service goal of LOS D or better. Intersection delay (seconds) is shown within parentheses for all intersections operating below LOS D.

Table 5a
Intersection Level of Service
Weekday PM Peak Hour

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
1	Rd 80/Plaza Dr & Ave 328	Signal	C	C	C	-	C	C	-	C	C	-
2	Rd 92 & Ave 328	NB	B	B	B	-	B	B	-	B	B	-
3	Rd 108 & Ave 328	AWSC	B	B	B	-	C	C	-	D	E (39.9)	D
4	Rd 112 & Ave 328	SB	B	B	B	-	C	C	-	C	D	-
5	Plaza Dr & Ave 320/Kibler Ave	Signal	B	B	B	-	B	B	-	B	B	-
6	Kelsey St & Ave 320/Kibler Ave	NB	A	A	A	-	A	A	-	A	A	-
7	Clancey St & Ave 320/Kibler Ave	NB	A	A	A	-	A	A	-	A	A	-
8	Rd 92 & Ave 320/Kibler Ave	NB SB	B B	B B	B B	- -	B B	B B	- -	B B	B B	- -
9	Denton St & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	-	-
10	Roeben St & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	-	-
11	N-S roadway & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	-	-
12	Akers St & Ave 320	NB	A	B	B	-	B	B	-	B	C	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
1	Rd 80/Plaza Dr & Ave 328	Signal	C	C	-	C	C	-	D	D	-
2	Rd 92 & Ave 328	NB	B	B	-	B	C	-	C	C	-
3	Rd 108 & Ave 328	AWSC	E (49.2)	F (54.9)	D	F (63.8)	F (65.8)	D	F (68.6)	F (69.2)	D
4	Rd 112 & Ave 328	SB	F (118.2)	F (145.7)	D	F (>300)	F (>300)	D	F (>300)	F (>300)	D
5	Plaza Dr & Ave 320/Kibler Ave	Signal	B	B	-	B	B	-	C	C	-
6	Kelsey St & Ave 320/Kibler Ave	NB	A	A	-	B	B	-	B	B	-
7	Clancey St & Ave 320/Kibler Ave	NB	A	A	-	A	A	-	A	A	-
8	Rd 92 & Ave 320/Kibler Ave	NB SB	C C	C C	- -	C C	C C	- -	C C	C C	- -
9	Denton St & Ave 320/Kibler Ave	NB	-	-	-	-	B	-	-	B	-
10	Roeben St & Ave 320/Kibler Ave	NB	-	-	-	-	A	-	-	A	-
11	N-S roadway & Ave 320/Kibler Ave	NB	-	-	-	-	B	-	-	B	-
12	Akers St & Ave 320	NB	C	F (56.1)	C	F (193.5)	F (>300)	D	F (>300)	F (>300)	D

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
13	Demaree St & Ave 320/Kibler Ave	EB	B	B	B	-	C	C	-	C	C	-
14	Rd 92 & Pratt Rd	WB	-	-	-	-	-	B	-	-	B	-
15	Denton St & Pratt Rd	Roundabout	-	-	-	-	-	A	-	-	A	-
16	Roeben St & Pratt Rd	Roundabout	-	-	-	-	-	A	-	-	A	-
17	N-S roadway & Pratt Rd	Roundabout	-	-	-	-	-	-	-	-	A	-
18	Akers St & Pratt Rd[1]	EB WB	- -	- -	- -	- -	- -	- -	- -	- -	B B	- -
19	Demaree St & Pratt Rd	WB	B	B	B	-	B	B	-	C	C	-
20	Rd 92 & Shannon Pkwy	EB WB	- -	- -	- A	- -	B -	C B	- -	B -	C B	- -
21	Denton St & Shannon Pkwy	AWSC	-	-	A	-	-	A	-	-	A	-
22	Roeben St & Shannon Pkwy	Roundabout	-	-	A	-	-	A	-	-	A	-
23	N-S roadway & Shannon Pkwy	NB SB	- -	- -	- -	- -	A -	A -	- -	B -	B B	- -
24	Akers St & Shannon Pkwy	EB WB	- -	- -	- -	- -	- -	- -	- -	- -	C B	- -
25	Demaree St & Shannon Pkwy	WB	A	B	B	-	C	C	-	D	D	-
26	Rd 92 & Sedona	EB WB	- -	- -	- A	- -	B -	B B	- -	B -	B C	- -
27	Denton St & Sedona	Roundabout	-	-	A	-	-	A	-	-	A	-
28	Roeben St & Sedona	Roundabout	-	-	A	-	-	A	-	-	A	-
29	N-S roadway & Sedona	Roundabout	-	-	A	-	A	A	-	A	A	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
13	Demaree St & Ave 320/Kibler Ave	EB	C	E (43.5)	C	D	F (94.6)	D	E (38.9)	F (160.2)	D
14	Rd 92 & Pratt Rd	WB	-	B	-	-	B	-	-	B	-
15	Denton St & Pratt Rd	Roundabout	-	-	-	-	A	-	-	A	-
16	Roeben St & Pratt Rd	Roundabout	-	-	-	-	A	-	-	A	-
17	N-S roadway & Pratt Rd	Roundabout	-	-	-	-	A	-	-	A	-
18	Akers St & Pratt Rd[1]	EB WB	- -	B B	- -	- -	B B	- -	- -	B B	- -
19	Demaree St & Pratt Rd	WB	-	C	-	C	C	-	D	D	-
20	Rd 92 & Shannon Pkwy	EB WB	A -	A A	- -	B -	B B	- -	B -	B B	- -
21	Denton St & Shannon Pkwy	AWSC	-	A	-	-	A	-	-	A	-
22	Roeben St & Shannon Pkwy	Roundabout	-	A	-	-	A	-	-	A	-
23	N-S roadway & Shannon Pkwy	NB SB	A -	A -	- -	A -	A -	- -	B -	B B	- -
24	Akers St & Shannon Pkwy	EB WB	- -	B B	- -	- -	B B	- -	- -	C B	- -
25	Demaree St & Shannon Pkwy	WB	B	B	-	C	C	-	D	D	-
26	Rd 92 & Sedona	EB WB	A -	A A	- -	B -	B B	- -	B -	B C	- -
27	Denton St & Sedona	Roundabout	-	A	-	-	A	-	-	A	-
28	Roeben St & Sedona	Roundabout	-	A	-	-	A	-	-	A	-
29	N-S roadway & Sedona	Roundabout	A	A	-	A	A	-	A	A	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
30	Akers St & Sedona	EB WB	A A	A A	A A	- -	A A	A A	- -	A A	B A	- -
31	Nutmeg Rd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
32	Robinson Rd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
33	Rd 72 & Riggin Ave	NB	C	C	D	-	D	D	-	E (48.9)	F (65.6)	C
34	American St & Riggin Ave	Signal	B	B	B	-	B	B	-	B	B	-
35	Plaza Dr & Riggin Ave	Signal	C	C	C	-	C	C	-	C	C	-
36	Kelsey St & Riggin Ave	Signal	C	C	C	-	D	D	-	D	D	-
37	Clancy St & Riggin Ave	NB SB	A A	B C	B D	- -	B C	C E (44.7)	- -	C F (64.1)	C F (125.9)	- -
		Signal	-	-	-	-	-	-	A	-	-	B
38	Rd 92/Shirk Ave & Riggin Ave[2]	AWSC	C	E (37.5)	F (70.8)	-	E (44.2)	F (74.1)	-	F (57.9)	F (75.5)	-
		Signal	-	-	-	D	-	-	D	-	-	D
39	Denton St & Riggin Ave[2]	NB SB	A -	A -	A D	- -	A -	A F (>300)	- -	A -	A F (>300)	- -
		Signal	-	-	-	-	-	-	B	-	-	B
40	Roeben St & Riggin Ave	NB SB	- -	- -	- -	- -	F (84.4) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -
		Signal	-	-	-	-	-	-	C	-	-	C

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
30	Akers St & Sedona	EB WB	A A	A A	- -	A A	A A	- -	A A	B A	- -
31	Nutmeg Rd & Riggin Ave	Signal	E (77.5)	F (84.5)	-	F (184.8)	F (190.8)	-	F (284.2)	F (289.8)	F[3] (143.5)
32	Robinson Rd & Riggin Ave	Signal	D	D	-	F (91.2)	F (95.6)	D	F (146.4)	F (152.3)	D
33	Rd 72 & Riggin Ave	NB	F (141.1)	F (226.2)	-	F (>300)	F (>300)	C	F (>300)	F (>300)	C
34	American St & Riggin Ave	Signal	B	B	-	C	C	-	C	D	-
35	Plaza Dr & Riggin Ave	Signal	D	D	-	D	D	-	D	D	-
36	Kelsey St & Riggin Ave	Signal	C	C	-	C	C	-	C	C	-
37	Clancy St & Riggin Ave	NB SB	C E (45.5)	C F (74.6)	- -	C F (70.6)	C F (125.8)	- -	C F (97.5)	C F (185.6)	- -
		Signal	-	-	-	-	-	A	-	-	B
38	Rd 92/Shirk Ave & Riggin Ave[2]	AWSC	F (55.7)	F (74.6)	-	F (58.7)	F (75.4)	-	F (60.9)	F (76.1)	-
		Signal	-	-	D	-	-	D	-	-	D
39	Denton St & Riggin Ave[2]	NB SB	A -	A F (>300)	- -	A -	A F (>300)	- -	A -	A F (>300)	- -
		Signal	-	-	B	-	-	B	-	-	B
40	Roeben St & Riggin Ave	NB SB	F (>300) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -
		Signal	-	-	C	-	-	C	-	-	C

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
41	N-S roadway & Riggin Ave	SB	-	-	-	-	-	B	-	-	B	-
42	Akers St & Riggin Ave	Signal	D	D	D	-	D	F (139.1)	C	F (214.3)	F (297.8)	D
43	Linwood St & Riggin Ave	NB	C	D	F (130.2)	-	F (62.5)	F (>300)	-	F (>300)	F (>300)	-
		Signal	-	-	-	B	-	-	B	-	-	D
44	Demaree St & Riggin Ave	Signal	C	D	D	-	D	D	-	D	D	-
45	Dinuba Blvd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
46	Shirk Ave & Ferguson Rd	AWSC	B	B	E (36.2)	-	B	E (47.9)	-	C	F (66.5)	-
		Signal	-	-	-	B	-	-	B	-	-	D
47	Roeben St & Ferguson Rd	NB SB	C C	C C	C C	- -	C C	C C	- -	C C	C C	- -
		Signal	-	-	-	-	-	-	-	-	-	-
48	Akers St & Ferguson Rd	Signal	C	D	D	-	D	D	-	D	D	-
49	Linwood St & Ferguson Rd	AWSC	B	B	B	-	B	B	-	B	B	-
		Signal	-	-	-	-	-	-	-	-	-	-
50	Demaree St & Ferguson Rd	Signal	C	C	C	-	C	C	-	C	C	-
51	Plaza Dr & Goshen Ave	Signal	D	D	D	-	D	D	-	D	D	-
52	Shirk Ave & Goshen Ave	Signal	D	D	D	-	D	D	-	D	D	-
53	Akers St & Goshen Ave	Signal	C	C	C	-	C	C	-	C	C	-
54	Demaree St & Goshen Ave	Signal	D	D	D	-	E (60.1)	E (61.3)	D	E (65.1)	E (66.3)	D

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
41	N-S roadway & Riggin Ave	SB	-	B	-	-	B	-	-	C	-
42	Akers St & Riggin Ave	Signal	F (146.4)	F (277.1)	C	F (233.6)	F (>300)	C	F (>300)	F (>300)	D
43	Linwood St & Riggin Ave	NB	F (>300	F (>300	-	F (>300)	F (>300)	-	F (>300)	F (>300)	-
		Signal	-	-	D	-	-	D	-	-	D
44	Demaree St & Riggin Ave	Signal	E (75.2)	F (95.0)	-	F (138.8)	F (171.0)	-	F (204.7)	F (240.7)	D
45	Dinuba Blvd & Riggin Ave	Signal	D	D	-	E (72.9)	E (77.6)	-	F (105.0)	F (117.7)	F[3]
46	Shirk Ave & Ferguson Rd	AWSC	D	F (60.8)	-	F (53.4)	F (66.3)	-	F (54.8)	F (66.6)	-
		Signal	-	-	B	-	-	D	-	-	D
47	Roeben St & Ferguson Rd	NB SB	C C	C C	- -	E (36.9) D	E (38.5) E (33.6)	- -	F (>300) F (>300)	F (>300) F (>300)	- -
		Signal	-	-	-	-	-	C	-	-	C
48	Akers St & Ferguson Rd	Signal	F (106.7)	F (120.5)	D	F (180.3)	F (198.1)	F[2]	F (235.5)	F (257.5)	F[3]
49	Linwood St & Ferguson Rd	AWSC	E (39.5)	E (39.5)	-	E (55.7)	E (55.7)	-	F (58.8)	F (58.8)	-
		Signal	-	-	B	-	-	C	-	-	C
50	Demaree St & Ferguson Rd	Signal	C	C	-	C	C	-	C	C	-
51	Plaza Dr & Goshen Ave	Signal	D	D	-	D	D	-	D	D	-
52	Shirk Ave & Goshen Ave	Signal	E (56.4)	E (75.2)	C	F (105.6)	F (145.8)	D	F (155.0)	F (204.2)	D
53	Akers St & Goshen Ave	Signal	C	C	-	C	C	-	C	C	-
54	Demaree St & Goshen Ave	Signal	F (102.4)	F (115.5)	D	F (157.2)	F (176.7)	D	F (204.0)	F (226.5)	F[3] (118.2)

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
55	Plaza Dr & Hurley Ave/Neeley Rd	Signal	A	B	B	-	B	B	-	B	B	-
56	Shirk Ave & Hurley Ave	Signal	A	A	A	-	B	B	-	B	B	-
57	Akers St & Hurley Ave	Signal	B	B	B	-	B	C	-	C	C	-
58	Shirk Ave & SR 198 WB Ramps	AWSC	E (36.7)	E (40.5)	E (49.2)	-	E (48.7)	F (50.5)	-	F (63.5)	F (64.4)	-
		Signal	-	-	-	C	-	-	C	-	-	D
59	Akers St & Mineral King Ave/SR 198 WB On Ramp	Signal	C	C	C	-	C	C	-	C	C	-
60	Demaree St & Mineral King Ave	Signal	C	C	C	-	C	C	-	C	C	-
61	Shirk Ave & SR 198 EB Ramps	AWSC	C	D	E (37.9)	-	E (36.7)	E (45.2)	-	F (63.5)	F (64.4)	-
		Signal	-	-	-	C	-	-	D	-	-	D
62	Akers St & Noble Ave/SR 198 EB Off Ramp	Signal	C	C	C	-	C	C	-	C	C	-
63	Demaree St & Noble Ave	Signal	C	C	C	-	C	C	-	C	D	-
64	Roeben St & Elementary School Driveway	WB	-	-	-	-	-	-	-	-	A	-
65	Ave 320/Kibler Ave & Commercial Driveway	NB	-	-	-	-	-	-	-	-	A	-
66	Shirk St & Commercial Driveway	WB	-	-	A	-	-	A	-	-	B	-
67	Riggin Ave St & Commercial Driveway[2]	SB	-	-	A	-	-	A	-	-	C	-
68	Roeben St & High School Driveway	WB	-	-	-	-	B	B	-	B	B	-
69	Roeben St & High School Driveway	WB	-	-	-	-	A	A	-	B	B	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
55	Plaza Dr & Hurley Ave/Neeley Rd	Signal	B	B	-	C	C	-	D	D	-
56	Shirk Ave & Hurley Ave	Signal	C	E (63.1)	C	F (119.4)	F (163.9)	C	F (193.7)	F (239.8)	C
57	Akers St & Hurley Ave	Signal	B	B	-	B	C	-	C	D	-
58	Shirk Ave & SR 198 WB Ramps	AWSC	F (56.1)	F (57.3)	-	F (64.9)	F (65.3)	-	F (67.0)	F (67.2)	-
		Signal	-	-	C	-	-	C	-	-	D
59	Akers St & Mineral King Ave/SR 198 WB On Ramp	Signal	C	C	-	C	C	-	C	C	-
60	Demaree St & Mineral King Ave	Signal	D	D	-	E (78.8)	F (81.5)	E[2]	F (105.3)	F (108.1)	F[3]
61	Shirk Ave & SR 198 EB Ramps	AWSC	F (57.8)	F (58.5)	-	F (60.1)	F (60.8)	-	F (61.9)	F (62.4)	-
		Signal	-	-	C	-	-	D	-	-	D
62	Akers St & Noble Ave/SR 198 EB Off Ramp	Signal	C	C	-	C	C	-	C	C	-
63	Demaree St & Noble Ave	Signal	C	C	-	D	D	-	D	D	-
64	Roeben St & Elementary School Driveway	WB	-	A	-	-	A	-	-	A	-
65	Ave 320/Kibler Ave & Commercial Driveway	NB	-	A	-	-	A	-	-	A	-
66	Shirk St & Commercial Driveway	WB	-	A	-	-	A	-	-	A	-
67	Riggin Ave St & Commercial Driveway[2]	SB	-	A	-	-	A	-	-	A	-
68	Roeben St & High School Driveway	WB	A	A	-	A	A	-	A	A	-
69	Roeben St & High School Driveway	WB	B	B	-	B	B	-	B	B	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
70	Roeben St & High School Driveway	EB WB	- -	- -	A -	-	- A	A A	-	- A	A A	-
71	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	A	A	-
72	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	A	A	-
73	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	A	A	-
74	Shannon Pkwy & High School Driveway	NB SB	- -	- -	- -	-	B -	B -	-	B -	B B	-
75	SR 99 SB Off Ramp & Betty Dr	Signal	C	C	C	-	C	C	-	C	C	-
76	SR 99 NB Ramps & Betty Dr	Signal	D	D	D	-	D	D	-	D	D	-
77	County Center St & Houston Ave	Signal	B	B	B	-	B	B	-	C	C	-
78	Riggin Ave St & Commercial Driveway[2]	SB	-	-	A	-	-	A	-	-	A	-
79	Shirk St & Commercial Driveway	WB	-	-	C	-	-	C	-	-	C	-
80	Akers St & Commercial Driveway	EB	-	-	-	-	-	-	-	-	A	-
81	Roeben St & North Elementary School Driveway	WB	-	-	-	-	-	-	-	-	-	-
82	Elementary School Driveway & Pratt Rd	SB	-	-	-	-	-	-	-	-	-	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
70	Roeben St & High School Driveway	EB WB	- A	A A	-	- A	A A	-	- A	A A	-
71	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	A	A	-
72	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	A	A	-
73	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	A	A	-
74	Shannon Pkwy & High School Driveway	NB SB	B -	B -	-	B -	B -	-	B -	B B	-
75	SR 99 SB Off Ramp & Betty Dr	Signal	C	C	-	C	C	-	C	C	-
76	SR 99 NB Ramps & Betty Dr	Signal	D	D	-	D	D	-	D	D	-
77	County Center St & Houston Ave	Signal	B	B	-	B	B	-	C	C	-
78	Riggin Ave St & Commercial Driveway[2]	SB	-	A	-	-	A	-	-	A	-
79	Shirk St & Commercial Driveway	WB	-	C	-	-	C	-	-	C	-
80	Akers St & Commercial Driveway	EB	-	A	-	-	A	-	-	A	-
81	Roeben St & North Elementary School Driveway	WB	-	A	-	-	A	-	-	A	-
82	Elementary School Driveway & Pratt Rd	SB	-	A	-	-	A	-	-	A	-

See “MITIGATION” section for intersection improvements
All roundabouts were analyzed as single-lane intersections

[1]Analyzed as a full access intersection (WB future traffic movements based on traffic volumes at similar intersections)
[2]All “+Project” scenarios include 2 WB lanes on Riggin Ave between Shirk St and Denton St
[3]Intersection is either fully built out to City standards or mitigation needed is infeasible (see “MITIGATION” section for details)

Table 5b
Intersection Level of Service
Weekday AM Peak Hour

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
1	Rd 80/Plaza Dr & Ave 328	Signal	C	C	C	-	C	C	-	C	C	-
2	Rd 92 & Ave 328	NB	B	B	B	-	B	B	-	B	B	-
3	Rd 108 & Ave 328	AWSC	B	C	C	-	C	C	-	C	C	-
4	Rd 112 & Ave 328	SB	B	C	C	-	D	D	-	D	D	-
5	Plaza Dr & Ave 320/Kibler Ave	Signal	A	A	A	-	B	B	-	B	B	-
6	Kelsey St & Ave 320/Kibler Ave	NB	A	A	A	-	B	B	-	B	B	-
7	Clancey St & Ave 320/Kibler Ave	NB	A	A	A	-	A	A	-	A	A	-
8	Rd 92 & Ave 320/Kibler Ave	NB SB	B B	B B	B B	- -	B B	B B	- -	D C	D C	- -
9	Denton St & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	B	-
10	Roeben St & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	B	-
11	N-S roadway & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	B	-
12	Akers St & Ave 320	NB	A	B	B	-	B	C	-	D	D	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
1	Rd 80/Plaza Dr & Ave 328	Signal	C	C	-	C	C	-	C	C	-
2	Rd 92 & Ave 328	NB	B	B	-	B	B	-	B	B	-
3	Rd 108 & Ave 328	AWSC	C	C	-	E (39.6)	E (40.0)	D	F (58.0)	F (57.9)	D
4	Rd 112 & Ave 328	SB	C	C	-	D	D	-	F (>300)	F (>300)	D
5	Plaza Dr & Ave 320/Kibler Ave	Signal	A	A	-	B	B	-	B	B	-
6	Kelsey St & Ave 320/Kibler Ave	NB	A	A	-	B	B	-	B	B	-
7	Clancey St & Ave 320/Kibler Ave	NB	A	A	-	A	A	-	A	A	-
8	Rd 92 & Ave 320/Kibler Ave	NB SB	B B	B B	- -	B B	B B	- -	D C	D C	- -
9	Denton St & Ave 320/Kibler Ave	NB	-	B	-	-	B	-	-	B	-
10	Roeben St & Ave 320/Kibler Ave	NB	-	B	-	-	B	-	-	B	-
11	N-S roadway & Ave 320/Kibler Ave	NB	-	B	-	-	B	-	-	B	-
12	Akers St & Ave 320	NB	B	B	-	B	C	-	D	F (123.4)	C

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
13	Demaree St & Ave 320/Kibler Ave	EB	B	B	B	-	C	C	-	C	D	B
14	Rd 92 & Pratt Rd	WB	-	-	-	-	-	B	-	-	B	-
15	Denton St & Pratt Rd	Roundabout	-	-	-	-	-	A	-	-	A	-
16	Roeben St & Pratt Rd	Roundabout	-	-	-	-	-	A	-	-	A	-
17	N-S roadway & Pratt Rd	Roundabout	-	-	-	-	-	-	-	-	A	-
18	Akers St & Pratt Rd[1]	EB WB	- -	- -	- -	- -	- -	- -	- -	- -	B B	- -
19	Demaree St & Pratt Rd	WB	B	B	B	-	B	B	-	C	C	-
20	Rd 92 & Shannon Pkwy	EB WB	- -	- -	- A	- -	B -	B A	- -	B -	B B	-
21	Denton St & Shannon Pkwy	AWSC	-	-	A	-	-	A	-	-	A	-
22	Roeben St & Shannon Pkwy	Roundabout	-	-	A	-	-	A	-	-	A	-
23	N-S roadway & Shannon Pkwy	NB SB	- -	- -	- -	- -	A -	A -	- -	A -	A B	- -
24	Akers St & Shannon Pkwy	EB WB	- -	- -	- -	- -	- -	- -	- -	- -	C B	-
25	Demaree St & Shannon Pkwy	WB	B	B	B	-	C	C	-	D	D	-
26	Rd 92 & Sedona	EB WB	- -	- -	- A	- -	B -	B B	- -	- -	B B	- -
27	Denton St & Sedona	Roundabout	-	-	A	-	-	A	-	-	A	-
28	Roeben St & Sedona	Roundabout	-	-	A	-	-	A	-	-	A	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
13	Demaree St & Ave 320/Kibler Ave	EB	B	B	-	C	C	-	C	D	B
14	Rd 92 & Pratt Rd	WB	-	B	-	-	B	-	-	B	-
15	Denton St & Pratt Rd	Roundabout	-	A	-	-	A	-	-	A	-
16	Roeben St & Pratt Rd	Roundabout	-	A	-	-	A	-	-	A	-
17	N-S roadway & Pratt Rd	Roundabout	-	A	-	-	A	-	-	A	-
18	Akers St & Pratt Rd[1]	EB WB	- -	B B	- -	- -	B B	- -	- -	B B	- -
19	Demaree St & Pratt Rd	WB	B	B	-	B	B	-	C	C	-
20	Rd 92 & Shannon Pkwy	EB WB	- -	- A	- -	B -	B A	- -	B -	B B	-
21	Denton St & Shannon Pkwy	AWSC	-	A	-	-	A	-	-	A	-
22	Roeben St & Shannon Pkwy	Roundabout	-	A	-	-	A	-	-	A	-
23	N-S roadway & Shannon Pkwy	NB SB	- -	- -	- -	A -	A -	- -	A -	A B	- -
24	Akers St & Shannon Pkwy	EB WB	- -	- -	- -	- -	- -	- -	- -	C B	-
25	Demaree St & Shannon Pkwy	WB	B	B	-	D	D	-	D	E (35.4)	D
26	Rd 92 & Sedona	EB WB	- -	- A	- -	B -	B B	- -	- -	B B	- -
27	Denton St & Sedona	Roundabout	-	A	-	-	A	-	-	A	-
28	Roeben St & Sedona	Roundabout	-	A	-	-	A	-	-	A	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
29	N-S roadway & Sedona	Roundabout	-	-	A	-	A	A	-	A	A	-
30	Akers St & Sedona	EB WB	A A	A A	A A	-	A A	A A	-	A A	B A	-
31	Nutmeg Rd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
32	Robinson Rd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
33	Rd 72 & Riggin Ave	NB	C	C	C	-	C	C	-	D	D	-
34	American St & Riggin Ave	Signal	B	B	B	-	C	C	-	C	C	-
35	Plaza Dr & Riggin Ave	Signal	C	C	C	-	C	C	-	D	D	-
36	Kelsey St & Riggin Ave	Signal	A	A	A	-	B	B	-	C	C	-
37	Clancy St & Riggin Ave	NB SB	A A	A A	B C	- -	A A	A A	- -	A A	A A	- -
		Signal	-	-	-	-	-	-	-	-	-	-
38	Rd 92/Shirk Ave & Riggin Ave[2]	AWSC	B	C	E (37.1)	-	E (38.3)	E (45.3)	-	E (38.3)	E (45.3)	-
		Signal	-	-	-	C	-	-	B	-	-	B
39	Denton St & Riggin Ave[2]	NB SB	A -	A -	A C	- -	A -	A B	- -	A -	A C	- -
		Signal	-	-	-	-	-	-	B	-	-	C
40	Roeben St & Riggin Ave	NB SB	- -	- -	- -	- -	D -	F (198.0) F (217.5)	- -	F (>300) -	F (>300) F (>300)	- -
		Signal	-	-	-	-	-	-	B	-	-	D

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
29	N-S roadway & Sedona	Roundabout	-	A	-	A	A	-	A	A	-
30	Akers St & Sedona	EB WB	A A	A A	-	A A	A A	-	A A	B A	-
31	Nutmeg Rd & Riggin Ave	Signal	F (66.5)	F (67.5)	-	F (70.4)	F (77.6)	-	F (148.9)	F (159.2)	D
32	Robinson Rd & Riggin Ave	Signal	D	D	-	D	D	-	D	D	C
33	Rd 72 & Riggin Ave	NB	E (38.4)	E (43.1)	C	F (68.8)	F (88.4)	C	F (129.4)	F (168.5)	C
34	American St & Riggin Ave	Signal	B	B	-	C	C	-	C	C	-
35	Plaza Dr & Riggin Ave	Signal	C	C	-	C	C	-	D	D	-
36	Kelsey St & Riggin Ave	Signal	A	A	-	B	B	-	C	C	-
37	Clancy St & Riggin Ave	NB SB	A A	B C	- -	A A	A A	- -	A A	A A	- -
		Signal	-	-	B	-	-	B	-	-	B
38	Rd 92/Shirk Ave & Riggin Ave[2]	AWSC	F (60.4)	F (60.4)	-	F (57.0)	F (65.4)	-	F (59.1)	F (70.0)	-
		Signal	-	-	C	-	-	B	-	-	D
39	Denton St & Riggin Ave[2]	NB SB	A -	A C	- -	A -	A B	- -	A -	A C	- -
		Signal	-	-	-	-	-	B	-	-	C
40	Roeben St & Riggin Ave	NB SB	F (>300) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -
		Signal	-	-	D	-	-	D	-	-	D

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
41	N-S roadway & Riggin Ave	SB	-	-	-	-	-	A	-	-	A	-
42	Akers St & Riggin Ave	Signal	D	D	D	-	D	D	D	E (59.3)	F (117.7)	D
43	Linwood St & Riggin Ave	NB	B	C	C	-	D	F (55.7)	-	F (265.5)	F (>300)	-
		Signal	-	-	-	-	-	-	C	-	-	C
44	Demaree St & Riggin Ave	Signal	C	C	C	-	D	D	-	E (55.5)	E (65.9)	D
45	Dinuba Blvd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
46	Shirk Ave & Ferguson Rd	AWSC	B	B	B	-	B	C	-	C	E (39.9)	-
		Signal	-	-	-	-	-	-	-	-	-	C
47	Roeben St & Ferguson Rd	NB SB	C C	C C	C C	- -	E (35.1) D	E (36.0) D	- -	F (236.5) F (>300)	F (289.0) F (>300)	- -
		Signal	-	-	-	-	-	-	C	-	-	C
48	Akers St & Ferguson Rd	Signal	D	E (64.5)	E (62.9)	E (62.9)	F (90.1)	F (91.7)	E (66.1)	F (246.9)	F (>300)	F[3] (147.2)
49	Linwood St & Ferguson Rd	AWSC	B	B	B	-	C	C	-	E (40.7)	E (42.1)	-
		Signal	-	-	-	-	-	-	-	-	-	C
50	Demaree St & Ferguson Rd	Signal	D	D	D	-	D	D	-	D	D	-
51	Plaza Dr & Goshen Ave	Signal	C	C	C	-	D	D	-	D	D	-
52	Shirk Ave & Goshen Ave	Signal	D	E (62.4)	E (60.8)	E (60.8)	E (72.8)	E (69.3)	E (69.3)	F (120.3)	F (137.8)	D
53	Akers St & Goshen Ave	Signal	C	C	C	-	C	C	-	C	D	-
54	Demaree St & Goshen Ave	Signal	C	D	D	-	D	D	-	F (103.8)	F (123.2)	

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
41	N-S roadway & Riggin Ave	SB	-	B	-	-	B	-	-	C	-
42	Akers St & Riggin Ave	Signal	D	D	-	D	D	D	E (59.3)	F (117.7)	D
43	Linwood St & Riggin Ave	NB	C	C	-	D	F (55.7)	-	F (265.5)	F (>300)	-
		Signal	-	-	-	-	-	C	-	-	C
44	Demaree St & Riggin Ave	Signal	C	C	-	D	D	-	E (55.5)	E (65.9)	D
45	Dinuba Blvd & Riggin Ave	Signal	D	D	-	D	D	-	D	D	-
46	Shirk Ave & Ferguson Rd	AWSC	B	B	-	B	C	-	C	E (39.9)	-
		Signal	-	-	-	-	-	-	-	-	C
47	Roeben St & Ferguson Rd	NB SB	C C	C C	- -	E (35.1) D	E (36.0) D	- -	F (236.5) F (>300)	F (289.0) F (>300)	- -
		Signal	-	-	-	-	-	C	-	-	C
48	Akers St & Ferguson Rd	Signal	E (64.5)	E (62.9)	E (62.9)	F (90.1)	F (91.7)	E (66.1)	F (246.9)	F (>300)	F[3] (147.2)
49	Linwood St & Ferguson Rd	AWSC	B	B	-	C	C	-	E (40.7)	E (42.1)	-
		Signal	-	-	-	-	-	-	-	-	C
50	Demaree St & Ferguson Rd	Signal	D	D	-	D	D	-	D	D	-
51	Plaza Dr & Goshen Ave	Signal	C	C	-	D	D	-	D	D	-
52	Shirk Ave & Goshen Ave	Signal	E (62.4)	E (60.8)	E (60.8)	E (72.8)	E (69.3)	E (69.3)	F (120.3)	F (137.8)	D
53	Akers St & Goshen Ave	Signal	C	C	-	C	C	-	C	D	-
54	Demaree St & Goshen Ave	Signal	D	D	-	D	D	-	F (103.8)	F (123.2)	

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
55	Plaza Dr & Hurley Ave/Neeley Rd	Signal	A	A	A	-	A	A	-	B	B	-
56	Shirk Ave & Hurley Ave	Signal	A	A	A	-	B	B	-	F (224.9)	F (240.9)	D
57	Akers St & Hurley Ave	Signal	B	B	B	-	B	B	-	C	C	-
58	Shirk Ave & SR 198 WB Ramps	AWSC	D	F (57.1)	F (57.7)	-	F (64.1)	F (64.3)	-	F (67.0)	F (67.1)	-
		Signal	-	-	-	C	-	-	C	-	-	D
59	Akers St & Mineral King Ave/SR 198 WB On Ramp	Signal	C	C	C	-	C	C	-	C	C	-
60	Demaree St & Mineral King Ave	Signal	C	C	C	-	C	C	-	E (71.2)	E (78.4)	-
61	Shirk Ave & SR 198 EB Ramps	AWSC	B	C	C	-	D	D	-	E (49.9)	F (53.1)	-
		Signal	-	-	-	C	-	-	C	-	-	C
62	Akers St & Noble Ave/SR 198 EB Off Ramp	Signal	C	C	C	-	C	C	-	C	C	-
63	Demaree St & Noble Ave	Signal	C	C	C	-	C	C	-	D	D	-
64	Roeben St & Elementary School Driveway	WB	-	-	-	-	-	-	-	-	A	-
65	Ave 320/Kibler Ave & Commercial Driveway	NB	-	-	-	-	-	-	-	-	A	-
66	Shirk St & Commercial Driveway	WB	-	-	A	-	-	A	-	-	A	-
67	Riggin Ave St & Commercial Driveway[2]	SB	-	-	A	-	-	A	-	-	A	-
68	Roeben St & High School Driveway	WB	-	-	-	-	A	A	-	B	B	-
69	Roeben St & High School Driveway	WB	-	-	-	-	A	A	-	B	B	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
55	Plaza Dr & Hurley Ave/Neeley Rd	Signal	A	A	-	A	A	-	B	B	-
56	Shirk Ave & Hurley Ave	Signal	A	A	-	B	B	-	F (224.9)	F (240.9)	D
57	Akers St & Hurley Ave	Signal	B	B	-	B	B	-	C	C	-
58	Shirk Ave & SR 198 WB Ramps	AWSC	F (57.1)	F (57.7)	-	F (64.1)	F (64.3)	-	F (67.0)	F (67.1)	-
		Signal	-	-	C	-	-	C	-	-	D
59	Akers St & Mineral King Ave/SR 198 WB On Ramp	Signal	C	C	-	C	C	-	C	C	-
60	Demaree St & Mineral King Ave	Signal	C	C	-	C	C	-	E (71.2)	E (78.4)	-
61	Shirk Ave & SR 198 EB Ramps	AWSC	C	C	-	D	D	-	E (49.9)	F (53.1)	-
		Signal	-	-	C	-	-	C	-	-	C
62	Akers St & Noble Ave/SR 198 EB Off Ramp	Signal	C	C	-	C	C	-	C	C	-
63	Demaree St & Noble Ave	Signal	C	C	-	C	C	-	D	D	-
64	Roeben St & Elementary School Driveway	WB	-	A	-	-	A	-	-	A	-
65	Ave 320/Kibler Ave & Commercial Driveway	NB	-	A	-	-	A	-	-	A	-
66	Shirk St & Commercial Driveway	WB	-	A	-	-	A	-	-	A	-
67	Riggin Ave St & Commercial Driveway[2]	SB	-	A	-	-	A	-	-	A	-
68	Roeben St & High School Driveway	WB	A	A	-	A	A	-	B	B	-
69	Roeben St & High School Driveway	WB	A	A	-	A	A	-	B	B	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
70	Roeben St & High School Driveway	EB WB	- -	- -	A -	- -	- A	A A	- -	- B	B B	- -
71	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	B	B	-
72	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	B	B	-
73	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	B	B	-
74	Shannon Pkwy & High School Driveway	NB SB	-	- -	- -	-	B -	B -	-	B -	B B	-
75	SR 99 SB Off Ramp & Betty Dr	Signal	C	C	C	-	C	C	-	C	C	-
76	SR 99 NB Ramps & Betty Dr	Signal	C	C	C	-	C	C	-	C	C	-
77	County Center St & Houston Ave	Signal	B	B	B	-	B	B	-	C	C	-
78	Riggin Ave St & Commercial Driveway[2]	SB	-	-	A	-	-	A	-	-	A	-
79	Shirk St & Commercial Driveway	WB	-	-	B	-	-	B	-	-	B	-
80	Akers St & Commercial Driveway	EB	-	-	-	-	-	-	-	-	A	-
81	Roeben St & North Elementary School Driveway	WB	-	-	-	-	-	-	-	-	-	-
82	Elementary School Driveway & Pratt Rd	SB	-	-	-	-	-	-	-	-	-	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
70	Roeben St & High School Driveway	EB WB	- A	A A	- -	- A	A A	- -	- B	B B	- -
71	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	B	B	-
72	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	B	B	-
73	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	B	B	-
74	Shannon Pkwy & High School Driveway	NB SB	B -	B -	-	B -	B -	-	B -	B B	-
75	SR 99 SB Off Ramp & Betty Dr	Signal	C	C	-	C	C	-	C	C	-
76	SR 99 NB Ramps & Betty Dr	Signal	C	C	-	C	C	-	C	C	-
77	County Center St & Houston Ave	Signal	B	B	-	B	B	-	C	C	-
78	Riggin Ave St & Commercial Driveway[2]	SB	-	A	-	-	A	-	-	A	-
79	Shirk St & Commercial Driveway	WB	-	B	-	-	B	-	-	B	-
80	Akers St & Commercial Driveway	EB	-	A	-	-	A	-	-	A	-
81	Roeben St & North Elementary School Driveway	WB	-	A	-	-	A	-	-	A	-
82	Elementary School Driveway & Pratt Rd	SB	-	A	-	-	A	-	-	A	-

See “MITIGATION” section for intersection improvements
All roundabouts were analyzed as single-lane intersections

[1]Analyzed as a full access intersection (WB future traffic movements based on traffic volumes at similar intersections)
[2]All “+Project” scenarios include 2 WB lanes on Riggin Ave between Shirk St and Denton St
[3]Intersection is either fully built out to City standards or mitigation needed is infeasible (see “MITIGATION” section for details)

Table 5c
Intersection Level of Service
Saturday Peak Hour

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
1	Rd 80/Plaza Dr & Ave 328	Signal	C	C	C	-	C	C	-	C	C	-
2	Rd 92 & Ave 328	NB	B	B	B	-	B	B	-	B	B	-
3	Rd 108 & Ave 328	AWSC	B	C	C	-	C	C	-	C	C	-
4	Rd 112 & Ave 328	SB	B	C	C	-	D	D	-	D	D	-
5	Plaza Dr & Ave 320/Kibler Ave	Signal	A	A	A	-	B	B	-	B	B	-
6	Kelsey St & Ave 320/Kibler Ave	NB	A	A	A	-	B	B	-	B	B	-
7	Clancey St & Ave 320/Kibler Ave	NB	A	A	A	-	A	A	-	A	A	-
8	Rd 92 & Ave 320/Kibler Ave	NB SB	B B	B B	B B	- -	B B	B B	- -	D C	D C	- -
9	Denton St & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	B	-
10	Roeben St & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	B	-
11	N-S roadway & Ave 320/Kibler Ave	NB	-	-	-	-	-	-	-	-	B	-
12	Akers St & Ave 320	NB	A	B	B	-	B	C	-	D	D	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
1	Rd 80/Plaza Dr & Ave 328	Signal	C	C	-	C	C	-	C	C	-
2	Rd 92 & Ave 328	NB	B	B	-	B	B	-	B	B	-
3	Rd 108 & Ave 328	AWSC	E (42.1)	E (43.1)	C	E (48.5)	E (50.0)	D	F (57.9)	F (58.9)	D
4	Rd 112 & Ave 328	SB	C	C	-	F (>300)	F (>300)	D	F (>300)	F (>300)	D
5	Plaza Dr & Ave 320/Kibler Ave	Signal	A	A	-	B	B	-	B	B	-
6	Kelsey St & Ave 320/Kibler Ave	NB	A	A	-	B	B	-	B	B	-
7	Clancey St & Ave 320/Kibler Ave	NB	A	A	-	A	A	-	A	A	-
8	Rd 92 & Ave 320/Kibler Ave	NB SB	B B	B B	- -	B B	B B	- -	D C	D C	- -
9	Denton St & Ave 320/Kibler Ave	NB	-	B	-	-	B	-	-	B	-
10	Roeben St & Ave 320/Kibler Ave	NB	-	B	-	-	B	-	-	B	-
11	N-S roadway & Ave 320/Kibler Ave	NB	-	B	-	-	B	-	-	B	-
12	Akers St & Ave 320	NB	B	B	-	B	C	-	D	D	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
13	Demaree St & Ave 320/Kibler Ave	EB	B	B	B	-	C	C	-	C	D	B
14	Rd 92 & Pratt Rd	WB	-	-	-	-	-	B	-	-	B	-
15	Denton St & Pratt Rd	Roundabout	-	-	-	-	-	A	-	-	A	-
16	Roeben St & Pratt Rd	Roundabout	-	-	-	-	-	A	-	-	A	-
17	N-S roadway & Pratt Rd	Roundabout	-	-	-	-	-	-	-	-	A	-
18	Akers St & Pratt Rd[1]	EB WB	- -	- -	- -	- -	- -	- -	- -	- -	B B	- -
19	Demaree St & Pratt Rd	WB	B	B	B	-	B	B	-	C	C	-
20	Rd 92 & Shannon Pkwy	EB WB	- -	- -	- A	- -	B -	B A	- -	B -	B B	-
21	Denton St & Shannon Pkwy	AWSC	-	-	A	-	-	A	-	-	A	-
22	Roeben St & Shannon Pkwy	Roundabout	-	-	A	-	-	A	-	-	A	-
23	N-S roadway & Shannon Pkwy	NB SB	- -	- -	- -	- -	A -	A -	- -	A -	A B	- -
24	Akers St & Shannon Pkwy	EB WB	- -	- -	- -	- -	- -	- -	- -	- -	C B	-
25	Demaree St & Shannon Pkwy	WB	B	B	B	-	C	C	-	D	D	-
26	Rd 92 & Sedona	EB WB	- -	- -	- A	- -	B -	B B	- -	- -	B B	- -
27	Denton St & Sedona	Roundabout	-	-	A	-	-	A	-	-	A	-
28	Roeben St & Sedona	Roundabout	-	-	A	-	-	A	-	-	A	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
13	Demaree St & Ave 320/Kibler Ave	EB	B	B	-	C	C	-	C	D	B
14	Rd 92 & Pratt Rd	WB	-	B	-	-	B	-	-	B	-
15	Denton St & Pratt Rd	Roundabout	-	A	-	-	A	-	-	A	-
16	Roeben St & Pratt Rd	Roundabout	-	A	-	-	A	-	-	A	-
17	N-S roadway & Pratt Rd	Roundabout	-	A	-	-	A	-	-	A	-
18	Akers St & Pratt Rd[1]	EB WB	- -	B B	- -	- -	B B	- -	- -	B B	- -
19	Demaree St & Pratt Rd	WB	B	B	-	B	B	-	C	C	-
20	Rd 92 & Shannon Pkwy	EB WB	- -	- A	- -	B -	B A	- -	B -	B B	-
21	Denton St & Shannon Pkwy	AWSC	-	A	-	-	A	-	-	A	-
22	Roeben St & Shannon Pkwy	Roundabout	-	A	-	-	A	-	-	A	-
23	N-S roadway & Shannon Pkwy	NB SB	- -	- -	- -	A -	A -	- -	A -	A B	- -
24	Akers St & Shannon Pkwy	EB WB	- -	- -	- -	- -	- -	- -	- -	C B	-
25	Demaree St & Shannon Pkwy	WB	B	B	-	C	C	-	D	D	-
26	Rd 92 & Sedona	EB WB	- -	- A	- -	B -	B B	- -	- -	B B	- -
27	Denton St & Sedona	Roundabout	-	A	-	-	A	-	-	A	-
28	Roeben St & Sedona	Roundabout	-	A	-	-	A	-	-	A	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
29	N-S roadway & Sedona	Roundabout	-	-	A	-	A	A	-	A	A	-
30	Akers St & Sedona	EB WB	A A	A A	A A	-	A A	A A	-	A A	B A	-
31	Nutmeg Rd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
32	Robinson Rd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
33	Rd 72 & Riggin Ave	NB	C	C	C	-	C	C	-	D	D	-
34	American St & Riggin Ave	Signal	B	B	B	-	C	C	-	C	C	-
35	Plaza Dr & Riggin Ave	Signal	C	C	C	-	C	C	-	D	D	-
36	Kelsey St & Riggin Ave	Signal	A	A	A	-	B	B	-	C	C	-
37	Clancy St & Riggin Ave	NB SB	A A	A A	B C	- -	A A	A A	- -	A A	A A	- -
		Signal	-	-	-	-	-	-	-	-	-	-
38	Rd 92/Shirk Ave & Riggin Ave[2]	AWSC	B	C	F (70.5)	-	C	F (75.5)	-	E (39.1)	F (75.8)	-
		Signal	-	-	-	D	-	-	D	-	-	D
39	Denton St & Riggin Ave[2]	NB SB	A -	B -	B C	- -	B -	F (58.2) F (>300)	- -	B -	F (81.0) F (>300)	- -
		Signal	-	-	-	-	-	-	D	-	-	D
40	Roeben St & Riggin Ave	NB SB	- -	- -	- -	- -	D -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -
		Signal	-	-	-	-	-	-	B	-	-	D

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
29	N-S roadway & Sedona	Roundabout	-	A	-	A	A	-	A	A	-
30	Akers St & Sedona	EB WB	A A	A A	-	A A	A A	-	A A	B A	-
31	Nutmeg Rd & Riggin Ave	Signal	E (68.8)	E (67.9)	D	F (98.8)	F (101.5)	D	F (224.3)	F (232.9)	D
32	Robinson Rd & Riggin Ave	Signal	D	D	-	D	D	-	D	D	-
33	Rd 72 & Riggin Ave	NB	D	D	-	F (68.8)	F (124.9)	C	F (128.9)	F (226.9)	C
34	American St & Riggin Ave	Signal	B	B	-	C	C	-	C	C	-
35	Plaza Dr & Riggin Ave	Signal	C	C	-	C	C	-	D	D	-
36	Kelsey St & Riggin Ave	Signal	A	A	-	B	B	-	C	C	-
37	Clancy St & Riggin Ave	NB SB	A A	B C	- -	A A	A A	- -	A A	A A	- -
		Signal	-	-	B	-	-	B	-	-	B
38	Rd 92/Shirk Ave & Riggin Ave[2]	AWSC	E (44.2)	F (75.8)	-	F (57.0)	F (76.0)	-	F (59.1)	F (76.1)	-
		Signal	-	-	D	-	-	D	-	-	D
39	Denton St & Riggin Ave[2]	NB SB	B -	F (185.6) F (>300)	- -	B -	F (299.6) F (>300)	- -	B -	F (>300) F (>300)	- -
		Signal	-	-	D	-	-	D	-	-	D
40	Roeben St & Riggin Ave	NB SB	F (>300) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -	F (>300) -	F (>300) F (>300)	- -
		Signal	-	-	D	-	-	D	-	-	D

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
41	N-S roadway & Riggin Ave	SB	-	-	-	-	-	B	-	-	B	-
42	Akers St & Riggin Ave	Signal	D	D	D	-	D	D	D	E (59.3)	F (117.7)	D
43	Linwood St & Riggin Ave	NB	B	C	C	-	D	F (55.7)	-	F (265.5)	F (>300)	-
		Signal	-	-	-	-	-	-	C	-	-	C
44	Demaree St & Riggin Ave	Signal	C	C	C	-	D	D	-	E (55.5)	E (65.9)	D
45	Dinuba Blvd & Riggin Ave	Signal	D	D	D	-	D	D	-	D	D	-
46	Shirk Ave & Ferguson Rd	AWSC	B	B	B	-	B	C	-	C	E (39.9)	-
		Signal	-	-	-	-	-	-	-	-	-	C
47	Roeben St & Ferguson Rd	NB SB	C C	C C	C C	- -	E (35.1) D	E (36.0) D	- -	F (236.5) F (>300)	F (289.0) F (>300)	- -
		Signal	-	-	-	-	-	-	C	-	-	C
48	Akers St & Ferguson Rd	Signal	D	D	D	-	E (69.0)	E (64.1)	D	F (97.8)	F (100.7)	D
49	Linwood St & Ferguson Rd	AWSC	B	B	B	-	C	C	-	E (42.9)	E (43.0)	-
		Signal	-	-	-	-	-	-	-	-	-	C
50	Demaree St & Ferguson Rd	Signal	D	D	D	-	D	D	-	D	D	-
51	Plaza Dr & Goshen Ave	Signal	C	C	C	-	D	D	-	D	D	-
52	Shirk Ave & Goshen Ave	Signal	D	E (62.4)	E (60.8)	E (60.8)	E (72.8)	E (69.3)	E (69.3)	F (120.3)	F (137.8)	D
53	Akers St & Goshen Ave	Signal	C	C	C	-	C	C	-	C	D	-
54	Demaree St & Goshen Ave	Signal	C	D	D	-	D	D	-	F (103.8)	F (123.2)	

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
41	N-S roadway & Riggin Ave	SB	-	B	-	-	B	-	-	C	-
42	Akers St & Riggin Ave	Signal	D	D	-	D	D	D	E (59.3)	F (117.7)	D
43	Linwood St & Riggin Ave	NB	C	C	-	D	F (55.7)	-	F (265.5)	F (>300)	-
		Signal	-	-	-	-	-	C	-	-	C
44	Demaree St & Riggin Ave	Signal	C	C	-	D	D	-	E (55.5)	E (65.9)	D
45	Dinuba Blvd & Riggin Ave	Signal	D	D	-	D	D	-	D	D	-
46	Shirk Ave & Ferguson Rd	AWSC	B	B	-	B	C	-	C	E (39.9)	-
		Signal	-	-	-	-	-	-	-	-	C
47	Roeben St & Ferguson Rd	NB SB	C C	C C	- -	E (35.1) D	E (36.0) D	- -	F (236.5) F (>300)	F (289.0) F (>300)	- -
		Signal	-	-	-	-	-	C	-	-	C
48	Akers St & Ferguson Rd	Signal	F (181.2)	F (270.2)	D	F (283.2)	F (347.2)	D	F (364.9)	F (181.2)	F (270.2)
49	Linwood St & Ferguson Rd	AWSC	B	B	-	C	C	-	E (40.7)	E (42.1)	-
		Signal	-	-	-	-	-	-	-	-	C
50	Demaree St & Ferguson Rd	Signal	D	D	-	D	D	-	D	D	-
51	Plaza Dr & Goshen Ave	Signal	C	C	-	D	D	-	D	D	-
52	Shirk Ave & Goshen Ave	Signal	F (111.1)	F (133.9)	D	F (191.5)	F (194.0)	D	F (253.9)	F (111.1)	D
53	Akers St & Goshen Ave	Signal	C	C	-	C	C	-	C	D	-
54	Demaree St & Goshen Ave	Signal	D	D	-	D	D	-	F (103.8)	F (123.2)	

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
55	Plaza Dr & Hurley Ave/Neeley Rd	Signal	A	A	A	-	A	A	-	B	B	-
56	Shirk Ave & Hurley Ave	Signal	A	A	A	-	B	B	-	B	B	-
57	Akers St & Hurley Ave	Signal	B	B	B	-	B	B	-	C	C	-
58	Shirk Ave & SR 198 WB Ramps	AWSC	D	D	D	-	F (67.1)	F (67.3)	-	F (69.0)	F (69.1)	-
		Signal	-	-	-	-	-	-	C	-	-	D
59	Akers St & Mineral King Ave/SR 198 WB On Ramp	Signal	C	C	C	-	C	C	-	C	C	-
60	Demaree St & Mineral King Ave	Signal	C	C	C	-	C	C	-	F (120.7)	F (122.8)	-
61	Shirk Ave & SR 198 EB Ramps	AWSC	B	C	C	-	D	D	-	F (56.8)	F (58.1)	-
		Signal	-	-	-	C	-	-	C	-	-	C
62	Akers St & Noble Ave/SR 198 EB Off Ramp	Signal	C	C	C	-	C	C	-	C	C	-
63	Demaree St & Noble Ave	Signal	C	C	C	-	C	C	-	D	D	-
64	Roeben St & Elementary School Driveway	WB	-	-	-	-	-	-	-	-	A	-
65	Ave 320/Kibler Ave & Commercial Driveway	NB	-	-	-	-	-	-	-	-	A	-
66	Shirk St & Commercial Driveway	WB	-	-	A	-	-	A	-	-	A	-
67	Riggin Ave St & Commercial Driveway[2]	SB	-	-	A	-	-	A	-	-	A	-
68	Roeben St & High School Driveway	WB	-	-	-	-	A	A	-	B	B	-
69	Roeben St & High School Driveway	WB	-	-	-	-	A	A	-	B	B	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
55	Plaza Dr & Hurley Ave/Neeley Rd	Signal	A	A	-	A	A	-	B	B	-
56	Shirk Ave & Hurley Ave	Signal	A	A	-	B	B	-	F (394.3)	F (440.0)	D
57	Akers St & Hurley Ave	Signal	B	B	-	B	B	-	C	C	-
58	Shirk Ave & SR 198 WB Ramps	AWSC	F (57.1)	F (57.7)	-	F (64.1)	F (64.3)	-	F (69.0)	F (69.1)	-
		Signal	-	-	C	-	-	C	-	-	D
59	Akers St & Mineral King Ave/SR 198 WB On Ramp	Signal	C	C	-	C	C	-	C	C	-
60	Demaree St & Mineral King Ave	Signal	C	C	-	C	C	-	F (120.7)	F (122.8)	-
61	Shirk Ave & SR 198 EB Ramps	AWSC	C	C	-	D	D	-	F (56.8)	F (58.1)	-
		Signal	-	-	C	-	-	C	-	-	C
62	Akers St & Noble Ave/SR 198 EB Off Ramp	Signal	C	C	-	C	C	-	C	C	-
63	Demaree St & Noble Ave	Signal	C	C	-	C	C	-	D	D	-
64	Roeben St & Elementary School Driveway	WB	-	A	-	-	A	-	-	A	-
65	Ave 320/Kibler Ave & Commercial Driveway	NB	-	A	-	-	A	-	-	A	-
66	Shirk St & Commercial Driveway	WB	-	A	-	-	A	-	-	A	-
67	Riggin Ave St & Commercial Driveway[2]	SB	-	A	-	-	A	-	-	A	-
68	Roeben St & High School Driveway	WB	A	A	-	A	A	-	B	B	-
69	Roeben St & High School Driveway	WB	A	A	-	A	A	-	B	B	-

#	Intersection	Control Type	2022	2023	2023+ Project Phase I	2023+ Project Phase I w/ Improvements	2028	2028+ Project Phase II	2028+ Project Phase II w/ Improvements	2033	2033+ Project Phase II& III(0.5)	2033+ Project Phase II&III(0.5) w/ Improvements
70	Roeben St & High School Driveway	EB WB	- -	- -	A -	- -	- A	A A	- -	- B	B B	- -
71	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	B	B	-
72	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	B	B	-
73	Sedona Ave & High School Driveway	SB	-	-	-	-	A	A	-	B	B	-
74	Shannon Pkwy & High School Driveway	NB SB	-	- -	- -	-	B -	B -	-	B -	B B	-
75	SR 99 SB Off Ramp & Betty Dr	Signal	C	C	C	-	C	C	-	C	C	-
76	SR 99 NB Ramps & Betty Dr	Signal	C	C	C	-	C	C	-	C	C	-
77	County Center St & Houston Ave	Signal	B	B	B	-	B	B	-	C	C	-
78	Riggin Ave St & Commercial Driveway[2]	SB	-	-	A	-	-	A	-	-	A	-
79	Shirk St & Commercial Driveway	WB	-	-	B	-	-	B	-	-	B	-
80	Akers St & Commercial Driveway	EB	-	-	-	-	-	-	-	-	A	-
81	Roeben St & North Elementary School Driveway	WB	-	-	-	-	-	-	-	-	-	-
82	Elementary School Driveway & Pratt Rd	SB	-	-	-	-	-	-	-	-	-	-

#	Intersection	Control Type	2038	2038+ Project Phase III	2038+ Project Phase III w/ Improvements	2043	2043+ Project Phase III	2043+ Phase IV w/ Improvements	2046	2046+ Project Phase III	2046+ Project Phase III w/ Improvements
70	Roeben St & High School Driveway	EB WB	- A	A A	- -	- A	A A	- -	- B	B B	- -
71	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	B	B	-
72	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	B	B	-
73	Sedona Ave & High School Driveway	SB	A	A	-	A	A	-	B	B	-
74	Shannon Pkwy & High School Driveway	NB SB	B -	B -	-	B -	B -	-	B -	B B	-
75	SR 99 SB Off Ramp & Betty Dr	Signal	C	C	-	C	C	-	C	C	-
76	SR 99 NB Ramps & Betty Dr	Signal	C	C	-	C	C	-	C	C	-
77	County Center St & Houston Ave	Signal	B	B	-	B	B	-	C	C	-
78	Riggin Ave St & Commercial Driveway[2]	SB	-	A	-	-	A	-	-	A	-
79	Shirk St & Commercial Driveway	WB	-	B	-	-	B	-	-	B	-
80	Akers St & Commercial Driveway	EB	-	A	-	-	A	-	-	A	-
81	Roeben St & North Elementary School Driveway	WB	-	A	-	-	A	-	-	A	-
82	Elementary School Driveway & Pratt Rd	SB	-	A	-	-	A	-	-	A	-

See “MITIGATION” section for intersection improvements
All roundabouts were analyzed as single-lane intersections

[1]Analyzed as a full access intersection (WB future traffic movements based on traffic volumes at similar intersections)
[2]All “+Project” scenarios include 2 WB lanes on Riggin Ave between Shirk St and Denton St
[3]Intersection is either fully built out to City standards or mitigation needed is infeasible (see “MITIGATION” section for details)

TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted in accordance with the guidelines contained in the 2014 *California Manual on Uniform Traffic Control Devices* (2014 CA MUTCD). As per the TIA Procedures, eight-hour vehicular volume signal warrant conditions were applied to all existing unsignalized arterial/arterial, arterial/collector and collector/collector intersections within the study area. The signal warrant analysis also included the project intersection of Shirk Street/Sedona Avenue (#26) using traffic volume estimates based on movements at adjacent intersections.

Eight-hour signal warrant analysis results are presented in Table 6a (see Appendix F for Synchro output).

Table 6a
Traffic Signal Warrants
Weekday Eight-Hour Vehicular Volume

#	Intersection	2022	2023	2023+ Project Phase I	2028	2028+ Project Phase II	2033	2033+ Project Phase II&III(0.5)	2038	2038+ Project Phase III	2043	2043+ Project Phase III	2046	2046+ Project Phase III
2	Rd 92 & Ave 328	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
3	Rd 108 & Ave 328	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
4	Rd 112 & Ave 328	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
8	Ave 320 & Shirk Rd	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
12	Ave 320 & Akers St	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
13	Ave 320 & Demaree St	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
19	Pratt Rd & Demaree St	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
25	Shannon Pkwy & Demaree St	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
26	Rd 92 & Sedona	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
37	Clancy St & Riggin Ave	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES
38	Shirk Rd & Riggin Ave	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
39	Denton St & Riggin Ave	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
40	Riggin Ave & Roeben St	NO	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
41	N-S Roadway & Riggen Ave	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES
43	Riggin Ave & Linwood St	NO	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
46	Shirk Rd & Ferguson Ave	NO	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
47	Ferguson Ave & Roeben St	NO	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
49	Linwood St & Ferguson Ave	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES
58	SR 198 WB Off-Ramp & Shirk Rd	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
61	SR 198 EB Off-Ramp & Shirk Rd	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

In addition, a peak hour signal warrant analysis was conducted for the seven existing unsignalized County intersections within the study area. Analysis results are shown in Tables 6b and 6c. It is noted too that accident warrant criteria are satisfied for one County intersection: Shirk St/Avenue 320 (Intersection #8).

Table 6b
Traffic Signal Warrants
Weekday PM Peak Hour

		2022			2023			2023+Project			2028			2028+Project			2033			2033+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	Rd 92 at Ave 328	336	47	NO	357	51	NO	363	72	NO	497	45	NO	499	49	NO	535	68	NO	550	94	NO
3	Rd 108 at Ave 328	539	238	NO	566	247	YES	593	248	YES	768	414	YES	776	416	YES	855	332	YES	907	335	YES
4	Rd 112 at Ave 328	607	153	NO	635	161	NO	649	171	YES	943	194	YES	949	198	YES	941	239	YES	962	267	YES
8	Rd 92 at Ave 320/Kibler Ave	152	75	NO	161	80	NO	173	111	NO	301	72	NO	313	80	NO	282	110	NO	306	152	NO
12	Akers St at Ave 320/Kibler Ave	173	73	NO	184	85	NO	229	91	NO	256	183	NO	357	202	NO	294	247	NO	443	267	YES
13	Demaree St at Ave 320/Kibler Ave	473	146	NO	489	151	NO	519	166	NO	753	95	NO	810	149	YES	643	194	YES	733	260	YES
33	Rd 72 at Riggin Ave	1122	129	YES	1167	135	YES	1251	143	YES	1212	153	YES	1242	155	YES	1473	189	YES	1574	199	YES

		2038			2038+Project			2043			2043+Project			2046			2046+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	Rd 92 at Ave 328	655	79	NO	673	107	NO	803	90	NO	821	118	YES	907	98	YES	925	126	YES
3	Rd 108 at Ave 328	1050	385	YES	1091	389	YES	1291	446	YES	1332	450	YES	1463	488	YES	1504	492	YES
4	Rd 112 at Ave 328	1147	292	YES	1167	310	YES	1398	358	YES	1418	376	YES	1575	404	YES	1595	422	YES
8	Rd 92 at Ave 320/Kibler Ave	373	129	NO	419	193	NO	493	152	NO	539	216	YES	584	167	NO	630	231	YES
12	Akers St at Ave 320/Kibler Ave	439	284	YES	593	448	YES	754	374	YES	804	466	YES	1043	442	YES	1093	534	YES
13	Demaree St at Ave 320/Kibler Ave	739	219	YES	865	304	YES	849	247	YES	975	332	YES	924	266	YES	1050	351	YES
33	Rd 72 at Riggin Ave	1657	222	YES	1778	234	YES	1865	261	YES	1986	273	YES	2003	289	YES	2124	301	YES

Table 6c
Traffic Signal Warrants
Weekday AM Peak Hour

		2022			2023			2023+Project			2028			2028+Project			2033			2033+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	Rd 92 at Ave 328	316	33	NO	329	34	NO	330	38	NO	404	39	NO	406	43	NO	497	45	NO	499	49	NO
3	Rd 108 at Ave 328	486	298	YES	505	306	YES	513	308	YES	624	356	YES	632	358	YES	768	414	YES	776	416	YES
4	Rd 112 at Ave 328	614	124	NO	638	129	NO	644	132	NO	776	158	YES	782	162	YES	943	194	YES	949	198	YES
8	Rd 92 at Ave 320/Kibler Ave	161	50	NO	169	52	NO	175	59	NO	226	61	NO	238	68	NO	301	72	NO	313	80	NO
12	Akers St at Ave 320/Kibler Ave	168	55	NO	174	61	NO	227	70	NO	211	106	NO	276	121	NO	256	183	NO	357	202	NO
13	Demaree St at Ave 320/Kibler Ave	562	72	NO	577	74	NO	608	97	NO	659	83	NO	692	121	NO	753	95	NO	810	149	YES
33	Rd 72 at Riggin Ave	941	106	NO	964	110	NO	992	111	YES	1080	129	YES	1110	131	YES	1212	153	YES	1242	155	YES

		2038			2038+Project			2043			2043+Project			2046			2046+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	Rd 92 at Ave 328	610	52	NO	628	77	NO	749	59	NO	767	84	NO	846	64	NO	864	89	NO
3	Rd 108 at Ave 328	945	479	YES	978	486	YES	1164	557	YES	1197	564	YES	1318	609	YES	1351	616	YES
4	Rd 112 at Ave 328	1146	236	YES	1165	249	YES	1395	289	YES	1414	302	YES	1570	327	YES	1589	340	YES
8	Rd 92 at Ave 320/Kibler Ave	400	84	NO	449	113	NO	530	100	NO	579	129	NO	629	110	NO	678	139	NO
12	Akers St at Ave 320/Kibler Ave	323	184	NO	504	350	YES	557	213	YES	611	302	YES	773	232	YES	827	321	YES
13	Demaree St at Ave 320/Kibler Ave	860	106	YES	949	212	YES	985	121	YES	1074	227	YES	1069	130	YES	1158	236	YES
33	Rd 72 at Riggin Ave	1360	180	YES	1427	185	YES	1529	214	YES	1596	219	YES	1639	236	YES	1706	241	YES

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting one or more warrants does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service, or operate below an acceptable level of service and not meet signal warrant criteria.

QUEUE LENGTH ANALYSIS

Existing and future peak hour volumes, both with and without project traffic, were used to analyze queue lengths for all turn lanes under stop or signal control within the study area. The queue length analysis was conducted in accordance with the City's TIA Procedures. The analysis results are shown in Tables 7a, 7b and 7c. Storage lengths and queue lengths (CAP) are reported in feet. Peak hour volumes (VOL) are reported as number of vehicles.

Table 7a
Queue Length Analysis
Weekday PM Peak Hour

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
1	Plaza Dr/Rd 80 & Ave 328	EBL	100	7	12	7	12	7	12	7	12	7	12	7	12	7	12	10	17	10	17	14	23	15	25	16	27	17	28	-
		WBL	130	53	88	54	90	55	92	60	100	66	110	72	120	79	**132**	56	93	56	**93**	59	98	59	98	64	107	70	117	-
		NBL	630	9	15	9	15	9	15	9	15	9	15	9	15	9	15	14	23	16	27	23	38	35	58	38	63	41	68	-
		SBL	600	73	122	74	123	75	125	82	137	90	150	99	165	108	180	108	180	108	180	159	265	162	270	178	297	195	325	-
3	Rd 108 & Ave 328	WBR	200	3	3	3	3	3	3	3	3	3	3	3	3	3	3	5	4	5	4	7	6	7	6	7	6	7	6	-
5	Plaza Dr & Ave 320/Kibler Ave	NBL	620	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	4	3	4	3	4	3	-
		SBL	600	71	59	72	60	73	61	80	67	88	73	96	80	105	88	104	87	106	88	152	127	159	133	174	145	191	159	-
19	Demaree St & Pratt Rd	WBR	200	22	18	22	18	22	18	25	21	28	23	32	27	36	30	0	0	40	33	51	43	65	54	74	62	85	71	-
		NBR	400	85	71	87	73	89	74	102	85	117	98	134	112	154	128	0	0	110	92	143	119	143	119	164	137	188	157	-
24	Akers St & Shannon Pkwy	NBL	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	**51**	-	-	150	125	-	-	150	125	-
		SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	-	-	11	9	-	-	11	9	-
26	Shirk St (Rd 92) & Sedona	EBL	200	-	-	-	-	-	-	-	-	-	-	-	-	33	28	-	-	37	31	-	-	37	31	-	-	37	31	
		EBR	150	-	-	-	-	-	-	-	-	-	-	-	-	75	63	-	-	76	63	-	-	76	63	-	-	76	63	
		WBL	300	-	-	-	-	246	205	-	-	279	233		-	292	243	-	-	300	250	-	-	300	250	-	-	300	250	-
		WBR	150	-	-	-	-	15	13	-	-	16	13	-	-	17	14	-	-	18	15	-	-	18	15	-	-	18	15	-
		NBL	86	-	-	-	-	-	-	-	-	-	-	-	-	40	33	-	-	41	34	-	-	41	34	-	-	41	34	-
		NBR	-	-	-	-	-	221	184	-	-	273	228	-	-	294	245	-	-	302	252	-	-	302	252	-	-	302	252	-
		SBL	200	-	-	-	-	13	11	-	-	16	13	-	-	18	15	-	-	18	15	-	-	18	15	-	-	18	15	-
		SBR	150	-	-	-	-	-	-	-	-	-	-	-	-	15	13	-	-	17	14	-	-	17	14	-	-	17	14	-
31	Nutmeg Rd & Riggin Ave	EBL	250	91	76	93	78	95	79	104	87	114	95	125	104	137	114	146	122	146	122	235	196	235	196	258	215	283	236	-
		WBL	200	50	42	51	43	52	43	57	48	62	52	68	57	74	62	75	63	85	71	113	94	133	111	146	122	160	133	-
32	Robinson Rd & Riggin Ave	EBL	200	27	45	27	45	27	45	29	48	31	52	34	57	37	62	46	77	46	77	77	128	77	128	84	140	92	153	-
		WBL	200	6	10	6	10	6	10	6	10	6	10	6	10	6	10	8	13	17	28	12	20	36	60	39	65	42	70	-
		NBL	75	71	**118**	72	**120**	73	**122**	80	**133**	88	**147**	96	**160**	105	**175**	103	**172**	103	**172**	149	**248**	150	**250**	165	**275**	181	**302**	-
		SBL	75	15	25	15	25	15	25	16	27	17	28	18	30	19	32	27	45	27	45	50	**83**	50	**83**	55	**92**	60	**100**	-
33	Rd 72 & Riggin Ave	WBL	300	103	86	105	88	107	89	117	98	128	107	140	117	154	128	125	104	133	111	153	128	174	145	191	159	210	175	-
34	American St & Riggin Ave	WBL	200	18	15	18	15	18	15	19	16	20	17	22	18	24	20	23	19	26	22	30	25	45	38	49	41	53	44	-
35	Plaza Dr & Riggin Ave	EBL	200	198	**248**	202	**253**	207	**259**	227	**284**	249	**311**	273	**341**	300	**375**	251	**314**	252	**315**	318	**398**	320	**400**	352	**440**	387	**484**	-
		EBR	150	87	109	89	111	91	114	100	125	110	138	121	**151**	133	**166**	110	**138**	110	**138**	140	**175**	140	**175**	154	**193**	169	**211**	-
		WBL	200	76	95	77	96	78	98	85	106	93	116	102	128	112	140	91	114	104	130	111	139	141	176	155	194	170	213	-
		WBR	150	74	93	75	94	76	95	83	104	91	114	100	125	110	138	88	110	91	114	106	133	118	148	129	161	141	176	-
		NBL	200	90	113	92	115	94	118	103	129	113	141	124	155	136	170	91	114	97	121	105	131	105	131	115	144	126	158	-
		NBR	150	54	68	55	69	56	70	61	76	67	84	73	91	80	100	58	73	67	84	68	85	84	105	92	115	101	126	-
		SBL	200	51	64	52	65	53	66	58	73	63	79	69	86	75	94	56	70	59	74	62	78	69	86	75	94	82	103	-
		SBR	150	198	**248**	202	**253**	207	**259**	227	**284**	249	**311**	273	**341**	300	**375**	216	**270**	217	**271**	235	**294**	241	**301**	265	**331**	291	**364**	-
38	Shirk Ave/Rd 92 & Riggin Ave	NBR	200	102	85	104	87	106	88	116	97	127	106	139	116	152	127	141	118	183	153	233	194	280	**233**	308	257	338	**282**	250
42	Akers St & Riggin Ave	EBL	300	15	25	15	25	15	25	16	27	17	28	18	30	19	32	24	40	54	90	44	73	105	175	115	192	126	210	-
		EBR	300	67	112	68	113	69	115	75	125	82	137	90	150	99	165	106	177	212	353	205	**342**	371	**618**	408	**680**	448	**747**	600
		WBL	300	150	250	153	255	156	**260**	171	285	188	**313**	206	**343**	226	**377**	238	**397**	238	**397**	377	**628**	377	**628**	414	**690**	455	**758**	-
		WBR	300	22	37	22	37	22	37	24	40	26	43	28	47	30	50	35	58	113	188	55	92	220	**367**	242	403	266	**443**	400
		NBL	300	37	62	37	62	37	62	40	67	44	73	48	80	52	87	46	77	180	300	123	205	338	**563**	371	618	408	**680**	600
		NBR	300	184	**307**	188	**313**	192	**320**	211	**352**	232	**387**	255	**425**	280	**467**	231	**385**	231	**385**	291	**485**	291	**485**	320	**533**	352	**587**	-
		SBL	300	27	45	27	45	27	45	29	48	31	52	34	57	37	62	34	57	103	172	43	72	164	273	180	300	198	330	-
		SBR	300	17	28	17	28	17	28	18	30	19	32	20	33	22	37	21	35	49	82	38	63	141	235	155	258	170	283	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
44	Demaree St & Riggin Ave	EBL	300	166	277	170	**283**	174	**290**	191	**318**	210	**350**	231	**385**	254	**423**	264	**440**	265	**442**	419	**698**	421	**702**	463	**772**	509	**848**	-
		EBR	150	77	128	78	130	79	**132**	86	143	94	**157**	103	**172**	113	**188**	122	**203**	160	**267**	200	**333**	261	**435**	287	**478**	315	**525**	-
		WBL	200	291	**243**	298	**248**	305	**254**	335	**279**	368	**307**	404	**337**	444	**370**	485	**404**	485	**404**	810	**675**	810	**675**	891	**743**	980	**817**	-
		WBR	200	31	52	31	52	31	52	34	57	37	62	40	67	44	73	52	87	58	97	86	143	101	168	111	185	122	203	-
		NBL	300	60	100	61	102	62	103	68	113	74	123	81	135	89	148	77	128	113	188	110	183	184	**307**	202	337	222	**370**	-
		SBL	300	59	98	60	100	61	102	67	112	73	122	80	133	88	147	97	162	100	167	159	265	168	280	184	307	202	337	-
45	Dinuba Blvd & Riggin Ave	EBL	300	186	**310**	190	**317**	194	**323**	213	**355**	234	**390**	257	**428**	282	**470**	296	**493**	296	**493**	471	**785**	471	**785**	518	**863**	569	**948**	-
		EBR	300	68	113	69	115	70	117	77	128	84	140	92	153	101	168	108	180	149	248	182	**303**	262	**437**	288	**480**	316	**527**	-
		WBL	300	279	**465**	285	**475**	292	**487**	321	**535**	353	**588**	388	**647**	426	**710**	415	**692**	415	**692**	616	**1027**	616	**1027**	677	**1128**	744	**1240**	-
		WBR	300	69	115	70	117	71	118	78	130	85	142	93	155	102	170	103	172	103	172	152	253	152	253	167	278	183	305	-
		NBL	300	137	114	140	117	143	119	157	131	172	143	189	158	207	173	160	133	194	162	203	169	302	252	332	277	365	304	-
		NBR	200	81	135	83	138	85	142	93	155	102	170	112	187	123	**205**	94	157	94	**157**	110	183	110	183	121	202	133	222	-
		SBL	400	80	67	82	68	84	70	92	77	101	84	111	93	122	102	93	78	93	78	108	90	108	90	118	98	129	108	-
		SBR	400	82	137	84	140	86	143	94	157	103	172	113	188	124	207	95	158	95	158	110	183	110	183	121	202	133	222	-
47	Roeben St & Ferguson Rd	EBL	200	25	21	25	21	25	21	27	23	29	24	31	26	34	28	40	33	42	35	63	53	68	57	74	62	81	68	-
		WBL	200	46	38	47	39	48	40	52	43	57	48	62	52	68	57	68	57	78	65	102	85	112	93	123	103	135	113	-
		NBL	200	5	4	5	4	5	4	5	4	5	4	5	4	5	4	6	5	6	5	7	6	7	6	7	6	7	6	-
48	Akers St & Ferguson Rd	EBL	150	35	58	35	58	35	58	38	63	41	68	45	75	49	82	52	87	58	97	77	128	88	147	96	160	105	175	-
		WBL	150	123	**205**	126	**210**	129	**215**	141	**235**	155	**258**	170	**283**	187	**312**	183	**305**	183	**305**	273	**455**	273	**455**	300	**500**	330	**550**	-
		NBL	100	183	**305**	187	**312**	191	**318**	210	**350**	231	**385**	254	**423**	279	**465**	245	**408**	245	**408**	329	**548**	329	**548**	361	**602**	397	**662**	-
		SBL	200	25	42	25	42	25	42	27	45	29	48	31	52	34	57	42	70	66	110	70	117	108	180	118	197	129	215	-
49	Linwood St & Ferguson Rd	EBL	150	54	45	55	46	56	47	61	51	67	56	73	61	80	67	87	73	87	73	141	118	141	118	155	129	170	142	-
		WBL	150	13	11	13	11	13	11	14	12	15	13	16	13	17	14	19	16	19	16	29	24	29	24	31	26	34	28	-
50	Demaree St & Ferguson Rd	WBL	200	122	**203**	125	**208**	128	**213**	140	**233**	154	**257**	169	**282**	185	**308**	128	**213**	128	**213**	135	**225**	135	**225**	148	**247**	162	**270**	-
		WBR	150	18	30	18	30	18	30	19	32	20	33	22	37	24	40	19	32	35	58	23	38	57	95	62	103	68	113	-
		NBL	300	49	82	50	83	51	85	56	93	61	102	67	112	73	122	75	125	78	130	114	190	124	207	136	227	149	248	-
		SBL	75	23	38	23	38	23	38	25	42	27	45	29	48	31	52	30	50	46	77	40	67	68	**113**	74	123	81	**135**	150
51	Plaza Dr & Goshen Ave	EBL	200	69	115	70	117	71	118	78	130	85	142	93	155	102	170	73	122	76	127	78	130	82	137	90	150	99	165	-
		EBR	150	215	**358**	220	**367**	225	**375**	247	**412**	271	**452**	298	**497**	327	**545**	226	**377**	226	**377**	238	**397**	238	**397**	261	**435**	287	**478**	-
		WBL	200	82	137	84	140	86	143	94	157	103	172	113	188	124	**207**	84	140	84	**140**	87	145	87	145	95	158	104	173	-
		WBR	150	119	**198**	121	**202**	124	**207**	136	**227**	149	**248**	163	**272**	179	**298**	122	**203**	124	**207**	128	**213**	130	**217**	143	**238**	157	**262**	-
		NBL	200	146	**243**	149	**248**	152	**253**	167	**278**	183	**305**	201	**335**	221	**368**	206	**343**	206	**343**	292	**487**	292	**487**	321	**535**	353	**588**	-
		NBR	150	71	118	72	120	73	122	80	133	88	147	96	**160**	105	**175**	100	**167**	100	**167**	142	**237**	142	**237**	156	**260**	171	**285**	-
		SBL	200	105	175	107	178	109	**182**	119	198	130	**217**	143	**238**	157	**262**	153	**255**	155	**258**	225	**375**	227	**378**	249	**415**	273	**455**	-
		SBR	150	34	57	34	57	34	57	37	62	40	67	44	73	48	80	50	83	57	95	74	123	86	143	94	157	103	172	-
52	Shirk Ave & Goshen Ave	EBL	200	49	82	50	83	51	85	56	93	61	102	67	112	73	122	52	87	60	100	62	103	70	117	77	128	84	140	-
		WBL	200	41	68	42	70	43	72	47	78	51	85	56	93	61	102	50	83	50	83	60	100	60	100	66	110	72	120	-
		WBR	150	22	37	22	37	22	37	24	40	26	43	28	47	30	50	27	45	45	75	42	70	69	115	75	125	82	137	-
		NBL	200	63	105	64	107	65	108	71	118	78	130	85	142	93	155	95	158	95	158	114	190	144	**240**	158	263	173	**288**	250
		NBR	150	96	**160**	98	**163**	100	**167**	110	**183**	121	**202**	133	**222**	146	**243**	145	**242**	145	**242**	219	**365**	219	**365**	240	**400**	264	**440**	-
		SBL	200	68	113	69	115	70	117	77	128	84	140	92	153	101	168	116	193	134	223	204	**340**	228	**380**	250	**417**	275	**458**	400
		SBR	150	33	55	33	55	33	55	36	60	39	65	42	70	46	77	56	93	65	108	101	**168**	110	**183**	121	**202**	133	**222**	-
53	Akers St & Goshen Ave	EBL	200	80	133	82	137	84	140	92	153	101	168	111	185	122	**203**	93	155	103	**172**	109	182	131	**218**	144	240	158	**263**	250
		EBR	150	74	123	75	125	76	**127**	83	138	91	**152**	100	**167**	110	**183**	86	**143**	95	**158**	103	**172**	117	**195**	128	**213**	140	**233**	200
		WBL	200	88	147	90	150	92	153	101	168	111	185	122	**203**	134	**223**	106	**177**	106	**177**	128	**213**	128	**213**	140	**233**	154	**257**	-
		WBR	150	124	**207**	127	**212**	130	**217**	143	**238**	157	**262**	172	**287**	189	**315**	150	**250**	190	**317**	189	**315**	272	**453**	299	**498**	328	**547**	-
		NBL	200	127	**212**	130	**217**	133	**222**	146	**243**	160	**267**	176	**293**	193	**322**	142	**237**	153	**255**	165	**275**	183	**305**	201	**335**	221	**368**	-
		NBR	150	156	**260**	159	**265**	162	**270**	178	**297**	195	**325**	214	**357**	235	**392**	175	**292**	175	**292**	196	**327**	196	**327**	215	**358**	236	**393**	-
		SBL	200	161	**268**	165	**275**	169	**282**	185	**308**	203	**338**	223	**372**	245	**408**	181	**302**	221	**368**	209	**348**	279	**465**	306	**510**	336	**560**	-
		SBR	150	44	73	45	75	46	77	50	83	55	92	60	100	66	110	50	83	60	100	56	93	83	138	91	152	100	167	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
54	Demaree St & Goshen Ave	EBL	200	472	**393**	483	**403**	495	**413**	544	**453**	598	**498**	657	**548**	722	**602**	560	**467**	560	**467**	665	**554**	665	**554**	731	**609**	804	**670**	-
		EBR	150	133	**222**	136	**227**	139	**232**	152	**253**	167	**278**	183	**305**	201	**335**	158	**263**	167	**278**	187	**312**	209	**348**	229	**382**	251	**418**	-
		WBL	200	108	90	110	92	112	93	123	103	135	113	148	123	162	135	133	111	133	111	163	136	163	136	179	149	196	163	-
		WBR	150	109	**182**	111	**185**	113	**188**	124	**207**	136	**227**	149	**248**	163	**272**	134	**223**	151	**252**	167	**278**	208	**347**	228	**380**	250	**417**	-
		NBL	200	101	168	103	172	105	**175**	115	192	126	**210**	138	**230**	151	**252**	145	**242**	157	**262**	208	**347**	239	**398**	262	**437**	288	**480**	-
		NBR	150	70	117	71	118	72	120	79	132	86	143	94	**157**	103	**172**	100	**167**	100	**167**	144	**240**	144	**240**	158	**263**	173	**288**	-
		SBL	200	76	127	77	128	78	130	85	142	93	155	102	170	112	187	102	170	116	193	137	**228**	165	**275**	181	**302**	199	**332**	-
		SBR	150	295	**492**	302	**503**	309	**515**	339	**565**	372	**620**	409	**682**	449	**748**	395	**658**	395	**658**	528	**880**	528	**880**	580	**967**	638	**1063**	-
55	Plaza Dr & Neeley Rd/Hurley Ave	EBL	50	23	38	23	38	23	38	25	42	27	45	29	48	31	**52**	55	92	55	**92**	131	**218**	132	**220**	145	**242**	159	**265**	-
		EBR	50	25	42	25	42	25	42	27	45	29	48	31	**52**	34	**57**	60	**100**	60	**100**	142	**237**	142	**237**	156	**260**	171	**285**	-
		WBL	200	56	93	57	95	58	97	63	105	69	115	75	125	82	137	90	150	90	150	144	**240**	144	**240**	158	**263**	173	**288**	-
		NBL	300	24	40	24	40	24	40	26	43	28	47	30	50	33	55	35	58	35	58	51	85	51	85	56	93	61	102	-
		NBR	100	23	38	23	38	23	38	25	42	27	45	29	48	31	52	33	55	33	55	49	82	49	82	53	88	58	97	-
		SBL	150	16	27	16	27	16	27	17	28	18	30	19	32	20	33	23	38	23	38	33	55	33	55	36	60	39	65	-
		SBR	200	31	52	31	52	31	52	34	57	37	62	40	67	44	73	45	75	45	75	64	107	66	110	72	120	79	132	-
56	Shirk Ave & Hurley Ave	WBR	200	38	63	38	63	38	63	41	68	45	75	49	82	53	88	83	138	96	160	189	**315**	210	**350**	231	**385**	254	**423**	-
		NBR	250	76	127	77	128	78	130	85	142	93	155	102	170	112	187	132	220	132	220	221	**368**	221	**368**	243	**405**	267	**445**	-
		SBL	200	64	107	65	108	66	110	72	120	79	132	86	143	94	157	98	163	112	187	154	**257**	174	**290**	191	**318**	210	**350**	-
57	Akers St & Hurley Ave	EBL	140	52	87	53	88	54	90	59	98	64	107	70	117	77	128	77	128	81	135	114	**190**	126	**210**	138	**230**	151	**252**	-
		WBL	70	33	55	33	55	33	55	36	60	39	65	42	70	46	**77**	54	90	54	**90**	87	**145**	87	**145**	95	**158**	104	**173**	-
		NBL	100	77	**128**	78	**130**	79	**132**	86	**143**	94	**157**	103	**172**	113	**188**	84	**140**	92	**153**	95	**158**	109	**182**	119	**198**	130	**217**	-
		SBL	50	62	**103**	63	**105**	64	**107**	70	**117**	77	**128**	84	**140**	92	**153**	69	**115**	84	**140**	81	**135**	103	**172**	113	**188**	124	**207**	-
58	Shirk Ave & SR 198 EB Ramps	WBR	200	215	179	220	**183**	225	**188**	247	**206**	271	**226**	298	**248**	327	**273**	305	**254**	306	**255**	433	**361**	435	**363**	478	**398**	525	**438**	-
		NBL	50	97	**81**	99	**83**	101	**84**	111	**93**	122	**102**	134	**112**	147	**123**	148	**123**	148	**123**	226	**188**	226	**188**	248	**207**	272	**227**	-
		SBR	50	143	**119**	146	**122**	149	**124**	163	**136**	179	**149**	196	**163**	215	**179**	242	**202**	246	**205**	409	**341**	420	**350**	462	**385**	508	**423**	-
59	Akers St & SR 198 EB On Ramp/Mineral King Ave	WBL	100	476	**793**	487	**812**	499	**832**	548	**913**	602	**1003**	662	**1103**	728	**1213**	500	**833**	500	**833**	526	**877**	526	**877**	578	**963**	635	**1058**	-
		WBR	100	351	**585**	359	**598**	367	**612**	403	**672**	443	**738**	487	**812**	535	**892**	369	**615**	386	**643**	388	**647**	427	**712**	469	**782**	515	**858**	-
		NBL	200	222	185	227	**189**	232	**193**	255	**213**	280	**233**	308	**257**	338	**282**	238	**198**	238	**198**	255	**213**	255	**213**	280	**233**	308	**257**	-
		SBR	50	161	**268**	165	**275**	169	**282**	185	**308**	203	**338**	223	**372**	245	**408**	171	**285**	177	**295**	182	**303**	201	**335**	221	**368**	243	**405**	-
60	Demaree St & Mineral King Ave	WBL	150	376	**313**	385	**321**	394	**328**	433	**361**	476	**397**	523	**436**	575	**479**	384	**320**	384	**320**	391	**326**	391	**652**	430	**358**	473	**788**	-
		WBR	100	320	**533**	328	**547**	336	**560**	369	**615**	405	**675**	445	**742**	489	**815**	326	**543**	326	**543**	333	**555**	333	**555**	366	**610**	402	**670**	-
		NBL	200	217	**362**	222	**370**	227	**378**	249	**415**	273	**455**	300	**500**	330	**550**	305	**508**	305	**508**	428	**713**	428	**713**	470	**783**	517	**862**	-
		SBR	50	227	**378**	232	**387**	237	**395**	260	**433**	286	**477**	314	**523**	345	**575**	324	**540**	326	**543**	462	**770**	466	**777**	512	**853**	563	**938**	-
61	Shirk Ave & SR 198 WB Ramps	EBL	100	216	**180**	221	**184**	226	**188**	248	**207**	272	**227**	299	**249**	328	**273**	261	**218**	261	**218**	315	**263**	315	**263**	346	**288**	380	**317**	-
		EBR	300	170	142	174	145	178	148	195	163	214	178	235	196	258	215	205	171	205	171	248	207	248	207	272	227	299	249	-
		NBR	400	48	40	49	41	50	42	55	46	60	50	66	55	72	60	66	55	66	55	92	77	92	77	101	84	111	93	-
		SBL	100	381	**318**	390	**325**	399	**333**	438	**365**	481	**401**	529	**441**	581	**484**	535	**446**	554	**462**	760	**633**	789	**658**	867	**723**	953	**794**	-
62	Akers St & SR 198 WB Off Ramp/Noble Ave	EBL	200	207	**345**	212	**353**	217	**362**	238	**397**	261	**435**	287	**478**	315	**525**	238	**397**	238	**397**	274	**457**	274	**457**	301	**502**	331	**552**	-
		EBR	100	235	**392**	240	**400**	246	**410**	270	**450**	297	**495**	326	**543**	358	**597**	270	**450**	270	**450**	311	**518**	311	**518**	342	**570**	376	**627**	-
		NBR	100	414	**690**	424	**707**	434	**723**	477	**795**	524	**873**	576	**960**	633	**1055**	486	**810**	486	**810**	571	**952**	571	**952**	628	**1047**	690	**1150**	-
		SBL	200	395	**329**	404	**337**	414	**345**	455	**379**	500	**417**	550	**458**	605	**504**	420	**350**	442	**368**	450	**375**	494	**412**	543	**453**	597	**498**	-
63	Demaree St & Noble Ave	EBL	200	349	**291**	357	**298**	365	**304**	401	**334**	441	**368**	485	**404**	533	**444**	360	**300**	360	**300**	371	**309**	371	**618**	408	**340**	448	**747**	-
		EBR	200	274	**457**	280	**467**	287	**478**	315	**525**	346	**577**	380	**633**	418	**697**	283	**472**	283	**472**	291	**485**	291	**485**	320	**533**	352	**587**	-
		NBR	100	268	**447**	274	**457**	280	**467**	308	**513**	338	**563**	371	**618**	408	**680**	371	**618**	371	**618**	514	**857**	514	**857**	565	**942**	621	**1035**	-
		SBL	100	336	**280**	344	**287**	352	**293**	387	**323**	425	**354**	467	**389**	513	**428**	472	**393**	494	**412**	666	**555**	705	**588**	775	**646**	852	**710**	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
66	Shirk St & South Commercial Driveway	WBR	200	-	-	-	-	75	125	-	-	82	137	-	-	90	150	-	-	99	165	-	-	108	180	-	-	118	197	-
		NBR	400	-	-	-	-	65	54	-	-	71	59	-	-	78	65	-	-	85	71	-	-	93	78	-	-	102	85	-
67	East Commercial Driveway & Riggin Ave	WBR	400	-	-	-	-	121	202	-	-	133	222	-	-	146	243	-	-	160	267	-	-	176	293	-	-	193	322	-
		SBR	200	-	-	-	-	107	89	-	-	117	98	-	-	128	107	-	-	140	117	-	-	154	128	-	-	169	141	-
75	Betty Dr & SR 99 SB Off Ramp	SBL	500	268	223	274	228	280	233	308	257	338	282	371	309	408	340	37	31	37	31	43	36	361	301	397	331	436	363	-
		SBR	500	32	27	32	27	32	27	32	27	32	27	32	27	32	27	311	259	311	259	361	301	43	36	44	37	45	38	-
76	Betty Dr & SR 99 NB Ramps	EBL	380	38	63	38	63	38	63	38	63	38	63	38	63	38	63	44	73	44	73	51	85	51	85	52	87	53	88	-
		WBR	550	239	398	244	407	250	417	256	427	262	437	268	447	274	457	277	462	277	462	322	537	322	537	330	550	338	563	-
		NBL	400	37	62	37	62	37	62	37	62	37	62	37	62	37	62	43	72	43	72	50	83	50	83	51	85	52	87	-
		NBR	400	234	195	239	199	244	203	250	208	256	213	262	218	268	223	272	227	272	227	315	263	315	263	322	268	330	275	-
77	County Center St & Houston Ave	EBL	200	168	140	172	143	176	147	180	150	184	153	188	157	192	160	195	163	195	163	226	188	226	188	231	193	236	197	-
		WBL	200	11	9	11	9	11	9	11	9	11	9	11	9	11	9	11	9	11	9	11	9	11	9	11	9	11	9	-
		NBL	200	41	68	42	70	43	72	44	73	45	75	46	77	47	78	41	68	41	68	1	2	41	68	42	70	43	72	-
		SBL	200	55	92	56	93	57	95	58	97	59	98	60	100	61	102	64	107	64	107	74	123	74	123	75	125	76	127	-
78	West Commercial Driveway & Riggin Ave	WBR	200	-	-	-	-	87	73	-	-	95	79	-	-	104	87	-	-	114	95	-	-	125	104	-	-	137	114	-
		SBR	200	-	-	-	-	63	105	-	-	69	115	-	-	75	125	-	-	82	137	-	-	90	150	-	-	99	165	-
79	Shirk St & North Commercial Driveway	EBR	200	-	-	-	-	17	14	-	-	18	15	-	-	19	16	-	-	20	17	-	-	22	18	-	-	24	20	-
		NBR	200	-	-	-	-	109	91	-	-	119	99	-	-	130	108	-	-	143	119	-	-	157	131	-	-	172	143	-
		SBL	100	-	-	-	-	23	38	-	-	25	42	-	-	27	45	-	-	29	48	-	-	31	52	-	-	34	57	-

Table 7b
Queue Length Analysis
Weekday AM Peak Hour

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
1	Plaza Dr/Rd 80 & Ave 328	EBL	100	4	7	4	7	4	7	4	7	4	7	4	7	4	7	6	10	6	10	8	13	8	13	8	13	8	13	-
		WBL	130	68	113	69	115	70	117	77	128	84	**140**	92	**153**	101	**168**	72	**120**	72	**120**	76	127	76	127	83	138	91	152	-
		NBL	630	9	15	9	15	9	15	9	15	9	15	9	15	9	15	14	23	16	27	23	38	40	67	44	73	48	80	-
		SBL	600	67	112	68	113	69	115	75	125	82	137	90	150	99	165	99	165	99	165	146	243	146	243	160	267	176	293	-
3	Rd 108 & Ave 328	WBR	200	9	8	9	8	9	8	9	8	9	8	9	8	9	8	14	12	14	12	21	18	21	18	23	19	25	21	-
5	Plaza Dr & Ave 320/Kibler Ave	NBL	620	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	-
		SBL	600	58	48	59	49	60	50	66	55	72	60	79	66	86	72	85	71	86	72	124	103	126	105	138	115	151	126	-
19	Demaree St & Pratt Rd	WBR	200	51	43	52	43	53	44	60	50	69	58	79	66	90	75	78	65	82	68	119	99	126	105	144	120	165	138	-
		NBR	400	33	28	33	28	33	28	37	31	42	35	48	40	55	46	43	36	43	36	56	47	56	47	64	53	73	61	-
24	Akers St & Shannon Pkwy	NBL	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	**30**	-	-	71	59	-	-	71	59	-
		SBL	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	**20**	-	-	61	51	-	-	61	51	-
26	Shirk St (Rd 92) & Sedona	EBL	200	-	-	-	-	-	-	-	-	-	-	-	-	9	8	-	-	13	11	-	-	13	11	-	-	13	11	
		EBR	150	-	-	-	-	-	-	-	-	-	-	-	-	17	14	-	-	17	14	-	-	17	14	-	-	17	14	
		WBL	300	-	-	-	-	69	58	-	-	75	63		-	80	67	-	-	95	79	-	-	95	79	-	-	95	79	-
		WBR	150	-	-	-	-	4	3	-	-	4	3	-	-	4	3	-	-	5	4	-	-	5	4	-	-	5	4	-
		NBL	86	-	-	-	-	-	-	-	-	-	-	-	-	13	11	-	-	14	12	-	-	14	12	-	-	14	12	-
		NBR	-	-	-	-	-	85	71	-	-	87	73	-	-	94	78	-	-	101	84	-	-	101	84	-	-	101	84	-
		SBL	200	-	-	-	-	5	4	-	-	5	4	-	-	5	4	-	-	5	4	-	-	5	4	-	-	5	4	-
		SBR	150	-	-	-	-	-	-	-	-	-	-	-	-	11	9	-	-	18	15	-	-	18	15	-	-	17	14	-
31	Nutmeg Rd & Riggin Ave	EBL	250	145	121	148	123	151	126	166	138	182	152	200	167	220	183	233	194	233	194	375	**313**	375	**313**	412	**343**	453	**378**	-
		WBL	200	57	48	58	48	59	49	64	53	70	58	77	64	84	70	85	71	93	78	127	106	156	130	171	143	188	157	-
32	Robinson Rd & Riggin Ave	EBL	200	22	37	22	37	22	37	24	40	26	43	28	47	30	50	37	62	37	62	63	105	63	105	69	115	75	125	-
		WBL	200	5	8	5	8	5	8	5	8	5	8	5	8	5	8	7	12	14	23	9	15	43	72	47	78	51	85	-
		NBL	75	67	**112**	68	**113**	69	**115**	75	**125**	82	**137**	90	**150**	99	**165**	97	**162**	97	**162**	141	**235**	141	**235**	155	**258**	170	**283**	-
		SBL	75	2	3	2	3	2	3	2	3	2	3	2	3	2	3	4	7	4	7	7	12	7	12	7	12	7	12	-
33	Rd 72 & Riggin Ave	WBL	300	26	22	26	22	26	22	28	23	30	25	33	28	36	30	32	27	38	32	38	32	68	57	74	62	81	68	-
34	American St & Riggin Ave	WBL	200	12	10	12	10	12	10	13	11	14	12	15	13	16	13	15	13	18	15	19	16	40	33	44	37	48	40	-
35	Plaza Dr & Riggin Ave	EBL	200	174	**218**	178	**223**	182	**228**	200	**250**	220	**275**	242	**303**	266	**333**	221	**276**	222	**278**	280	**350**	281	**351**	309	**386**	339	**424**	-
		EBR	150	84	105	86	108	88	110	96	120	105	131	115	144	126	**158**	106	133	106	**133**	135	**169**	135	**169**	148	**185**	162	**203**	-
		WBL	200	64	80	65	81	66	83	72	90	79	99	86	108	94	118	76	95	86	108	91	114	135	169	148	185	162	203	-
		WBR	150	35	44	35	44	35	44	38	48	41	51	45	56	49	61	42	53	45	56	50	63	67	84	73	91	80	100	-
		NBL	200	57	71	58	73	59	74	64	80	70	88	77	96	84	105	62	78	52	65	67	84	67	84	73	91	80	100	-
		NBR	150	42	53	43	54	44	55	48	60	52	65	57	71	62	78	45	56	51	64	49	61	56	70	61	76	67	84	-
		SBL	200	28	35	28	35	28	35	30	38	33	41	36	45	39	49	31	39	34	43	33	41	35	44	38	48	41	51	-
		SBR	150	188	**235**	192	**240**	196	**245**	215	**269**	236	**295**	259	**324**	284	**355**	205	**256**	206	**258**	223	**279**	232	**290**	255	**319**	280	**350**	-
38	Shirk Ave/Rd 92 &	NBR	200	26	22	26	22	26	22	28	23	30	25	33	28	36	30	36	30	62	52	50	42	72	60	79	66	86	72	-
42	Akers St & Riggin Ave	EBL	300	30	50	30	50	30	50	33	55	36	60	39	65	42	70	47	78	75	125	75	125	128	213	140	233	154	257	-
		EBR	300	14	23	14	23	14	23	15	25	16	27	17	28	18	30	22	37	150	250	35	58	270	**450**	297	495	326	**543**	500
		WBL	300	139	232	142	237	145	242	159	265	174	290	191	**318**	210	**350**	220	**367**	220	**367**	349	**582**	349	**582**	383	**638**	421	**702**	-
		WBR	300	36	60	36	60	36	60	39	65	42	70	46	77	50	83	57	95	94	157	90	150	169	282	185	308	203	338	-
		NBL	300	45	75	46	77	47	78	51	85	56	93	61	102	67	112	57	95	137	228	71	118	174	290	191	318	210	350	-
		NBR	300	81	135	83	138	85	142	93	155	102	170	112	187	123	205	102	170	102	170	128	213	128	213	140	233	154	257	-
		SBL	300	14	23	14	23	14	23	15	25	16	27	17	28	18	30	18	30	61	102	22	37	194	**323**	213	355	234	**390**	350
		SBR	300	28	47	28	47	28	47	30	50	33	55	36	60	39	65	35	58	55	92	44	73	159	265	174	290	191	318	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
44	Demaree St & Riggin Ave	EBL	300	78	130	79	132	80	133	88	147	96	160	105	175	115	192	124	207	125	208	197	**328**	202	**337**	222	**370**	244	**407**	-
		EBR	150	67	112	68	113	69	115	75	125	82	137	90	150	99	**165**	106	177	137	**228**	169	**282**	256	**427**	281	**468**	309	**515**	450
		WBL	200	168	140	172	143	176	147	193	161	212	177	233	194	256	**213**	280	233	280	**233**	467	**389**	467	**389**	513	**428**	564	**470**	-
		WBR	200	34	57	34	57	34	57	37	62	40	67	44	73	48	80	57	95	61	102	95	158	102	170	112	187	123	205	-
		NBL	300	50	83	51	85	52	87	57	95	62	103	68	113	74	123	65	108	87	145	83	138	118	197	129	215	141	235	-
		SBL	300	22	37	22	37	22	37	24	40	26	43	28	47	30	50	36	60	40	67	59	98	73	122	80	133	88	147	-
45	Dinuba Blvd & Riggin Ave	EBL	300	61	102	62	103	63	105	69	115	75	125	82	137	90	150	97	162	97	162	154	257	154	257	169	282	185	308	-
		EBR	300	58	97	59	98	60	100	66	110	72	120	79	132	86	143	92	153	126	210	147	245	260	**433**	286	477	314	**523**	450
		WBL	300	86	143	88	147	90	150	99	165	108	180	118	197	129	215	128	213	128	213	190	**317**	195	**325**	214	**357**	235	**392**	-
		WBR	300	35	58	35	58	35	58	38	63	41	68	45	75	49	82	52	87	52	87	77	128	77	128	84	140	92	153	-
		NBL	300	51	43	52	43	53	44	58	48	63	53	69	58	75	63	59	49	80	67	69	58	116	97	127	106	139	116	-
		NBR	200	42	70	43	72	44	73	48	80	52	87	57	95	62	103	49	82	49	82	57	95	57	95	62	103	68	113	-
		SBL	400	64	53	65	54	66	55	72	60	79	66	86	143	94	78	74	123	74	62	86	72	86	72	94	78	103	86	-
		SBR	400	46	77	47	78	48	80	52	87	57	95	62	52	68	113	53	44	53	88	62	103	62	103	68	113	74	123	-
47	Roeben St & Ferguson Rd	EBL	200	12	10	12	10	12	10	13	11	14	12	15	13	16	13	19	16	20	17	30	25	32	27	35	29	38	32	-
		WBL	200	39	33	39	33	39	33	42	35	46	38	50	42	55	46	58	48	58	48	86	72	102	85	112	93	123	103	-
		NBL	200	6	5	6	5	6	5	6	5	6	5	6	5	6	5	7	6	7	6	8	7	8	7	8	7	8	7	-
48	Akers St & Ferguson Rd	EBL	150	15	25	15	25	15	25	16	27	17	28	18	30	19	32	22	37	25	42	33	55	38	63	41	68	45	75	-
		WBL	150	192	**320**	196	**327**	200	**333**	220	**367**	242	**403**	266	**443**	292	**487**	286	**477**	286	**477**	426	**710**	426	**710**	468	**780**	514	**857**	-
		NBL	100	92	**153**	94	**157**	96	**160**	105	**175**	115	**192**	126	**210**	138	**230**	123	**205**	123	**205**	166	**277**	166	**277**	182	**303**	200	**333**	-
		SBL	200	10	17	10	17	10	17	11	18	12	20	13	22	14	23	17	28	28	47	28	47	81	135	89	148	97	162	-
49	Linwood St & Ferguson Rd	EBL	150	10	8	10	8	10	8	11	9	12	10	13	11	14	12	16	13	16	13	26	22	28	23	30	25	33	28	-
		WBL	150	12	10	12	10	12	10	13	11	14	12	15	13	16	13	18	15	18	15	27	23	27	23	29	24	31	26	-
50	Demaree St & Ferguson Rd	WBL	200	172	**287**	176	**293**	180	**300**	198	**330**	217	**362**	238	**397**	261	**435**	181	**302**	181	**302**	190	**317**	190	**317**	209	**348**	229	**382**	-
		WBR	150	19	32	19	32	19	32	20	33	22	37	24	40	26	43	20	33	30	50	21	35	37	62	40	67	44	73	-
		NBL	300	40	67	41	68	42	70	46	77	50	83	55	92	60	100	61	102	63	105	93	155	98	163	107	178	117	195	-
		SBL	75	20	33	20	33	20	33	22	37	24	40	26	43	28	47	26	43	39	65	33	55	74	**123**	81	135	89	**148**	150
51	Plaza Dr & Goshen Ave	EBL	200	42	70	43	72	44	73	48	80	52	87	57	95	62	103	44	73	46	77	46	77	48	80	52	87	57	95	-
		EBR	150	143	**238**	146	**243**	149	**248**	163	**272**	179	**298**	196	**327**	215	**358**	150	**250**	150	**250**	158	**263**	158	**263**	173	**288**	190	**317**	-
		WBL	200	89	148	91	152	93	155	102	170	112	187	123	**205**	135	**225**	91	**152**	91	**152**	94	157	94	157	103	172	113	188	-
		WBR	150	83	138	85	142	87	145	95	**158**	104	**173**	114	**190**	125	**208**	85	**142**	86	**143**	88	147	89	148	97	162	106	177	-
		NBL	200	137	**228**	140	**233**	143	**238**	157	**262**	172	**287**	189	**315**	207	**345**	194	**323**	194	**323**	274	**457**	274	**457**	301	**502**	331	**552**	-
		NBR	150	80	133	82	137	84	140	92	**153**	101	**168**	111	**185**	122	**203**	113	**188**	113	**188**	160	**267**	160	**267**	176	**293**	193	**322**	-
		SBL	200	107	178	109	182	111	185	122	**203**	134	**223**	147	**245**	161	**268**	156	**260**	158	**263**	228	**380**	231	**385**	254	**423**	279	**465**	-
		SBR	150	60	100	61	102	62	103	68	113	74	123	81	135	89	148	88	147	91	152	128	**213**	146	**243**	160	**267**	176	**293**	-
52	Shirk Ave & Goshen Ave	EBL	200	29	48	29	48	29	48	31	52	34	57	37	62	40	67	30	50	35	58	32	53	36	60	39	65	42	70	-
		WBL	200	71	118	72	120	73	122	80	133	88	147	96	160	105	175	86	143	86	143	104	173	104	173	114	190	125	208	-
		WBR	150	52	87	53	88	54	90	59	98	64	107	70	117	77	128	63	105	74	123	77	128	90	150	99	165	108	180	-
		NBL	200	137	**228**	140	**233**	143	**238**	157	**262**	172	**287**	189	**315**	207	**345**	207	**345**	207	**345**	313	**522**	313	**522**	344	**573**	378	**630**	-
		NBR	150	58	97	59	98	60	100	66	110	72	120	79	132	86	143	88	147	88	147	132	**220**	132	**220**	145	**242**	159	**265**	-
		SBL	200	24	40	24	40	24	40	26	43	28	47	30	50	33	55	41	68	60	100	70	117	104	173	114	190	125	208	-
		SBR	150	59	98	60	100	61	102	67	112	73	122	80	133	88	147	101	168	112	187	172	**287**	185	**308**	203	**338**	223	**372**	-
53	Akers St & Goshen Ave	EBL	200	33	55	33	55	33	55	36	60	39	65	42	70	46	77	38	63	44	73	45	75	56	93	61	102	67	112	-
		EBR	150	35	58	35	58	35	58	38	63	41	68	45	75	49	82	41	68	52	87	48	80	68	113	74	123	81	135	-
		WBL	200	86	143	88	147	90	150	99	165	108	180	118	197	129	**215**	104	173	104	**173**	126	**210**	126	**210**	138	**230**	151	**252**	-
		WBR	150	58	97	59	98	60	100	66	110	72	120	79	132	86	143	70	117	94	157	85	142	125	**208**	137	228	150	**250**	250
		NBL	200	138	**230**	141	**235**	144	**240**	158	**263**	173	**288**	190	**317**	209	**348**	155	**258**	162	**270**	173	**288**	182	**303**	200	**333**	220	**367**	-
		NBR	150	65	108	66	110	67	112	73	122	80	133	88	147	96	**160**	73	122	73	**122**	82	137	82	137	90	150	99	165	-
		SBL	200	240	**400**	246	**410**	252	**420**	277	**462**	304	**507**	334	**557**	367	**612**	270	**450**	303	**505**	304	**507**	402	**670**	442	**737**	486	**810**	-
		SBR	150	106	**177**	108	**180**	110	**183**	121	**202**	133	**222**	146	**243**	160	**267**	119	**198**	125	**208**	134	**223**	172	**287**	189	**315**	207	**345**	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
54	Demaree St & Goshen Ave	EBL	200	168	140	172	143	176	147	193	161	212	177	233	194	256	**213**	199	166	199	**166**	237	198	237	198	260	217	286	238	-
		EBR	150	101	**168**	103	**172**	105	**175**	115	**192**	126	**210**	138	**230**	151	**252**	120	**200**	128	**213**	142	**237**	174	**290**	191	**318**	210	**350**	-
		WBL	200	70	58	71	59	72	60	79	66	86	72	94	78	103	86	86	72	86	72	106	88	106	88	116	97	127	106	-
		WBR	150	45	75	46	77	47	78	51	85	56	93	61	102	67	112	55	92	65	108	68	113	88	147	96	160	105	175	-
		NBL	200	50	83	51	85	52	87	57	95	62	103	68	113	74	123	72	120	79	132	103	172	118	197	129	215	141	235	-
		NBR	150	48	80	49	82	50	83	55	92	60	100	66	110	72	120	69	115	69	115	99	**165**	99	**165**	108	**180**	118	**197**	-
		SBL	200	120	200	123	205	126	210	138	**230**	151	**252**	166	**277**	182	**303**	160	**267**	173	**288**	215	**358**	254	**423**	279	**465**	306	**510**	-
		SBR	150	337	**562**	345	**575**	353	**588**	388	**647**	426	**710**	468	**780**	514	**857**	451	**752**	451	**752**	603	**1005**	603	**1005**	663	**1105**	729	**1215**	-
55	Plaza Dr & Neeley Rd/Hurley Ave	EBL	50	14	23	14	23	14	23	15	25	16	27	17	28	18	30	33	55	33	55	79	**132**	79	**132**	86	**143**	94	**157**	-
		EBR	50	4	7	4	7	4	7	4	7	4	7	4	7	4	7	10	17	10	17	23	38	23	38	25	42	27	45	-
		WBL	200	23	38	23	38	23	38	25	42	27	45	29	48	31	52	37	62	37	62	59	98	59	98	64	107	70	117	-
		NBL	300	13	22	13	22	13	22	14	23	15	25	16	27	17	28	19	32	19	32	27	45	27	45	29	48	31	52	-
		NBR	100	65	**108**	66	**110**	67	**112**	73	**122**	80	**133**	88	**147**	96	**160**	94	**157**	94	**157**	137	**228**	137	**228**	150	**250**	165	**275**	-
		SBL	150	14	23	14	23	14	23	15	25	16	27	17	28	18	30	20	33	20	33	29	48	29	48	31	52	34	57	-
		SBR	200	24	40	24	40	24	40	26	43	28	47	30	50	33	55	35	58	35	58	50	83	53	88	58	97	63	105	-
56	Shirk Ave & Hurley Ave	WBR	200	52	87	53	88	54	90	59	98	64	107	70	117	77	128	114	190	121	202	249	**415**	259	**432**	284	**473**	312	**520**	450
		NBR	250	47	78	48	80	49	82	53	88	58	97	63	105	69	115	79	132	79	132	132	220	132	220	145	242	159	265	-
		SBL	200	38	63	38	63	38	63	41	68	45	75	49	82	53	88	58	97	69	115	89	148	118	197	129	215	141	235	-
57	Akers St & Hurley Ave	EBL	140	52	87	53	88	54	90	59	98	64	107	70	117	77	128	77	128	80	133	114	**190**	120	**200**	132	**220**	145	**242**	-
		WBL	70	57	**95**	58	**97**	59	**98**	64	**107**	70	**117**	77	**128**	84	**140**	92	**153**	92	**153**	150	**250**	150	**250**	165	**275**	181	**302**	-
		NBL	100	62	**103**	63	**105**	64	**107**	70	**117**	77	**128**	84	**140**	92	**153**	68	**113**	72	**120**	74	**123**	81	**135**	89	**148**	97	**162**	-
		SBL	50	30	50	30	50	30	50	33	**55**	36	**60**	39	**65**	42	**70**	33	**55**	48	**80**	37	**62**	67	**112**	73	**122**	80	**133**	-
58	Shirk Ave & SR 198 EB Ramps	WBR	200	373	**311**	382	**318**	391	**326**	430	**358**	473	**394**	520	**433**	572	**477**	529	**441**	530	**442**	751	**626**	752	**627**	827	**689**	909	**758**	-
		NBL	50	142	**118**	145	**121**	148	**123**	162	**135**	178	**148**	195	**163**	214	**178**	217	**181**	217	**181**	330	**275**	330	**275**	363	**303**	399	**333**	-
		SBR	50	298	**248**	305	**254**	312	**260**	343	**286**	377	**314**	414	**345**	455	**379**	504	**420**	509	**424**	852	**710**	868	**723**	954	**795**	1049	**874**	-
59	Akers St & SR 198 EB On Ramp/Mineral King Ave	WBL	100	490	**817**	502	**837**	514	**857**	565	**942**	621	**1035**	683	**1138**	751	**1252**	515	**858**	515	**858**	541	**902**	541	**902**	595	**992**	654	**1090**	-
		WBR	100	336	**560**	344	**573**	352	**587**	387	**645**	425	**708**	467	**778**	513	**855**	353	**588**	363	**605**	371	**618**	390	**650**	429	**715**	471	**785**	-
		NBL	200	132	110	135	113	138	115	151	126	166	138	182	152	200	167	141	118	141	118	151	126	151	126	166	138	182	152	-
		SBL	50	192	**320**	196	**327**	200	**333**	220	**367**	242	**403**	266	**443**	292	**487**	204	**340**	211	**352**	217	**362**	244	**407**	268	**447**	294	**490**	-
60	Demaree St & Mineral King Ave	WBL	150	253	**211**	259	**216**	265	**221**	291	**243**	320	**267**	352	**293**	387	**323**	258	**215**	258	**215**	263	**219**	263	**219**	289	**241**	317	**264**	-
		WBR	100	179	**298**	183	**305**	187	**312**	205	**342**	225	**375**	247	**412**	271	**452**	183	**305**	183	**305**	186	**310**	186	**310**	204	**340**	224	**373**	-
		NBL	200	192	**320**	196	**327**	200	**333**	220	**367**	242	**403**	266	**443**	292	**487**	270	**450**	270	**450**	379	**632**	379	**632**	416	**693**	457	**762**	-
		SBR	50	365	**608**	374	**623**	383	**638**	421	**702**	463	**772**	509	**848**	559	**932**	521	**868**	523	**872**	743	**1238**	749	**1248**	823	**1372**	905	**1508**	-
61	Shirk Ave & SR 198 WB Ramps	EBL	100	152	**127**	155	**129**	158	**132**	173	**144**	190	**158**	209	**174**	229	**191**	184	**153**	184	**153**	222	**185**	222	**185**	244	**203**	268	**223**	-
		EBR	300	65	54	66	55	67	56	73	61	80	67	88	73	96	80	79	66	79	66	95	79	95	79	104	87	114	95	-
		NBR	400	65	54	66	55	67	56	73	61	80	67	88	73	96	80	90	75	90	75	125	104	125	104	137	114	150	125	-
		SBL	100	245	**204**	251	**209**	257	**214**	282	**235**	310	**258**	341	**284**	375	**313**	344	**287**	367	**306**	484	**403**	525	**438**	577	**481**	634	**528**	-
62	Akers St & SR 198 WB Off Ramp/Noble Ave	EBL	200	147	**245**	150	**250**	153	**255**	168	**280**	184	**307**	202	**337**	222	**370**	169	**282**	169	**282**	195	**325**	195	**325**	214	**357**	235	**392**	-
		EBR	100	175	**292**	179	**298**	183	**305**	201	**335**	221	**368**	243	**405**	267	**445**	201	**335**	201	**335**	232	**387**	232	**387**	255	**425**	280	**467**	-
		NBR	100	372	**620**	381	**635**	390	**650**	429	**715**	471	**785**	518	**863**	569	**948**	437	**728**	437	**728**	513	**855**	513	**855**	564	**940**	620	**1033**	-
		SBL	200	281	**234**	288	**240**	295	**246**	324	**270**	356	**297**	391	**326**	430	**358**	299	**249**	325	**271**	318	**265**	381	**318**	419	**349**	460	**383**	-
63	Demaree St & Noble Ave	EBL	200	164	137	168	140	172	143	189	158	207	173	227	189	249	**208**	169	141	169	**141**	174	145	174	145	191	159	210	175	-
		EBR	200	118	197	120	200	123	205	135	**225**	148	**247**	162	**270**	178	**297**	122	**203**	122	**203**	126	**210**	126	**210**	138	**230**	151	**252**	-
		NBR	100	308	**513**	315	**525**	322	**537**	354	**590**	389	**648**	427	**712**	469	**782**	427	**712**	427	**712**	591	**985**	591	**985**	650	**1083**	715	**1192**	-
		SBL	100	431	**359**	441	**368**	452	**377**	497	**414**	546	**455**	600	**500**	660	**550**	606	**505**	626	**522**	851	**709**	907	**756**	997	**831**	1096	**913**	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
66	Shirk St & South Commercial Driveway	WBR	200	-	-	-	-	15	25	-	-	17	28	-	-	21	35	-	-	25	42	-	-	31	52	-	-	37	62	-
		NBR	400	-	-	-	-	26	22	-	-	28	23	-	-	35	29	-	-	38	32	-	-	45	38	-	-	52	43	-
67	East Commercial Driveway & Riggin Ave	WBR	400	-	-	-	-	41	68	-	-	52	87	-	-	57	95	-	-	64	107	-	-	67	112	-	-	75	125	-
		SBR	200	-	-	-	-	28	23	-	-	36	30	-	-	42	35	-	-	47	39	-	-	52	43	-	-	58	48	-
75	Betty Dr & SR 99 SB Off Ramp	SBL	500	46	38	47	39	48	40	52	43	57	48	62	52	68	57	53	44	53	44	62	52	62	52	68	57	74	62	-
		SBR	500	210	175	215	179	220	183	225	188	230	192	235	196	240	200	244	203	244	203	283	236	283	236	290	242	297	248	-
76	Betty Dr & SR 99 NB Ramps	EBL	380	21	35	21	35	21	35	21	35	21	35	21	35	21	35	24	40	24	40	28	47	28	47	28	47	28	47	-
		WBR	550	272	453	278	463	284	473	291	485	298	497	305	508	312	520	316	527	316	527	366	**610**	366	**610**	375	**625**	384	**640**	-
		NBL	400	28	47	28	47	28	47	28	47	28	47	28	47	28	47	32	53	32	53	38	63	38	63	38	63	38	63	-
		NBR	400	249	208	255	213	261	218	267	223	273	228	279	233	285	238	289	241	289	241	355	296	355	296	363	303	372	310	-
77	County Center St & Houston Ave	EBL	200	58	48	59	49	60	50	61	51	62	52	63	53	64	53	67	56	67	56	78	65	78	65	79	66	80	67	-
		WBL	200	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	-
		NBL	200	63	105	64	107	65	108	66	110	67	112	68	113	69	115	70	117	70	117	74	123	74	123	75	125	76	127	-
		SBL	200	59	98	60	100	61	102	62	103	63	105	64	107	65	108	68	113	68	113	79	132	79	132	80	133	82	137	-
78	West Commercial Driveway & Riggin Ave	WBR	200	-	-	-	-	32	27	-	-	37	31	-	-	42	35	-	-	45	38	-	-	47	39	-	-	52	43	-
		SBR	200	-	-	-	-	28	47	-	-	35	58	-	-	46	77	-	-	48	80	-	-	52	87	-	-	57	95	-
79	Shirk St & North Commercial Driveway	EBR	200	-	-	-	-	7	6	-	-	12	10	-	-	15	13	-	-	18	15	-	-	25	21	-	-	27	23	-
		NBR	200	-	-	-	-	40	33	-	-	51	43	-	-	57	48	-	-	58	48	-	-	67	56	-	-	69	58	-
		SBL	100	-	-	-	-	6	10	-	-	13	22	-	-	16	27	-	-	17	28	-	-	25	42	-	-	28	47	-

Table 7c
Queue Length Analysis
Saturday Peak Hour

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
1	Plaza Dr/Rd 80 & Ave 328	EBL	100	8	13	8	13	8	13	8	13	8	13	8	13	8	13	10	17	10	17	14	23	15	25	16	27	17	28	-
		WBL	130	64	107	65	108	66	**110**	72	120	79	**132**	86	**143**	94	**157**	56	**93**	56	**93**	59	98	59	98	64	107	70	117	-
		NBL	630	7	12	7	12	7	12	7	12	7	12	7	12	7	12	14	23	16	27	23	38	35	58	38	63	41	68	-
		SBL	600	80	133	82	137	84	140	92	153	101	168	111	185	122	203	108	180	108	180	159	265	162	270	178	297	195	325	-
3	Rd 108 & Ave 328	WBR	200	3	3	3	3	3	3	3	3	3	3	3	3	3	3	5	4	5	4	7	6	7	6	7	6	7	6	-
5	Plaza Dr & Ave 320/Kibler Ave	NBL	620	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	4	3	4	3	4	3	-
		SBL	600	67	56	68	57	69	58	75	63	82	68	90	75	99	83	104	87	106	88	152	127	159	133	174	145	191	159	-
19	Demaree St & Pratt Rd	WBR	200	21	18	21	18	21	18	24	20	27	23	31	26	35	29	0	0	40	33	51	43	65	54	74	62	85	71	-
		NBR	400	67	56	68	57	69	58	79	66	90	75	103	86	118	98	0	0	110	92	143	119	143	119	164	137	188	157	-
24	Akers St & Shannon Pkwy	NBL	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	51	0	0	150	125	165	138	181	151	-
		SBL	200	8	7	8	7	8	7	8	7	8	7	8	7	8	7	9	8	25	21	13	11	46	38	50	42	55	46	-
26	Shirk St (Rd 92) & Sedona	EBL	200	-	-	-	-	-	-	-	-	-	-	-	-	9	8	-	-	11	9	-	-	11	9	-	-	11	9	
		EBR	150	-	-	-	-	-	-	-	-	-	-	-	-	17	14	-	-	17	14	-	-	17	14	-	-	17	14	
		WBL	300	-	-	-	-	69	58	-	-	75	63		-	75	63	-	-	88	73	-	-	88	73	-	-	88	73	-
		WBR	150	-	-	-	-	4	3	-	-	4	3	-	-	4	3	-	-	5	4	-	-	5	4	-	-	5	4	-
		NBL	86	-	-	-	-	-	-	-	-	-	-	-	-	12	10	-	-	13	11	-	-	13	11	-	-	13	11	-
		NBR	-	-	-	-	-	85	71	-	-	87	73	-	-	87	73	-	-	91	76	-	-	91	76	-	-	91	76	-
		SBL	200	-	-	-	-	5	4	-	-	5	4	-	-	5	4	-	-	5	4	-	-	5	4	-	-	5	4	-
		SBR	150	-	-	-	-	-	-	-	-	-	-	-	-	11	9	-	-	16	13	-	-	16	13	-	-	16	13	-
31	Nutmeg Rd & Riggin Ave	EBL	250	71	59	72	60	73	61	80	67	88	73	96	80	105	88	146	122	146	122	235	196	235	196	258	215	283	236	-
		WBL	200	57	48	58	48	59	49	64	53	70	58	77	64	84	70	75	63	85	71	113	94	133	111	146	122	160	133	-
32	Robinson Rd & Riggin Ave	EBL	200	31	52	31	52	31	52	34	57	37	62	40	67	44	73	46	77	46	77	77	128	77	128	84	140	92	153	-
		WBL	200	7	12	7	12	7	12	7	12	7	12	7	12	7	12	8	13	17	28	12	20	36	60	39	65	42	70	-
		NBL	75	68	**113**	69	**115**	70	**117**	77	**128**	84	**140**	92	**153**	101	**168**	103	**172**	103	**172**	149	**248**	150	**250**	165	**275**	181	**302**	-
		SBL	75	18	30	18	30	18	30	19	32	20	33	22	37	24	40	27	45	27	45	50	**83**	50	**83**	55	**92**	60	**100**	-
33	Rd 72 & Riggin Ave	WBL	300	127	106	130	108	133	111	146	122	160	133	176	147	193	161	125	104	133	111	153	128	174	145	191	159	210	175	-
34	American St & Riggin Ave	WBL	200	19	16	19	16	19	16	20	17	22	18	24	20	26	22	23	19	26	22	30	25	45	38	49	41	53	44	-
35	Plaza Dr & Riggin Ave	EBL	200	193	**241**	197	**246**	201	**251**	221	**276**	243	**304**	267	**334**	293	**366**	251	**314**	252	**315**	318	**398**	320	**400**	352	**440**	387	**484**	-
		EBR	150	70	88	71	89	72	90	79	99	86	108	94	118	103	129	110	138	110	138	140	**175**	140	**175**	154	**193**	169	**211**	-
		WBL	200	60	75	61	76	62	78	68	85	74	93	81	101	89	111	91	114	104	130	111	139	141	176	155	194	170	213	-
		WBR	150	91	114	93	116	95	119	104	130	114	143	125	**156**	137	**171**	88	**110**	91	**114**	106	133	118	148	129	161	141	176	-
		NBL	200	103	129	105	131	107	134	117	146	128	160	140	175	154	193	91	114	97	121	105	131	105	131	115	144	126	158	-
		NBR	150	49	61	50	63	51	64	56	70	61	76	67	84	73	91	58	73	67	84	68	85	84	105	92	115	101	126	-
		SBL	200	47	59	48	60	49	61	53	66	58	73	63	79	69	86	56	70	59	74	62	78	69	86	75	94	82	103	-
		SBR	150	237	**296**	242	**303**	248	**310**	272	**340**	299	**374**	328	**410**	360	**450**	216	**270**	217	**271**	235	**294**	241	**301**	265	**331**	291	**364**	-
38	Shirk Ave/Rd 92 & Riggin Ave	NBR	200	81	68	83	69	85	71	93	78	102	85	112	93	123	103	141	118	183	153	233	194	280	**233**	308	257	338	**282**	250
42	Akers St & Riggin Ave	EBL	300	18	30	18	30	18	30	19	32	20	33	22	37	24	40	24	40	54	90	44	73	105	175	115	192	126	210	-
		EBR	300	62	103	63	105	64	107	70	117	77	128	84	140	92	153	106	177	212	353	205	**342**	371	**618**	408	**680**	448	**747**	600
		WBL	300	176	293	180	**300**	184	**307**	202	**337**	222	**370**	244	**407**	268	**447**	238	**397**	238	**397**	377	**628**	377	**628**	414	**690**	455	**758**	-
		WBR	300	18	30	18	30	18	30	19	32	20	33	22	37	24	40	35	58	113	188	55	92	220	**367**	242	403	266	**443**	400
		NBL	300	41	68	42	70	43	72	47	78	51	85	56	93	61	102	46	77	180	300	123	205	338	**563**	371	618	408	**680**	600
		NBR	300	179	298	183	**305**	187	**312**	205	**342**	225	**375**	247	**412**	271	**452**	231	**385**	231	**385**	291	**485**	291	**485**	320	**533**	352	**587**	-
		SBL	300	27	45	27	45	27	45	29	48	31	52	34	57	37	62	34	57	103	172	43	72	164	273	180	300	198	330	-
		SBR	300	15	25	15	25	15	25	16	27	17	28	18	30	19	32	21	35	49	82	38	63	141	235	155	258	170	283	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
44	Demaree St & Riggin Ave	EBL	300	172	287	176	**293**	180	**300**	198	**330**	217	**362**	238	**397**	261	**435**	264	**440**	265	**442**	419	**698**	421	**702**	463	**772**	509	**848**	-
		EBR	150	78	130	79	132	80	**133**	88	147	96	**160**	105	**175**	115	**192**	122	**203**	160	**267**	200	**333**	261	**435**	287	**478**	315	**525**	-
		WBL	200	240	200	246	**205**	252	**210**	277	**231**	304	**253**	334	**278**	367	**306**	485	**404**	485	**404**	810	**675**	810	**675**	891	**743**	980	**817**	-
		WBR	200	35	58	35	58	35	58	38	63	41	68	45	75	49	82	52	87	58	97	86	143	101	168	111	185	122	203	-
		NBL	300	58	97	59	98	60	100	66	110	72	120	79	132	86	143	77	128	113	188	110	183	184	**307**	202	337	222	**370**	-
		SBL	300	48	80	49	82	50	83	55	92	60	100	66	110	72	120	97	162	100	167	159	265	168	280	184	307	202	337	-
45	Dinuba Blvd & Riggin Ave	EBL	300	158	263	161	**268**	165	**275**	181	**302**	199	**332**	218	**363**	239	**398**	296	**493**	296	**493**	471	**785**	471	**785**	518	**863**	569	**948**	-
		EBR	300	78	130	79	132	80	133	88	147	96	160	105	175	115	192	108	180	149	248	182	**303**	262	**437**	288	**480**	316	**527**	-
		WBL	300	327	**545**	335	**558**	343	**572**	377	**628**	414	**690**	455	**758**	500	**833**	415	**692**	415	**692**	616	**1027**	616	**1027**	677	**1128**	744	**1240**	-
		WBR	300	84	140	86	143	88	147	96	160	105	175	115	192	126	210	103	172	103	172	152	253	152	253	167	278	183	305	-
		NBL	300	138	115	141	118	144	120	158	132	173	144	190	158	209	174	160	133	194	162	203	169	302	252	332	277	365	304	-
		NBR	200	90	150	92	153	94	157	103	172	113	188	124	**207**	136	**227**	94	**157**	94	**157**	110	183	110	183	121	202	133	222	-
		SBL	400	63	53	64	53	65	54	71	59	78	65	85	71	93	78	93	78	93	78	108	90	108	90	118	98	129	108	-
		SBR	400	81	135	83	138	85	142	93	155	102	170	112	187	123	205	95	158	95	158	110	183	110	183	121	202	133	222	-
47	Roeben St & Ferguson Rd	EBL	200	26	22	26	22	26	22	28	23	30	25	33	28	36	30	40	33	42	35	63	53	68	57	74	62	81	68	-
		WBL	200	36	30	36	30	36	30	39	33	42	35	46	38	50	42	68	57	78	65	102	85	112	93	123	103	135	113	-
		NBL	200	4	3	4	3	4	3	4	3	4	3	4	3	4	3	6	5	6	5	7	6	7	6	7	6	7	6	-
48	Akers St & Ferguson Rd	EBL	150	30	50	30	50	30	50	33	55	36	60	39	65	42	70	52	87	58	97	77	128	88	147	96	160	105	175	-
		WBL	150	138	**230**	141	**235**	144	**240**	158	**263**	173	**288**	190	**317**	209	**348**	183	**305**	183	**305**	273	**455**	273	**455**	300	**500**	330	**550**	-
		NBL	100	226	**377**	231	**385**	236	**393**	259	**432**	284	**473**	312	**520**	343	**572**	245	**408**	245	**408**	329	**548**	329	**548**	361	**602**	397	**662**	-
		SBL	200	24	40	24	40	24	40	26	43	28	47	30	50	33	55	42	70	66	110	70	117	108	180	118	197	129	215	-
49	Linwood St & Ferguson Rd	EBL	150	41	34	42	35	43	36	47	39	51	43	56	47	61	51	87	73	87	73	141	118	141	118	155	129	170	142	-
		WBL	150	14	12	14	12	14	12	15	13	16	13	17	14	18	15	19	16	19	16	29	24	29	24	31	26	34	28	-
50	Demaree St & Ferguson Rd	WBL	200	124	**207**	127	**212**	130	**217**	143	**238**	157	**262**	172	**287**	189	**315**	128	**213**	128	**213**	135	**225**	135	**225**	148	**247**	162	**270**	-
		WBR	150	19	32	19	32	19	32	20	33	22	37	24	40	26	43	19	32	35	58	23	38	57	95	62	103	68	113	-
		NBL	300	38	63	38	63	38	63	41	68	45	75	49	82	53	88	75	125	78	130	114	190	124	207	136	227	149	248	-
		SBL	75	25	42	25	42	25	42	27	45	29	48	31	52	34	57	30	50	46	77	40	67	68	**113**	74	123	81	**135**	150
51	Plaza Dr & Goshen Ave	EBL	200	82	137	84	140	86	143	94	157	103	172	113	188	124	**207**	73	122	76	**127**	78	130	82	137	90	150	99	165	-
		EBR	150	248	**413**	254	**423**	260	**433**	286	**477**	314	**523**	345	**575**	379	**632**	226	**377**	226	**377**	238	**397**	238	**397**	261	**435**	287	**478**	-
		WBL	200	75	125	76	127	77	128	84	140	92	153	101	168	111	185	84	140	84	140	87	145	87	145	95	158	104	173	-
		WBR	150	90	150	92	**153**	94	**157**	103	**172**	113	**188**	124	**207**	136	**227**	122	**203**	124	**207**	128	**213**	130	**217**	143	**238**	157	**262**	-
		NBL	200	135	**225**	138	**230**	141	**235**	155	**258**	170	**283**	187	**312**	205	**342**	206	**343**	206	**343**	292	**487**	292	**487**	321	**535**	353	**588**	-
		NBR	150	67	112	68	113	69	115	75	125	82	137	90	150	99	**165**	100	167	100	**167**	142	**237**	142	**237**	156	**260**	171	**285**	-
		SBL	200	93	155	95	158	97	162	106	177	116	193	127	**212**	139	**232**	153	**255**	155	**258**	225	**375**	227	**378**	249	**415**	273	**455**	-
		SBR	150	28	47	28	47	28	47	30	50	33	55	36	60	39	65	50	83	57	95	74	123	86	143	94	157	103	172	-
52	Shirk Ave & Goshen Ave	EBL	200	46	77	47	78	48	80	52	87	57	95	62	103	68	113	52	87	60	100	62	103	70	117	77	128	84	140	-
		WBL	200	50	83	51	85	52	87	57	95	62	103	68	113	74	123	50	83	50	83	60	100	60	100	66	110	72	120	-
		WBR	150	23	38	23	38	23	38	25	42	27	45	29	48	31	52	27	45	45	75	42	70	69	115	75	125	82	137	-
		NBL	200	50	83	51	85	52	87	57	95	62	103	68	113	74	123	95	158	95	158	114	190	144	**240**	158	263	173	**288**	250
		NBR	150	103	**172**	105	**175**	107	**178**	117	**195**	128	**213**	140	**233**	154	**257**	145	**242**	145	**242**	219	**365**	219	**365**	240	**400**	264	**440**	-
		SBL	200	63	105	64	107	65	108	71	118	78	130	85	142	93	155	116	193	134	223	204	**340**	228	**380**	250	**417**	275	**458**	400
		SBR	150	39	65	39	65	39	65	42	70	46	77	50	83	55	92	56	93	65	108	101	**168**	110	**183**	121	**202**	133	**222**	-
53	Akers St & Goshen Ave	EBL	200	91	152	93	155	95	158	104	173	114	190	125	**208**	137	**228**	93	**155**	103	**172**	109	182	131	**218**	144	240	158	**263**	250
		EBR	150	64	107	65	108	66	110	72	120	79	132	86	143	94	**157**	86	143	95	**158**	103	**172**	117	**195**	128	**213**	140	**233**	200
		WBL	200	97	162	99	165	101	**168**	111	185	122	**203**	134	**223**	147	**245**	106	**177**	106	**177**	128	**213**	128	**213**	140	**233**	154	**257**	-
		WBR	150	128	**213**	131	**218**	134	**223**	147	**245**	161	**268**	177	**295**	194	**323**	150	**250**	190	**317**	189	**315**	272	**453**	299	**498**	328	**547**	-
		NBL	200	151	**252**	154	**257**	157	**262**	172	**287**	189	**315**	207	**345**	227	**378**	142	**237**	153	**255**	165	**275**	183	**305**	201	**335**	221	**368**	-
		NBR	150	120	**200**	123	**205**	126	**210**	138	**230**	151	**252**	166	**277**	182	**303**	175	**292**	175	**292**	196	**327**	196	**327**	215	**358**	236	**393**	-
		SBL	200	182	**303**	186	**310**	190	**317**	209	**348**	229	**382**	251	**418**	276	**460**	181	**302**	221	**368**	209	**348**	279	**465**	306	**510**	336	**560**	-
		SBR	150	54	90	55	92	56	93	61	102	67	112	73	122	80	133	50	83	60	100	56	93	83	138	91	152	100	167	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
54	Demaree St & Goshen Ave	EBL	200	548	**457**	561	**468**	575	**479**	632	**527**	695	**579**	764	**637**	840	**700**	560	**467**	560	**467**	665	**554**	665	**554**	731	**609**	804	**670**	-
		EBR	150	112	**187**	114	**190**	116	**193**	127	**212**	139	**232**	152	**253**	167	**278**	158	**263**	167	**278**	187	**312**	209	**348**	229	**382**	251	**418**	-
		WBL	200	106	88	108	90	110	92	121	101	133	111	146	122	160	133	133	111	133	111	163	136	163	136	179	149	196	163	-
		WBR	150	85	142	87	**145**	89	**148**	97	**162**	106	**177**	116	**193**	127	**212**	134	**223**	151	**252**	167	**278**	208	**347**	228	**380**	250	**417**	-
		NBL	200	95	158	97	162	99	165	108	180	118	197	129	**215**	141	**235**	145	**242**	157	**262**	208	**347**	239	**398**	262	**437**	288	**480**	-
		NBR	150	75	125	76	127	77	**128**	84	140	92	**153**	101	**168**	111	**185**	100	**167**	100	**167**	144	**240**	144	**240**	158	**263**	173	**288**	-
		SBL	200	69	115	70	117	71	118	78	130	85	142	93	155	102	170	102	170	116	193	137	**228**	165	**275**	181	**302**	199	**332**	-
		SBR	150	275	**458**	281	**468**	288	**480**	316	**527**	347	**578**	381	**635**	419	**698**	395	**658**	395	**658**	528	**880**	528	**880**	580	**967**	638	**1063**	-
55	Plaza Dr & Neeley Rd/Hurley Ave	EBL	50	21	35	21	35	21	35	23	38	25	42	27	45	29	48	55	92	55	92	131	**218**	132	**220**	145	**242**	159	**265**	-
		EBR	50	31	**52**	31	**52**	31	**52**	34	**57**	37	**62**	40	**67**	44	**73**	60	**100**	60	**100**	142	**237**	142	**237**	156	**260**	171	**285**	-
		WBL	200	69	115	70	117	71	118	78	130	85	142	93	155	102	170	90	150	90	150	144	**240**	144	**240**	158	**263**	173	**288**	-
		NBL	300	22	37	22	37	22	37	24	40	26	43	28	47	30	50	35	58	35	58	51	85	51	85	56	93	61	102	-
		NBR	100	24	40	24	40	24	40	26	43	28	47	30	50	33	55	33	55	33	55	49	82	49	82	53	88	58	97	-
		SBL	150	16	27	16	27	16	27	17	28	18	30	19	32	20	33	23	38	23	38	33	55	33	55	36	60	39	65	-
		SBR	200	24	40	24	40	24	40	26	43	28	47	30	50	33	55	45	75	45	75	64	107	66	110	72	120	79	132	-
56	Shirk Ave & Hurley Ave	WBR	200	34	57	34	57	34	57	37	62	40	67	44	73	48	80	83	138	96	160	189	**315**	210	**350**	231	**385**	254	**423**	-
		NBR	250	75	125	76	127	77	128	84	140	92	153	101	168	111	185	132	220	132	220	221	**368**	221	**368**	243	**405**	267	**445**	-
		SBL	200	74	123	75	125	76	127	83	138	91	152	100	167	110	183	98	163	112	187	154	**257**	174	**290**	191	**318**	210	**350**	-
57	Akers St & Hurley Ave	EBL	140	61	102	62	103	63	105	69	115	75	125	82	137	90	**150**	77	128	81	**135**	114	**190**	126	**210**	138	**230**	151	**252**	-
		WBL	70	26	43	26	43	26	43	28	47	30	50	33	55	36	60	54	90	54	90	87	**145**	87	**145**	95	**158**	104	**173**	-
		NBL	100	79	**132**	80	**133**	82	**137**	90	**150**	99	**165**	108	**180**	118	**197**	84	**140**	92	**153**	95	**158**	109	**182**	119	**198**	130	**217**	-
		SBL	50	50	**83**	51	**85**	52	**87**	57	**95**	62	**103**	68	**113**	74	**123**	69	**115**	84	**140**	81	**135**	103	**172**	113	**188**	124	**207**	-
58	Shirk Ave & SR 198 EB Ramps	WBR	200	237	198	242	**202**	248	**207**	272	**227**	299	**249**	328	**273**	360	**300**	305	**254**	306	**255**	433	**361**	435	**363**	478	**398**	525	**438**	-
		NBL	50	112	**93**	114	**95**	116	**97**	127	**106**	139	**116**	152	**127**	167	**139**	148	**123**	148	**123**	226	**188**	226	**188**	248	**207**	272	**227**	-
		SBR	50	138	**115**	141	**118**	144	**120**	158	**132**	173	**144**	190	**158**	209	**174**	242	**202**	246	**205**	409	**341**	420	**350**	462	**385**	508	**423**	-
59	Akers St & SR 198 EB On Ramp/Mineral King Ave	WBL	100	428	**713**	438	**730**	448	**747**	492	**820**	541	**902**	595	**992**	654	**1090**	500	**833**	500	**833**	526	**877**	526	**877**	578	**963**	635	**1058**	-
		WBR	100	283	**472**	290	**483**	297	**495**	326	**543**	358	**597**	393	**655**	432	**720**	369	**615**	386	**643**	388	**647**	427	**712**	469	**782**	515	**858**	-
		NBL	200	212	177	217	**181**	222	**185**	244	**203**	268	**223**	294	**245**	323	**269**	238	**198**	238	**198**	255	**213**	255	**213**	280	**233**	308	**257**	-
		SBR	50	153	**255**	156	**260**	159	**265**	174	**290**	191	**318**	210	**350**	231	**385**	171	**285**	177	**295**	182	**303**	201	**335**	221	**368**	243	**405**	-
60	Demaree St & Mineral King Ave	WBL	150	340	**283**	348	**290**	356	**297**	391	**326**	430	**358**	473	**394**	520	**433**	384	**320**	384	**320**	391	**326**	391	**652**	430	**358**	473	**788**	-
		WBR	100	360	**600**	369	**615**	378	**630**	415	**692**	456	**760**	501	**835**	551	**918**	326	**543**	326	**543**	333	**555**	333	**555**	366	**610**	402	**670**	-
		NBL	200	216	**360**	221	**368**	226	**377**	248	**413**	272	**453**	299	**498**	328	**547**	305	**508**	305	**508**	428	**713**	428	**713**	470	**783**	517	**862**	-
		SBR	50	229	**382**	234	**390**	239	**398**	262	**437**	288	**480**	316	**527**	347	**578**	324	**540**	326	**543**	462	**770**	466	**777**	512	**853**	563	**938**	-
61	Shirk Ave & SR 198 WB Ramps	EBL	100	171	**143**	175	**146**	179	**149**	196	**163**	215	**179**	236	**197**	259	**216**	261	**218**	261	**218**	315	**263**	315	**263**	346	**288**	380	**317**	-
		EBR	300	173	144	177	148	181	151	199	166	218	182	239	199	262	218	205	171	205	171	248	207	248	207	272	227	299	249	-
		NBR	400	48	40	49	41	50	42	55	46	60	50	66	55	72	60	66	55	66	55	92	77	92	77	101	84	111	93	-
		SBL	100	453	**378**	464	**387**	475	**396**	522	**435**	574	**478**	631	**526**	694	**578**	535	**446**	554	**462**	760	**633**	789	**658**	867	**723**	953	**794**	-
62	Akers St & SR 198 WB Off Ramp/Noble Ave	EBL	200	248	**413**	254	**423**	260	**433**	286	**477**	314	**523**	345	**575**	379	**632**	238	**397**	238	**397**	274	**457**	274	**457**	301	**502**	331	**552**	-
		EBR	100	229	**382**	234	**390**	239	**398**	262	**437**	288	**480**	316	**527**	347	**578**	270	**450**	270	**450**	311	**518**	311	**518**	342	**570**	376	**627**	-
		NBR	100	387	**645**	396	**660**	405	**675**	445	**742**	489	**815**	537	**895**	590	**983**	486	**810**	486	**810**	571	**952**	571	**952**	628	**1047**	690	**1150**	-
		SBL	200	479	**399**	490	**408**	502	**418**	552	**460**	607	**506**	667	**556**	733	**611**	420	**350**	442	**368**	450	**375**	494	**412**	543	**453**	597	**498**	-
63	Demaree St & Noble Ave	EBL	200	306	**255**	313	**261**	320	**267**	352	**293**	387	**323**	425	**354**	467	**389**	360	**300**	360	**300**	371	**309**	371	**618**	408	**340**	448	**747**	-
		EBR	200	213	**355**	218	**363**	223	**372**	245	**408**	269	**448**	295	**492**	324	**540**	283	**472**	283	**472**	291	**485**	291	**485**	320	**533**	352	**587**	-
		NBR	100	252	**420**	258	**430**	264	**440**	290	**483**	319	**532**	350	**583**	385	**642**	371	**618**	371	**618**	514	**857**	514	**857**	565	**942**	621	**1035**	-
		SBL	100	288	**240**	295	**246**	302	**252**	332	**277**	365	**304**	401	**334**	441	**368**	472	**393**	494	**412**	666	**555**	705	**588**	775	**646**	852	**710**	-

#	Intersection	Turn Movement	Storage Length	2022		2023		2023+ Project Phase I		2028		2028+ Project Phase II		2033		2033+ Project Phase II&III(50%)		2038		2038+ Project Phase III		2043		2043+ Project Phase III		2046		2046+ Project Phase III		Storage Length Improvements
				VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	VOL	CAP	
66	Shirk St & South Commercial Driveway	WBR	200	-	-	-	-	67	112	-	-	73	122	-	-	80	133	-	-	88	147	-	-	96	160	-	-	105	175	-
		NBR	400	-	-	-	-	63	53	-	-	69	58	-	-	75	63	-	-	82	68	-	-	90	75	-	-	99	83	-
67	East Commercial Driveway & Riggin Ave	WBR	400	-	-	-	-	113	188	-	-	124	207	-	-	136	227	-	-	149	248	-	-	163	272	-	-	179	298	-
		SBR	200	-	-	-	-	97	81	-	-	106	88	-	-	116	97	-	-	127	106	-	-	139	116	-	-	152	127	-
75	Betty Dr & SR 99 SB Off Ramp	SBL	500	222	185	227	189	232	193	255	213	280	233	308	257	338	282	37	31	37	31	43	36	361	301	397	331	436	363	-
		SBR	500	32	27	32	27	32	27	32	27	32	27	32	27	32	27	311	259	311	259	361	301	43	36	44	37	45	38	-
76	Betty Dr & SR 99 NB Ramps	EBL	380	29	48	29	48	29	48	29	48	29	48	29	48	29	48	44	73	44	73	51	85	51	85	52	87	53	88	-
		WBR	550	261	435	267	445	273	455	279	465	285	475	292	487	299	498	277	462	277	462	322	537	322	537	330	550	338	563	-
		NBL	400	38	63	38	63	38	63	38	63	38	63	38	63	38	63	43	72	43	72	50	83	50	83	51	85	52	87	-
		NBR	400	223	186	228	190	233	194	238	198	243	203	249	208	255	213	272	227	272	227	315	263	315	263	322	268	330	275	-
77	County Center St & Houston Ave	EBL	200	195	163	199	166	203	169	208	173	213	178	218	182	223	186	195	163	195	163	226	188	226	188	231	193	236	197	-
		WBL	200	9	8	9	8	9	8	9	8	9	8	9	8	9	8	11	9	11	9	11	9	11	9	11	9	11	9	-
		NBL	200	44	73	45	75	46	77	47	78	48	80	49	82	50	83	41	68	41	68	1	2	41	68	42	70	43	72	-
		SBL	200	66	110	67	112	68	113	69	115	70	117	71	118	72	120	64	107	64	107	74	123	74	123	75	125	76	127	-
78	West Commercial Driveway & Riggin Ave	WBR	200	-	-	-	-	82	68	-	-	90	75	-	-	99	83	-	-	108	90	-	-	118	98	-	-	129	108	-
		SBR	200	-	-	-	-	61	102	-	-	67	112	-	-	73	122	-	-	80	133	-	-	88	147	-	-	96	160	-
79	Shirk St & North Commercial Driveway	EBR	200	-	-	-	-	12	10	-	-	13	11	-	-	14	12	-	-	15	13	-	-	16	13	-	-	17	14	-
		NBR	200	-	-	-	-	101	84	-	-	111	93	-	-	122	102	-	-	134	112	-	-	147	123	-	-	161	134	-
		SBL	100	-	-	-	-	21	35	-	-	23	38	-	-	25	42	-	-	27	45	-	-	29	48	-	-	31	52	-

INTERSECTION IMPROVEMENTS

Descriptions of intersection improvements needed to maintain or improve the operational level of service of the street system in the vicinity of the project are presented below.

Intersection #3: Demaree St (Rd 108) & Ave 328 . . . (unsignalized, County)

- Mitigation is recommended with the addition of project traffic in the year 2033 and consists of adding a northbound right-turn lane.
- Further mitigation is recommended in the year 2043 and consists of adding a westbound left-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.
- Peak hour signal warrants were met in all traffic analysis scenarios.

Intersection #4: Rd 112 & Ave 328 . . . (unsignalized, County)

- Mitigation is recommended in the year 2038 and consists of adding a southbound right-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.
- Peak hour signal warrants were met in all traffic analysis scenarios beginning in the year 2023 (with project traffic).

Intersection #12: Akers St (Rd 100) & Kibler Ave (Ave 320) . . . (unsignalized, County)

- Mitigation is recommended with the addition of project traffic in the year 2038.
- Improvements consist of providing all-way stop control.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.
- Peak hour signal warrants were met in all traffic analysis scenarios beginning in the year 2033 (with project traffic).

Intersection #13: Demaree St (Rd 108) & Kibler Ave (Ave 320) . . . (unsignalized, County)

- Mitigation is recommended with the addition of project traffic in the year 2038.
- Improvements consist of providing all-way stop control.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.
- Peak hour signal warrants were met in all traffic analysis scenarios beginning in the year 2028 (with project traffic).

Intersection #25: Demaree St (Rd 108) & Shannon Pkwy . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2046.
- Improvements consist of providing all-way stop control.
- Eight-hour signal warrant criteria were not met in any of the traffic analysis scenarios.

Intersection #31: Rd 67 & Betty Dr . . . (signalized, County)

- Mitigation is recommended in the year 2038.
- Improvements consist of adding an eastbound right-turn lane.
- Full mitigation would require the addition of an eastbound through lane which, in turn, would require widening the bridge structure to the east. Therefore, full mitigation is not feasible.

Intersection #32: Robinson Rd & Betty Dr . . . (signalized, County)

- Mitigation is recommended in the year 2043.
- Improvements consist of adding an eastbound right-turn lane.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #33: Rd 72 & Riggin Ave . . . (unsignalized, County)

- Mitigation is recommended in the year 2033.
- Improvements include (1) changing the shared northbound left-turn and right-turn lane to a northbound left-turn lane and (2) adding a northbound right-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

- Peak hour signal warrants were met in all traffic analysis scenarios.

Intersection #37: Rd 88 & Riggin Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2028.
- Improvements consist of adding signals. Eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2033.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #38: Shirk St (Rd 92) & Riggin Ave . . . (unsignalized, City)

- Mitigation is recommended in the year 2023 and consists of adding signals. Eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2023.
- Further mitigation is recommended in the year 2043 and consists of adding an eastbound through lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #39: Denton St & Riggin Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2028.
- Improvements consist of adding signals. Eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2023.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #40: Roeben St & Riggin Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2028 and consists of adding signals. With the exception of the year 2028, eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2023 (with project traffic).
- Further mitigation is recommended in the year 2043 and consists of (1) adding an eastbound through lane and (2) adding a westbound through lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #42: Akers St (Rd 100) & Riggin Ave . . . (signalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2028 and consists of (1) adding an eastbound through lane and (2) adding a westbound through lane.
- Further mitigation is recommended in the year 2038 and consists of changing the eastbound right-turn lane to a shared eastbound through and right-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #43: Linwood St & Riggin Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2023 and consists of adding signals. With the exception of the year 2028, eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2023 (with project traffic).
- Further mitigation is recommended in the year 2033 and consists of (1) adding an eastbound through lane and (2) adding a westbound through lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #44: Demaree St (Rd 108) & Riggin Ave . . . (signalized, City)

- Mitigation is recommended in the year 2033.
- Improvements include (1) adding an eastbound left-turn lane, (2) changing the eastbound right-turn to a shared eastbound through and right-turn lane, and (3) changing the westbound right-turn lane to a shared westbound through and right-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #45: Dinuba Blvd (Rd 124) & Riggin Ave . . . (signalized, City)

- Intersection begins to operate below an acceptable level of service in the year 2043.
- Intersection is fully expanded to the City standard. Mitigation is not feasible.

Intersection #46: Shirk St (92) & Ferguson Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2023.
- Improvements consist of adding signals. With the exception of the year 2028, eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2023 (with project traffic).
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #47: Roeben St & Ferguson Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2028.
- Improvements consist of adding signals. With the exception of the year 2028, eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2023 (with project traffic).
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #48: Akers St (Rd 100) & Ferguson Ave . . . (signalized, City)

- Mitigation is recommended in the year 2023.
- Improvements include (1) changing the northbound right-turn to a shared northbound through and right-turn lane, (2) changing the southbound right-turn lane to a shared southbound through and right-turn lane, (3) adding a shared eastbound through and right-turn lane, and (4) adding a shared westbound through and right-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2038. Intersection is fully expanded to the City standard. Further mitigation beyond 2038 is not feasible.

Intersection #49: Linwood St & Ferguson Ave . . . (unsignalized, City)

- Mitigation is recommended with the addition of project traffic in the year 2043.
- Improvements consist of adding signals. Eight-hour signal warrant criteria were met in all traffic analysis scenarios beginning in the year 2038.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #52: Shirk St (Rd 92) & Goshen Ave . . . (signalized, City)

- Mitigation is recommended in the year 2023.
- Improvements consist of adding a southbound through lane.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #54: Demaree St (Rd 108) & Goshen Ave . . . (signalized, City)

- Mitigation is recommended in the year 2028.
- Improvements consist of changing the northbound right-turn lane to a shared northbound through and right-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2043. Intersection is fully expanded to the City standard. Further mitigation beyond 2043 is not feasible.

Intersection #56: Shirk St (Rd 92) & Hurley Ave . . . (signalized, City)

- Mitigation is recommended in the year 2033.
- Improvements consist of (1) adding a northbound through lane and (2) adding a southbound through lane.
- Mitigation will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #58: Shirk St (Rd 92) & SR 198 Westbound Ramps . . . (unsignalized, State)

- Mitigation is recommended in the year 2023 and consists of adding signals. Eight-hour signal warrant criteria were met in all traffic analysis scenarios.
- Further mitigation is recommended in the year 2043 and consists of (1) adding a northbound through lane and (2) adding a southbound through lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

Intersection #60: Demaree St (Rd 108) & Mineral King Ave . . . (signalized, City)

- Intersection begins to operate below an acceptable level of service in the year 2043.
- Intersection is fully expanded to the City standard. Mitigation is infeasible.

Intersection #61: Shirk St (Rd 92) & SR 198 Eastbound Ramps . . . (unsignalized, State)

- Mitigation is recommended with the addition of project traffic in the year 2023 and consists of adding signals. Eight-hour signal warrant criteria were met in all traffic analysis scenarios.
- Further mitigation is recommended in the year 2043 and consists of adding a southbound left-turn lane.
- Mitigation improvements will maintain an acceptable level of service through the year 2046, both with and without the addition of project traffic.

ROADWAY ANALYSIS AND IMPROVEMENTS

A capacity analysis was conducted to determine whether the addition of Phase I project traffic, the majority of which would be generated by the commercial anchor at the northeast corner of Shirk Street/Riggin Avenue (#38), would necessitate improving Riggin Avenue between Shirk Street and Akers Street. The analysis utilized Table 4, "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas," in the State of Florida Department of Transportation's *2020 Quality/Level of Service Handbook,* dated June 2020 (see Appendix G for the table).

Analysis results are presented in Tables 8a, 8b and 8c. The City has an operational level of service goal of LOS D or better.

Table 8a
Roadway Level of Service
Weekday PM Peak Hour

Street	2022 Two-Way LOS		2023 Two-Way LOS		2023+Project Two-Way LOS		2023+Project(Mit) Two-Way LOS		2028 Two-Way LOS		2028+Project Two-Way LOS		2028+Project(Mit) Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
Riggin Ave: Shirk St to Denton Ave	941	C	963	C	1589	E	1589	C	1085	C	1739	E	1739	C
Riggin Ave: Denton Ave to Roeben St	962	C	998	C	1624	E	1624	C	1186	C	2009	E	2009	C
Riggin Ave: Roeben St to Akers St	1053	C	1092	C	1864	E	1864	C	1315	C	2155	E	2155	C

Table 8b
Roadway Level of Service
Weekday AM Peak Hour

Street	2022 Two-Way LOS		2023 Two-Way LOS		2023+Project Two-Way LOS		2023+Project(Mit) Two-Way LOS		2028 Two-Way LOS		2028+Project Two-Way LOS		2028+Project(Mit) Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
Riggin Ave: Shirk St to Denton Ave	243	C	250	C	464	C	464	C	290	C	522	C	522	C
Riggin Ave: Denton Ave to Roeben St	239	C	249	C	512	C	512	C	300	C	590	C	590	C
Riggin Ave: Roeben St to Akers St	613	C	640	C	881	C	881	C	795	C	1087	C	1087	C

Table 8c
Roadway Level of Service
Saturday Peak Hour

Street	2022 Two-Way LOS		2023 Two-Way LOS		2023+Project Two-Way LOS		2023+Project(Mit) Two-Way LOS		2028 Two-Way LOS		2028+Project Two-Way LOS		2028+Project(Mit) Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
Riggin Ave: Shirk St to Denton Ave	917	C	939	C	1549	E	1549	C	1058	C	1696	E	1696	C
Riggin Ave: Denton Ave to Roeben St	938	C	973	C	1583	E	1583	C	1156	C	1959	E	1959	C
Riggin Ave: Roeben St to Akers St	1027	C	1065	C	1817	E	1817	C	1282	C	2101	E	2101	C

The analysis indicates that the addition of project traffic in the year 2023 (full build of Phase I) would necessitate widening Riggin Avenue from two lanes (1 eastbound, 1 westbound) to four lanes (2 eastbound, 2 westbound) between Shirk Street and Akers Street.

VMT ANALYSIS

An analysis of project VMT (vehicle miles traveled) was conducted in accordance with the *City of Visalia VMT Thresholds and Implementation Guidelines*, adopted March 15, 2021 (VMT Guidelines). The analysis involved comparing an estimate of VMT attributable to the project to a baseline VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA).

Project Screening

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project size, location, proximity to transit, and trip-making potential. The project does not meet any of the screening criteria. Therefore, a detailed VMT analysis is required.

Detailed Analysis

According to the VMT Guidelines, a mixed-use land development may be analyzed in its entirety or based on the project's predominant land use type. The former approach was taken for the purposes of this study. The City has established a significance threshold of 84 percent of the existing (2022) regional (Tulare County) VMT per service population (population + employment) for mixed-use projects analyzed in their entirety. Projects exceeding the threshold would be expected to result in a significant transportation impact and mitigation would be required.

The detailed analysis was conducted using the TCAG Model in accordance with the VMT Guidelines. The model runs for the analysis were developed and generated by TCAG staff and account for internal trip capture, as described in the "TRIP DISTRIBUTION AND ASSIGNMENT" section of this report (see Appendix H for model output). The VMT analysis results are presented in Table 9.

Table 9
VMT Analysis

	VMT per Service Population			
Base Year	Region[1] Tulare Co	Threshold[2] Visalia	Project[1]	Significant Impact
2022	28.2	23.7	18.5	NO

[1] Source: TCAG Model
[2] Significance threshold equivalent to 84 percent of existing regional VMT per *City of Visalia VMT Thresholds and Implementation Guidelines* , adopted March 15, 2021

Since the project's VMT per service population (18.5) is less than the significance threshold (23.7), the project is not expected to result in a significant transportation impact under CEQA, and therefore, no mitigation is required.

County VMT Thresholds

Because most of the project site currently lies in the unincorporated area of Tulare County, a comparison was also made between project VMT and County VMT thresholds, as defined in the *County of Tulare, SB 743 Guidelines*, dated June 8, 2020 (SB 743 Guidelines). In accordance with the SB 743 Guidelines, each project land use was considered separately.

Comparisons of project VMT and County VMT thresholds for the residential and retail portions of the project are presented in Tables 10a and 10b, respectively. The project elementary school is not included in the comparison because it is a "local-serving" public facility. According to the SB 743 guidelines, "government facilities intended to typically serve the local public," like public schools, are presumed to have a less than significant impact on VMT, and therefore, are not required to undergo a VMT analysis.

Table 10a
County VMT Comparison
Residential

Project Land Use	Metric	Project[1]	Threshold[2]
Residential	VMT per Capita	7.7	14.15

[1] Source: TCAG Model
[2] Source: Table 3-1, *County of Tulare, SB 743 Guidelines* , dated June 8, 2020 (TAZ 2702)

For the residential portion of the project, as per the SB 743 Guidelines, a comparison was made between project VMT/capita and the average VMT/capita for the County traffic analysis zone (TAZ) within which the project is located (2702). The project VMT/capita (7.7) was obtained from the TCAG Model and accounts for internal trip capture. The corresponding threshold VMT/capital (14.15) was obtained from Table 3-1, "Vehicle Miles Traveled Analysis for Tulare County Traffic Analysis Zones," of the SB 743 Guidelines (see Appendix I for table and TAZ map).

Table 10b
County VMT Comparison
Regional Retail

Project Land Use	Metric	Regional VMT NO Project[1]	Regional VMT WITH Project[1]
Retail	Total VMT	13,717,517	13,894,989

[1] Source: TCAG Model

For the retail portion of the project, as per the SB 743 Guidelines, a comparison was made between total regional VMT with and without the project. The VMT reported pertains to the Tulare County region and accounts for internal trip capture.

COLLISION HISTORY

Collisions at intersections within the study area for calendar years 2019, 2020 and 2021 are summarized in Table 11. The crash data contained in the table was obtained from the Statewide Integrated Traffic Records System (SWITERS) and includes collisions that occurred within 60 feet of a study intersection.

The maximum number of collisions at a study intersection in any single year was four at the intersection of Demaree Street/Mineral King Avenue (#60) in the year 2019. All other intersections had an annual frequency of less than or equal to three collisions. A review of annual traffic volumes indicates that crash occurrences at study intersections are not related to deficient roadway geometrics given the relatively low collision frequencies.

Table 11
Intersection Crash Summary

#	Intersection	Collision Date	Crash Type	Violation Category	No. Killed	No. Injured	Weather Conditions
8	Rd 92 & Avenue 320	7/22/2021	Broadside	Automobile ROW	0	1	Clear
8	Rd 92 & Avenue 320	2/9/2021	Broadside	Automobile ROW	0	2	Clear
8	Rd 92 & Avenue 320	11/25/2020	Broadside	Automobile ROW	0	1	Clear
8	Rd 92 & Avenue 320	1/14/2020	Broadside	Automobile ROW	0	1	Cloudy
8	Rd 92 & Avenue 320	5/30/2019	Broadside	Traffic Signals & Signs	0	1	Clear
8	Rd 92 & Avenue 320	4/4/2019	Broadside	Automobile ROW	0	3	Clear
8	Rd 92 & Avenue 320	3/8/2019	Broadside	Traffic Signals & Signs	0	1	Clear
19	Demaree St & Pratt Rd	3/13/2020	Broadside	Automobile ROW	0	1	Clear
34	American St & Riggin Ave	12/3/2019	Broadside	Unsafe Speed	0	1	Fog
35	Plaza Dr & Riggin Ave	9/20/2021	Broadside	Traffic Signals & Signs	0	2	Clear
35	Plaza Dr & Riggin Ave	3/24/2020	Broadside	Traffic Signals & Signs	0	1	Rain
35	Plaza Dr & Riggin Ave	12/9/2019	Broadside	Traffic Signals & Signs	0	1	Cloudy
35	Plaza Dr & Riggin Ave	3/11/2019	Broadside	Traffic Signals & Signs	0	1	Clear
36	Kelsey St & Riggin Ave	12/8/2020	Broadside	N/A	0	1	Clear
44	Demaree St & Riggin Ave	1/27/2020	Broadside	Traffic Signals & Signs	0	1	Clear
47	Roeben St & Ferguson Ave	8/2/2019	Broadside	Automobile ROW	0	1	Clear
50	Demaree St & Ferguson Ave	1/16/2021	Rear End	Under the Influence	0	2	Clear
50	Demaree St & Ferguson Ave	12/8/2020	Rear End	Unsafe Speed	0	1	Clear
50	Demaree St & Ferguson Ave	10/30/2020	Broadside	Traffic Signals & Signs	0	1	Clear
51	Plaza Dr & Goshen Ave	9/20/2020	Sideswipe	Traffic Signals & Signs	0	3	Clear
51	Plaza Dr & Goshen Ave	1/3/2020	Broadside	Traffic Signals & Signs	0	1	Clear
51	Plaza Dr & Goshen Ave	1/27/2019	Broadside	Unsafe Speed	0	1	Fog
51	Plaza Dr & Goshen Ave	1/23/2019	Broadside	Automobile ROW	0	1	Clear
52	Shirk St & Goshen Ave	4/12/2021	Broadside	Traffic Signals & Signs	0	1	Clear
52	Shirk St & Goshen Ave	3/30/2021	Broadside	Traffic Signals & Signs	0	4	Clear
52	Shirk St & Goshen Ave	5/10/2019	Broadside	Traffic Signals & Signs	0	2	Cloudy
52	Shirk St & Goshen Ave	4/10/2019	Rear End	Unsafe Speed	0	1	Clear
53	Akers St & Goshen Ave	3/2/2020	Rear End	Under the Influence	0	1	Clear
54	Demaree St & Goshen Ave	1/29/2019	Hit Object	Traffic Signals & Signs	0	1	Clear
55	Plaza Dr & Hurley Ave	2/26/2021	Rear End	Unsafe Speed	0	1	Clear
55	Plaza Dr & Hurley Ave	5/14/2019	Broadside	Traffic Signals & Signs	0	1	Clear
57	Akers St & Hurley Ave	7/17/2021	Broadside	Traffic Signals & Signs	0	1	Clear
57	Akers St & Hurley Ave	7/7/2020	Broadside	Other Hazardous Violation	0	1	Clear
57	Akers St & Hurley Ave	9/3/2019	Broadside	Improper Turning	0	1	Clear
59	Akers St & Mineral King Ave	10/6/2020	Broadside	Traffic Signals & Signs	0	2	Clear
60	Demaree St & Mineral King Ave	11/28/2021	Broadside	Traffic Signals & Signs	0	1	Clear
60	Demaree St & Mineral King Ave	11/28/2021	Broadside	Traffic Signals & Signs	0	2	Clear
60	Demaree St & Mineral King Ave	4/10/2021	Broadside	Traffic Signals & Signs	0	1	Clear
60	Demaree St & Mineral King Ave	10/12/2020	Broadside	Traffic Signals & Signs	0	3	Clear
60	Demaree St & Mineral King Ave	9/28/2020	Head-On	Traffic Signals & Signs	0	1	Clear
60	Demaree St & Mineral King Ave	8/5/2020	Broadside	Traffic Signals & Signs	0	1	Clear
60	Demaree St & Mineral King Ave	1/4/2020	Head-On	Traffic Signals & Signs	0	1	Clear
60	Demaree St & Mineral King Ave	8/3/2019	N/A	Traffic Signals & Signs	0	2	Clear
60	Demaree St & Mineral King Ave	5/2/2019	Broadside	Traffic Signals & Signs	0	2	Clear
61	Shirk St & SR 198 EB	5/22/2020	Hit Object	Under the Influence	0	1	Clear
62	Akers St & Noble Ave	11/11/2020	Sideswipe	Unsafe Lane Change	0	1	Clear
62	Akers St & Noble Ave	8/27/2019	Rear End	Unsafe Speed	0	1	Clear
62	Akers St & SR 198 EB	8/12/2019	Rear End	Unsafe Speed	0	2	Clear
62	Akers St & Noble Ave	1/21/2019	Head-On	Traffic Signals & Signs	0	1	Cloudy
63	Demaree St & Noble Ave	9/11/2020	Broadside	Traffic Signals & Signs	0	1	Clear
63	Demaree St & Noble Ave	7/26/2020	Hit Object	Under the Influence	0	1	Clear
63	Demaree St & Noble Ave	9/23/2019	Hit Object	Wrong Side of Road	0	1	Clear
63	Demaree St & Noble Ave	7/25/2019	Broadside	Traffic Signals & Signs	0	1	Cloudy
77	County Center St & Houston Ave	9/30/2020	Hit Object	Wrong Side of Road	0	1	Clear
77	County Center St & Houston Ave	11/17/2019	Rear End	Following Too Closely	0	3	Clear
77	County Center St & Houston Ave	4/20/2019	Broadside	Automobile ROW	0	2	Clear

CIRCULATION

Project Site Access

The project site is bounded by four arterial roadway segments: Avenue 320 on the north, Riggin Avenue on the south, Akers Street on the east, and Shirk Street on the west. A total of eight street intersections located along these arterial segments (listed below) were analyzed as full access.

#10 Roeben St & Ave 320
#18 Akers St & Pratt Rd
#20 Shirk St & Shannon Pkwy
#24 Akers St & Shannon Pkwy
#26 Shirk St & Sedona Ave
#30 Akers St & Sedona Ave (existing unsignalized intersection)
#39 Denton St & Riggin Ave
#40 Roeben St & Riggin Ave

Four of the eight intersections (listed below) are expected to operate within acceptable levels of service during peak hours without signalization through the year 2046, both with and without project traffic. It is recommended that these intersections operate as full access.

#10 Roeben St & Ave 320
#20 Shirk St & Shannon Pkwy
#24 Akers St & Shannon Pkwy
#30 Akers St & Sedona Ave

Of the four remaining intersections, two (listed below) are expected to operate within acceptable levels of service during peak hours through the year 2046, both with and without project traffic. In addition, the intersection of Shirk Street/Sedona Avenue did not meet signal warrant criteria for any of the study traffic analysis scenarios. Therefore, it is recommended that these intersections operate as three-quarters access.

#18 Akers St & Pratt Rd
#26 Shirk St & Sedona Ave

The final two intersections (listed below) were shown to drop below the City's operational level of service goal in the year 2028 and meet signal warrant criteria in the year 2023. With signalization, both intersections are expected to operate within acceptable levels of service during peak hours through the year 2046, both with and without project traffic. It is noted that the intersection of Denton Street/Riggin Avenue (#39) does not comply with the City standard for spacing of full median openings on arterial roadways, but full access is recommended to provide for optimum traffic flow and circulation.

#39 Denton St & Riggin Ave
#40 Roeben St & Riggin Ave

As shown on the Site Access Map (Figure 4), the intersection of Shirk Street/N Commercial Drive (#79) is located approximately 414 feet south of the intersection of Shirk Street/Sedona Avenue (#26). The queue length analysis included storage lengths of 86 feet for the northbound left-turn pocket at Intersection #26 and 100 feet for the southbound left-turn pocket for Intersection #79, leaving a transition between the two left-turn pockets which satisfies the City standard of 120 feet for arterial roadways. The analysis results, as shown in Tables 7a, 7b and 7c, indicate sufficient storage length would be available during peak hours for both left-turn movements through the year 2046. Therefore, no conflict or interference between the two left-turn pockets is anticipated.

The study has taken into account the future industrial development at the northwest corner of Shirk Street and Riggin Avenue. Connections to Shirk Street from the east at Sedona Avenue and Shannon Parkway will align with drive approaches for the industrial development on the west.

Driveway Access

Except as noted below, it was assumed for the purposes of this study that full access would be provided at school site driveways. All school driveways are expected to operate at an acceptable level of service during peak hours through the year 2046 without mitigation.

#68	Roeben St & North HS Staff/Visitor Driveway	Right-In/Right-Out
#69	Roeben St & HS Parent Drop-Off Driveway	Right-In/Right-Out and Left-In
#70	Roeben St & South HS Staff/Visitor Driveway	Right-In/Right-Out
#71	West HS Student Driveway & Sedona Ave	Right-In/Right-Out

Except as noted below, it was assumed for the purposes of this study that only right-in/right-out turning movements would be permitted at commercial driveways. All commercial driveways within the study area are expected to operate at an acceptable level of service during peak hours through the year 2046 without mitigation.

#79	Shirk St & North Commercial Driveway	Right-In/Right-Out and Left-In

On-Site

Final site plans have yet to be approved for the school sites and commercial developments. It is anticipated that on-site circulation would provide for the safe movement of passenger vehicles, delivery trucks, emergency vehicles and, for the school sites, school buses. All sites would also include ADA pathways.

Site plan review is underway for the Costco retail development. It is anticipated that the final site plan will closely reflect the current site plan. An analysis of on-site vehicle queueing at the Costco fuel station and car wash was conducted by Kittelson & Associates (see Appendix J for the queuing characteristics memorandum, dated October 3, 2022).

TRANSIT, PEDESTRIAN AND BICYCLE FACILITIES

The project includes sidewalks, bike lanes and bike trails. Bike trails will be Class 1 with planting strips to separate sidewalks and bike trails from the adjacent roadway. The bike paths and trails conform to the *City of Visalia Active Transportation Plan*, dated March 2017, (ATP) and include an upgraded portion of Roeben Street between Riggin Avenue and Pratt Road to a Class 1 path. Project bike trails are shown in Figure 89.

Within the project vicinity, Class 2 bike lanes exist on Ferguson Avenue east of Shirk Street. Class 2 bike lanes are also provided on Roeben Street south of Ferguson Avenue. The ATP includes a northerly extension of the Roeben Street bike lanes to Riggin Avenue.

Visalia Transit has a fixed bus route (Route 7) that utilizes the intersection of Akers Street and Riggin Avenue. Two bus stops are located at this intersection.

TRAFFIC CALMING MEASURES

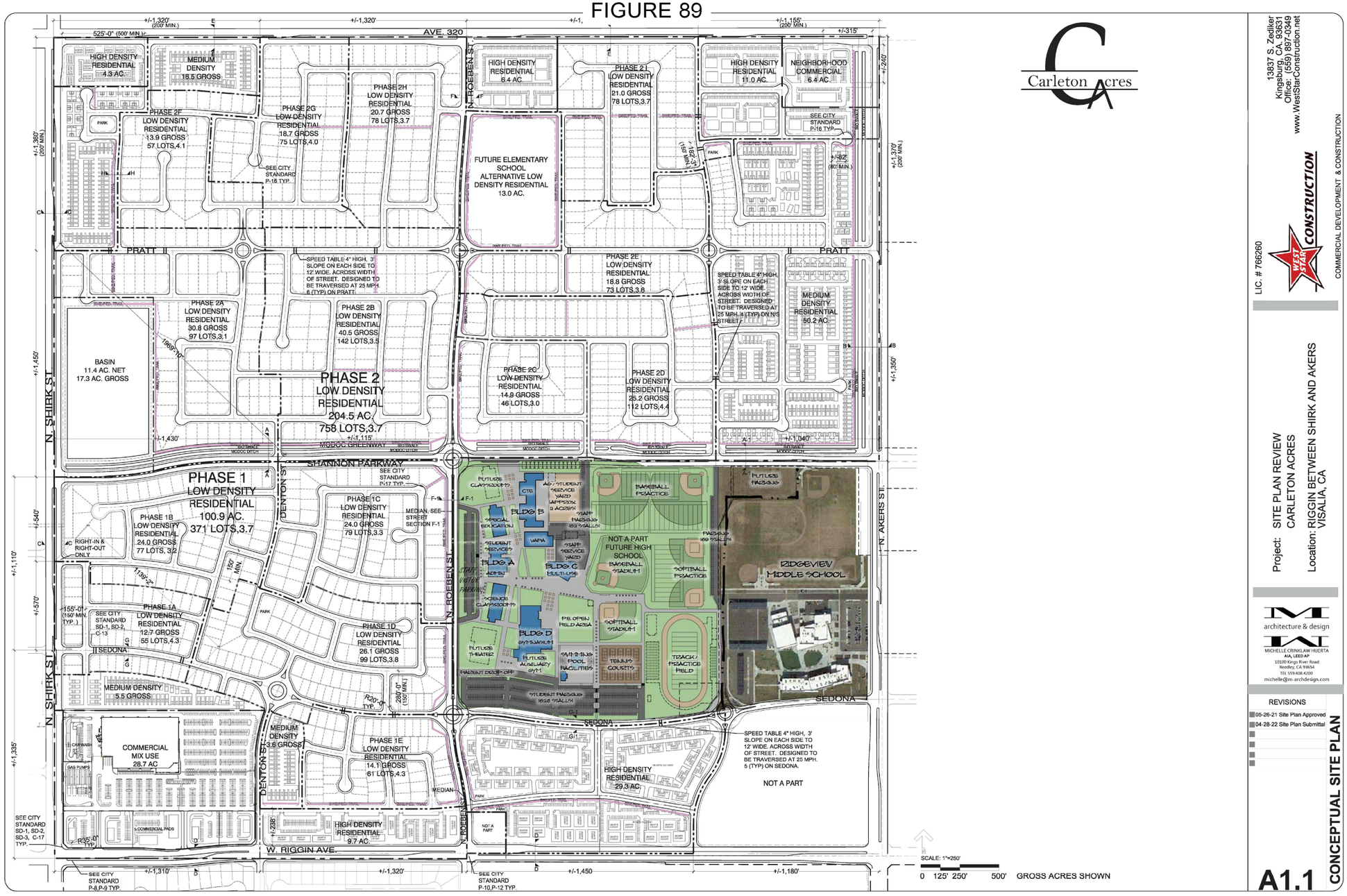
The project traffic calming measures shown in Figure 90 were developed in coordination with the City of Visalia and include roundabout intersections and speed tables. A review of these measures was conducted based on guidelines established by the Federal Highway Administration (FHA) and the Institute of Transportation Engineers (ITE). A summary is presented below.

- The project roundabouts are all single-lane intersections with a center island. Consistent with FHA and ITE guidelines, bicycle facilities are separated from the circulatory roadway. All project roundabouts are expected to operate within acceptable levels of service during peak hours through the year 2046, both with and without project traffic.

- The project includes speed tables placed at mid-block locations and at intersections. Consistent with FHA and ITE guidelines, all are designed to be traversed at a speed between 25 and 45 miles per hour and successive speed tables are spaced approximately 200 to 500 feet apart.

BIKE TRAIL MAP

FIGURE 89



Carleton Acres

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LIC. # 766260

WEST STAR CONSTRUCTION

COMMERCIAL DEVELOPMENT & CONSTRUCTION

Project: SITE PLAN REVIEW
CARLETON ACRES

Location: RIGGIN BETWEEN SHIRK AND AKERS
VISALIA, CA

architecture & design
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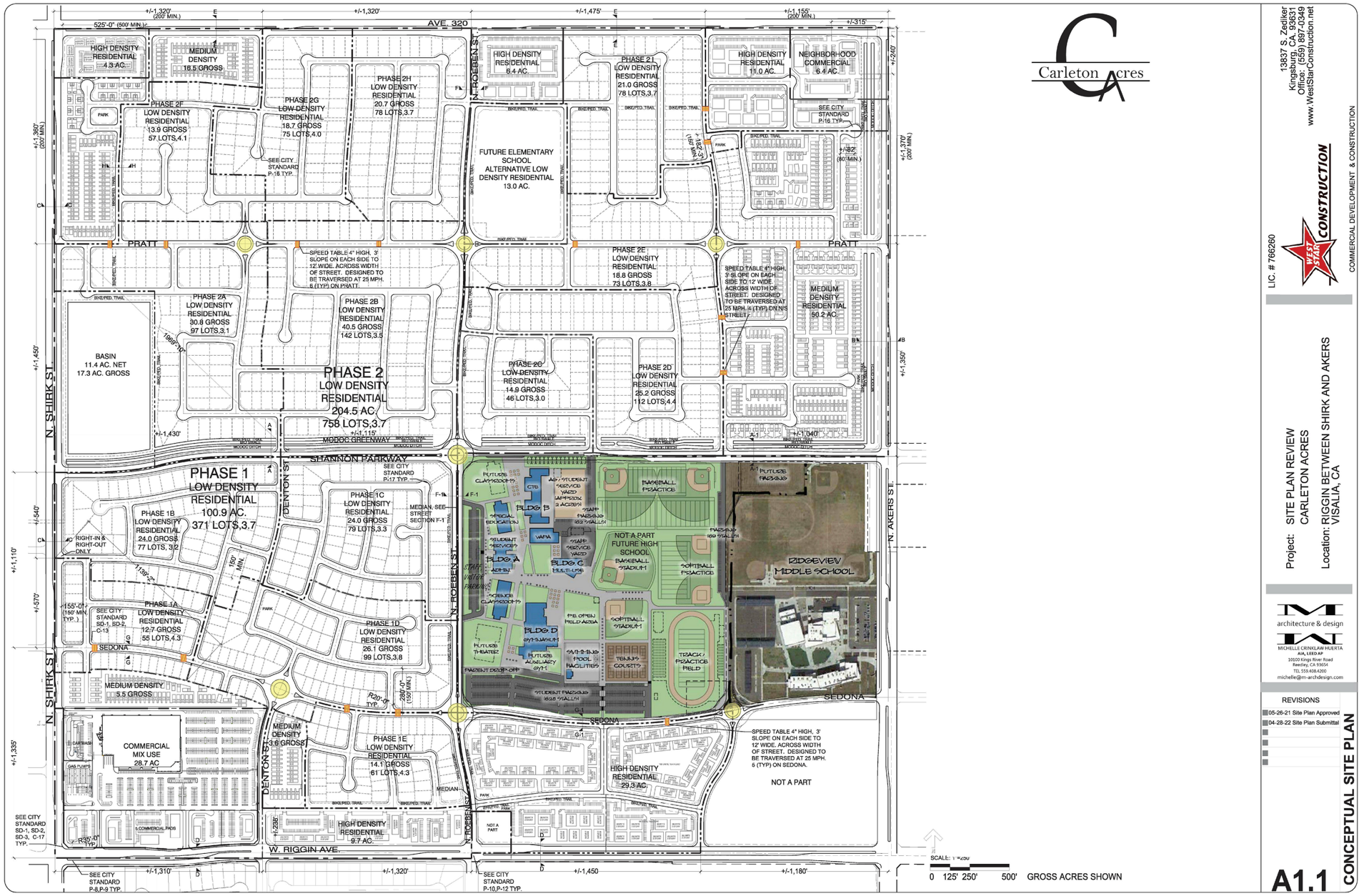
REVISIONS
05-26-21 Site Plan Approved
04-28-22 Site Plan Submittal

CONCEPTUAL SITE PLAN

A1.1

TRAFFIC CALMING MEASURES MAP
FIGURE 90



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CONCEPTUAL SITE PLAN

A1.1

REFERENCES

1. *2020 Quality/Level of Service Handbook,* State of Florida Department of Transportation (FDOT)
2. *California Manual on Uniform Traffic Control Devices for Streets and Highways*, 2014 Edition, California Department of Transportation (Caltrans)
3. *City of Visalia Active Transportation Plan*, dated March 2017
4. *City of Visalia VMT Thresholds and Implementation Guidelines*, adopted March 15, 2021
5. *County of Tulare, SB 743 Guidelines,* dated June 8, 2020
6. *Highway Capacity Manual 2010*, Transportation Research Board, published 2010
7. *Procedures for Traffic Impact Analysis (TIA)*, City of Visalia, updated March 2021
8. Statewide Integrated Traffic Records System (SWITRS)
9. *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), released September 2021
10. Tulare County Association of Governments (TCAG) Travel Demand Model (TCAG Model)
11. *Visalia Costco Warehouse Retail Center – Trip Generation and Site Access*, Kittelson & Associates, memorandum dated June 23, 2022
12. *Visalia General Plan Update*, adopted October 14, 2014

APPENDIX A

Project Phasing Roadway Improvements

Phase I 20% residential buildout

Phase	Name of Street	Type of Improvements	ROW Buildout
Costco/Commercial parcels	Riggin from Shirk to Denton	7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (west), 12' travel lane (west), 18' median.	1/2--100% complete
Costco/Commercial parcels	Shirk from Riggin to Costco north property line	7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12 travel lane (north), 18' median, 12' travel lane (south)	2/3
Costco/Commercial parcels	Denton from Riggin to Costco north property line	5' sidewalk, 5' planting strip, 20' travel lane/parking (south), 12' travel lane/parking (north)	2/3
Medium density (5.5 ac.)	Shirk from Costco north property line to north property line of (5.5 ac.) medium density development	Block wall, 8' Lighting & Landscape District, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12 travel lane (north), 18' median, 12' travel lane (south)	2/3
Medium density (5.5 ac.)	Prescott from Phase 1F to Denton	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 12' travel lane/parking (west)	2/3
Phase 1A	Shirk from (5.5 ac.) medium density to Lipson	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12' travel lane (north), 18' median, 12' travel lane (south)	2/3
Phase 1B	Shirk from Lipson to Shannon	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12' travel lane (north), 18' median, 12' travel lane (south)	2/3
Phase 1B	Shannon from Shirk to Denton	Block wall, 9' landscape, 6' sidewalk, 10' planting strip, 5' bike lane, 5' buffer, 12' travel lane (east), 15' median, 12' travel lane (west)	2/3
Phase 1C	Shannon from Denton to Roeben	Block wall, 9' landscape, 6' sidewalk, 10' planting strip, 5' bike lane, 5' buffer, 12' travel lane (east), 15' median, 12' travel lane (west)	2/3
Phase 1C	Shannon & Roeben	Roundabout--landscape 4 corners, Roundabout with 1 travel lane around.	Full
Phase 1C	Roeben from Shannon to Lipson	Block wall, 5' planting strip, 6' sidewalk, 6' bike lane, 5' planting strip, 8' parking, 12' travel lane (south), 11' median, 12' travel lane (north)	2/3
Phase 1D	Roeben from Lipson to Sedona	Block wall, 5' planting strip, 6' sidewalk, 6' bike lane, 5' planting strip, 8' parking, 12' travel lane (south), 11' median, 12' travel lane (north)	2/3
Phase 1D	Roeben & Sedona	Roundabout--landscape 4 corners, Roundabout with 1 travel lane around.	Full
Phase 1D	Sedona & Denton	Roundabout--landscape 4 corners, Roundabout with 1 travel lane around.	Full
Phase 1F	Roeben from Sedona to Prescott	Block wall, 5' planting strip, 6' sidewalk, 6' bike lane, 5' planting strip, 8' parking, 12' travel lane (south), 11' median, 12' travel lane (north)	2/3
Phase 1F	Prescott from Roeben to portion of high density (9.7 ac.)	5' sidewalk, 5' planting strip, 20' travel lane/parking (west), 12' travel lane/parking (east)	2/3
Portion of high density (29.3 ac.) south of proposed high school	Sedona from existing roundabout to street east of Roeben	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 12' travel lane/parking (west) Median at roundabout.	2/3
Portion of high density (29.3 ac). south of proposed high school	From existing roundabout at Sedona to Prescott	5' sidewalk, 5' planting strip, 20' travel lane/parking (south), 12' travel lane/parking (north) Median at roundabout.	2/3
Portion of high density (9.7 ac.) east of commercial at Riggin & Denton (NEC)	Prescott from Phase 1F to Denton	5' sidewalk, 5' planting strip, 8' parking	1/3--100% complete
Portion of high density (9.7 ac.) east of commercial at Riggin & Denton (NEC)	Riggin from Denton to east property line of high density development	7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (west), 12' travel lane (west), 18' median.	1/2--100% complete

Phase 2 40% residential buildout

Phase	Name of Street	Type of Improvements	ROW Buildout
Phase 2A	Shirk from Shannon to Pratt	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12' travel lane (north), 18' median, 12' travel lane (south)	2/3
Phase 2A	Pratt from Shirk to proposed roundabout (east property line of Phase 2A)	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 20' travel lane/parking (west), 5' planting strip, 5' sidewalk. Roundabout with medians & landscape 4 corners.	Full
Phase 2A	Shannon from Shirk to Denton	Block wall, 6' landscape, 12' class 1 bike trail, 18' stormwater/ground water recharge swale, 12' police & Modoc access, existing 19' Modoc ditch, 10' ditch access & walking path, 6' sidewalk, 5' landscape strip, 8' parking	1/3--100% complete
Phase 2B	Pratt from roundabout (Phase 2A) to Roeben	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 20' travel lane/parking (west), 5' planting stip, 5' sidewalk	Full
Phase 2B	Pratt & Roeben	Roundabout--Landscape 4 corners, Roundabout with 1 travel lane around.	Full
Phase 2B	Roeben from Pratt to Shannon	Block wall, 9' landscape, 6' sidewalk, 5' planting strip, 5' bike lane, 8' parking, 12' travel lane (south), 11' median, 12' travel lane (north)	2/3
Phase 2B	Shannon from Denton to Roeben	Block wall, 6' landscape, 12' class 1 bike trail, 18' stormwater/ground water recharge swale, 12' police & Modoc access, existing 19' Modoc ditch, 10' ditch access & walking path, 6' sidewalk, 5' landscape strip, 8' parking	1/3--100% complete
Remainder of high density (9.7 ac.)	Riggin from portion of high density (9.7 ac.) east of Denton to Roeben	7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (west), 12' travel lane (west), 18' median.	1/2--100% complete
Remainder of high density (9.7 ac.)	Roeben from Prescott to Riggin	Block wall, 5' planting strip, 6' sidewalk, 6' bike lane, 5' planting strip, 8' parking, 12' travel lane (south), 11' median, 12' travel lane (north)	2/3
Remainder of high density (9.7 ac.)	Prescott from portion of high density (9.7 ac.) to Roeben	5' sidewalk, 5' planting strip, 8' parking	1/3--100% complete
Remainder of high density (29.3 ac.)	Sedona from portion of high density (29.3 ac.) development area to Roeben	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 12' travel lane/parking (west) Median at roundabout & extend to control access into proposed high school.	2/3
Remainder of high density (29.3 ac.)	Roeben from Sedona to Prescott	Block wall, 5' planting strip, 6' sidewalk, 6' bike lane, 5' planting strip, 8' parking, 12' travel lane (north)	1/3--100% complete
Remainder of high density (29.3 ac.)	Riggin from Roeben to portion of high density (29.3 ac.) adjacent to City parcel at NWC Akers & Riggin	7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (west), 12' travel lane (west), 18' median.	1/2--100% complete
Portion of high density (29.3 ac)	East side of high density (29.3 ac.) Prescott to Riggin	5' sidewalk, 5' planting strip, 20' travel lane/parking (south), 12' travel lane/parking (north)	2/3

Phase 3 70% residential buildout

Phase	Name of Street	Type of Improvements	ROW Buildout
Phase 2C	Roeben from street north of Phase 2C to Shannon	Block wall, 5' landscape, 6' sidewalk, 6' bike trail, 5' planting strip	1/3--100% complete
Phase 2C	Shannon from Roeben to east street of Phase 2C	Block wall, 6' landscape, 12' class 1 bike trail, 18' stormwater/ground water recharge swale, 12' police & Modoc access, existing 19' Modoc ditch, 10' ditch access & walking path, 6' sidewalk, 5' landscape strip, 8' parking, 12' travel lane (west), 15' median, 12' travel lane (east)	2/3
Phase 2D	Shannon from Phase 2C to east street of Phase 2D	Block wall, 6' landscape, 12' class 1 bike trail, 18' stormwater/ground water recharge swale, 12' police & Modoc access, existing 19' Modoc ditch, 10' ditch access & walking path, 6' sidewalk, 5' landscape strip, 8' parking, 12' travel lane (west), 15' median, 12' travel lane (east)	2/3
Phase 2D	Roeben from Phase 2E to Phase 2C	Block wall, 5' landscape, 6' sidewalk, 6' bike trail, 5' planting strip	1/3--100% complete
Phase 2E	Pratt from Roeben to east property line of elementary school	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 12' travel lane/parking (west)	2/3
Phase 2E	Pratt from east property line of elementary school to roundabout at medium density (32.6 ac.)	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 20' travel lane/parking (west), 5' planting strip, 5' sidewalk	Full
Portion of medium density (16.5 ac.) along Shirk	Shirk from Pratt to portion of medium density (16.5 ac.)	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12 travel lane (north), 18' median, 12' travel lane (south)	2/3
Phase 2G	Ave. 320 from west property line of Phase 2G to Phase 2H	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
Phase 2H	Ave. 320 from west property line of Phase 2H to Roeben	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
Phase 2H	Roeben from Ave. 320 to Pratt	Block wall, 6' landscape, 6' sidewalk, 5' planting strip, 5' bike lane, 12' travel lane (south), 11' median, 12' travel lane (north)	2/3
Phase 2I	Ave. 320 from east of high density (6.4 ac.) to east of Phase 2I development	strip, 6' bike lane, 4' buffer, 12' travel lane (easet), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
Phase 2I	Street east of Phase 2A from Ave. 320 to roundabout	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 12' travel lane/parking (west)	2/3
Medium density (32.6 ac.)	Akers from Pratt to Shannon	Block wall, 6' landscape, 12' class 1 bike trail, 18' stormwater/groundwater recharge swale, 12' police & Modoc access, 32' existing Modoc ditch, 10' ditch access & walking path, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (south), 12 travel lane (south), 18' median, 12' travel lane (north)	2/3
Medium density (32.6 ac.)	Shannon from Akers to Phase 2D	Block wall, 6' landscape, 12' class 1 bike trail, 18' stormwater/ground water recharge swale, 12' police & Modoc access, existing 19' Modoc ditch, 10' ditch access & walking path, 6' sidewalk, 5' landscape strip, 8' parking, 12' travel lane (west), 15' median, 12' travel lane (east)	2/3
Medium density (32.6 ac.)	Pratt from Akers to roundabout at Phase 2E	5' sidewalk, 5' planting strip, 20' travel lane/parking (east), 12' travel lane/parking (west)	2/3

Phase 4 100% residential buildout

Phase	Name of Street	Type of Improvements	ROW Buildout
Portion of medium density (16.5 ac.) along Shirk	Shirk from portion of medium density to high density (4.3 ac.)	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12 travel lane (north), 18' median, 12' travel lane (south)	2/3
High density (4.3 ac.)	Shirk from portion of medium density (16.5 ac.) to Ave. 320	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (north), 12 travel lane (north), 18' median, 12' travel lane (south)	2/3
High density (4.3 ac.)	Ave. 320 from Shirk to street to the east	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
Portion of medium density (16.5 ac.)	Ave. 320 from street to the east to Phase 2G	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
High density (6.4 ac.) SEC Roeben & Ave. 320	Roeben from Ave. 320 to elementary school	Block wall, 9' landscape, 6' sidewalk, 5' planting strip, 5' bike lane	1/3--100% complete
High density (6.4 ac.) SEC Roeben & Ave. 320	Ave. 320 from Roeben to Phase 2I	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
High density (11 ac.)	Ave. 320 from Phase 2I to neighborhood commerical	Block wall, 8' landscape, 7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
Neighborhood commercial	Ave. 320 from high density (11 ac.) to Akers	7' sidewalk, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (east), 12 travel lane (east), 18' median, 12' travel lane (west)	2/3
Neighborhood commercial	Akers from Ave. 320 to north property line of medium density (17.6)	6' landscape, 12' class 1 bike trail, 18' stormwater/groundwater recharge swale, 12' police & Modoc access, 32' existing Modoc ditch, 10' ditch access & walking path, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (south), 12 travel lane (south), 18' median, 12' travel lane (north)	2/3
Medium density (17.6 ac.)	Akers from neighborhood commercial to Pratt	6' landscape, 12' class 1 bike trail, 18' stormwater/groundwater recharge swale, 12' police & Modoc access, 32' existing Modoc ditch, 10' ditch access & walking path, 5' planting strip, 6' bike lane, 4' buffer, 12' travel lane (south), 12 travel lane (south), 18' median, 12' travel lane (north)	2/3
Medium density (17.6 ac.)	Pratt from Akers to roundabout	5' sidewalk, 5' planting strip, 8' parking	1/3--100% complete

APPENDIX B

Costco Trip Generation Memorandum

Kittelson & Associates
June 23, 2022

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

MEMORANDUM

June 23, 2022 Project #: 27808

To: Kim Katz, Costco Wholesale

From: Amy Lopez

RE: Visalia Costco Warehouse Retail Center – Trip Generation and Site Access

Kittelson & Associates, Inc. (Kittelson) has prepared this summary of the trip characteristics expected for the construction of a new Costco warehouse retail center to be located at the northeast quadrant of the N Shirk St/W Riggin Ave intersection in Visalia, CA and within the proposed Carleton Acres Specific Plan area (project). This memorandum forecasts the anticipated trip generation for the project.

Costco Wholesale is proposing to construct an approximately 160,523-square-foot Costco warehouse retail center, on-site circulation and landscaping improvements on the property located at located at the northeast quadrant of the N Shirk St/W Riggin Ave intersection in Visalia, CA.

TRIP GENERATION

Costco Trip Database

For more than 20 years, Kittelson has maintained a database of trip data and travel characteristics for Costco Wholesale. The database contains transportation information such as trip rates and trip type percentages for Costco locations throughout the United States as well as Canada and Mexico. The database is updated periodically when new Costco traffic counts or other such information become available to Kittelson. To best evaluate the anticipated transportation characteristics of the proposed warehouse in Visalia, Kittelson used the Costco trip database to develop a trip generation estimate as it provides use-specific data that most accurately represents the anticipated transportation characteristics of this unique development type.

The warehouse trip rates summarized herein rely on data collection conducted at Costco sites located across the western region of the United States. The trip studies were completed using industry standard engineering practices consistent with guidance within the Institute of Transportation Engineers (ITE) standard reference, *Trip Generation Manual*, 11th Edition. These cordon surveys were conducted between 2015 and 2021 and include 20 surveys of Costco warehouse retail centers in California, Arizona, Oregon, Utah, and Washington. The Costco buildings surveyed range in size between 121,771 square feet and 235,298 square feet, with an average size of 156,526 square feet. The existing Costco locations all included fuel stations, ranging from 20 to 32 fueling positions, and one location also includes a car wash.

Kittelson developed primary, pass-by, and diverted trip percentages based on member surveys taken at existing Costco warehouses. These trip types are described below.

- Pass-by Trips: existing trips on roadways adjacent to the site for which drivers turn into the Costco site and then, after shopping, continue to their ultimate destination
- Diverted Trips: existing trips on nearby roadways in which a driver decides to drive out of their way for a distance to shop at Costco and, when their shopping is concluded, continues their trip to the ultimate destination
- Primary Trips: an entirely new trip on the roadway system for the express purpose of driving to and from Costco

Table 1: Trip Characteristics for Costco Warehouse

	Weekday			Saturday	
	Daily	AM Peak Hour	PM Peak Hour	Daily	Midday Peak Hour
Trip Rate (per KSF*)	99.38	2.59	8.39	112.53	11.15
Ins		0.56	0.47		0.49
Outs		0.44	0.53		0.51
Pass-by Trips			20.4%		20.1%
Diverted Trips			28.3%		20.7%
Primary Trips			51.2%		59.1%

Source: Kittelson & Associates, Inc., 2022
* KSF = 1,000 square feet

Project Trip Generation Comparison

Kittelson estimated trip generation for the project for weekday daily and AM/PM peak hours, and for Saturday daily and midday peak hour using trip rates presented in Table 1. Pass-by and diverted rates for the weekday PM peak hour were used to estimate weekday daily pass-by and diverted trips. Likewise, Saturday midday peak hour rates for pass-by and diverted trips were used to develop Saturday daily pass-by and diverted trips. Table 2 presents the trip generation for the Visalia Costco warehouse retail center.

Table 2: Visalia Costco Warehouse Retail Center Trip Generation

			Weekday AM Peak			Weekday PM Peak				Saturday Midday Peak		
Land Use	Size (sq.ft.)	Weekday Daily	Total	In	Out	Total	In	Out	Saturday Daily	Total	In	Out
Total Site Trips	160,526	15,952	415	231	184	1,346	631	715	18,064	1,790	878	912
Pass-by Trips		3,261	85	47	38	275	129	146	3,633	360	177	182
Diverted Trips		4,517	118	64	52	381	179	202	3,733	370	181	188
Primary Trips		**8,174**	**212**	**120**	**94**	**690**	**323**	**367**	**10,698**	**1,060**	**520**	**540**

Source: Kittelson & Associates, Inc., 2022

As shown in Table 2, the project is estimated to generate 8,174 weekday daily primary trips. Of these, 212 are estimated to occur in the weekday AM peak hour (120 inbound / 94 outbound), and 690 are estimated to occur in the weekday PM peak hour (323 inbound / 367 outbound). The project is estimated to generate 10,698 Saturday daily primary trips. Of these, 1,060 are estimated to occur during the Saturday midday peak hour (520 inbound / 541 outbound).

SITE ACCESS

Figure 1 presents preliminary trip distribution percentages for the project based on:

- Existing local street network
- Streets planned as part of the Carleton Acres Specific Plan
- Location of the existing Costco warehouse on Cameron Ave in Visalia
- Home locations of existing Costco members in the greater Visalia area

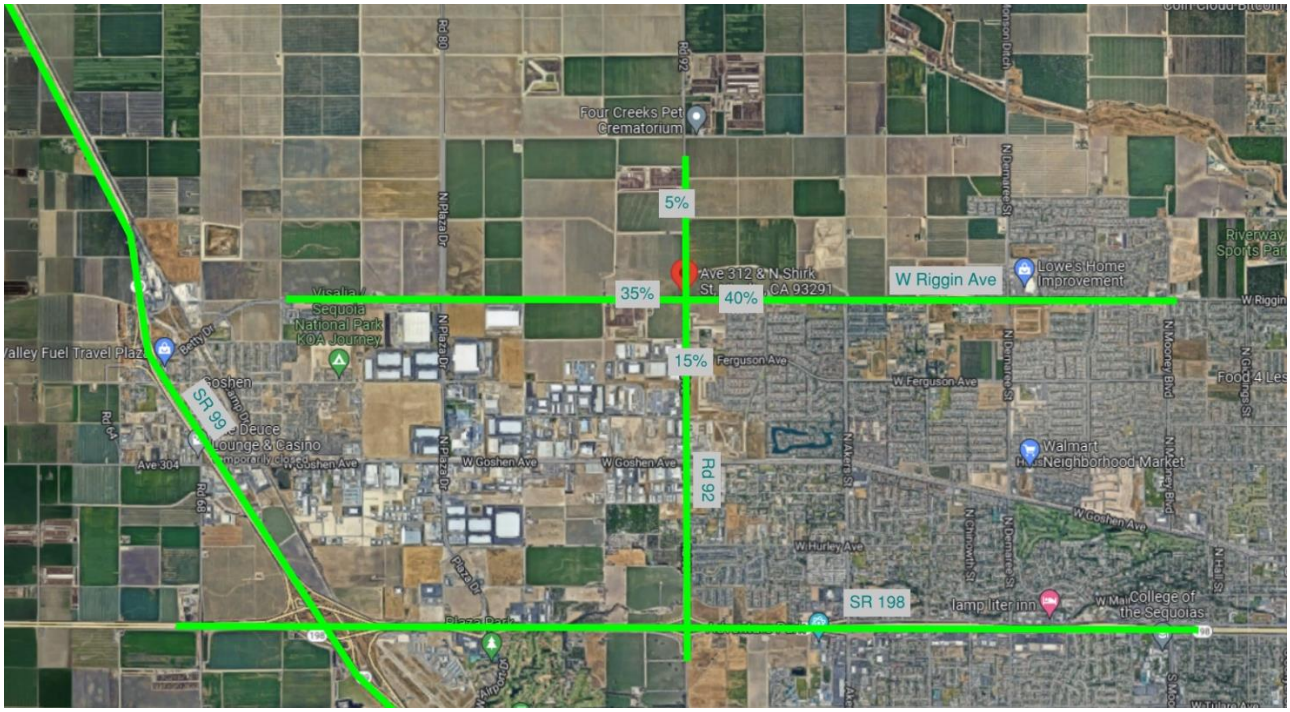
Figure 2 presents the preferred site accesses for the project, which include:

- Full access on N Shirk St at the northwest corner of the site
- Right-in/right-out/left-in access on N Shirk St
- Two right-in/right-out accesses on W Riggin Ave
- Full access at the Denton St/W Riggin Ave intersection

Considering in combination the total trips expected to the site and the anticipated trip distribution, the accesses identified in Figure 2 are recommended to:

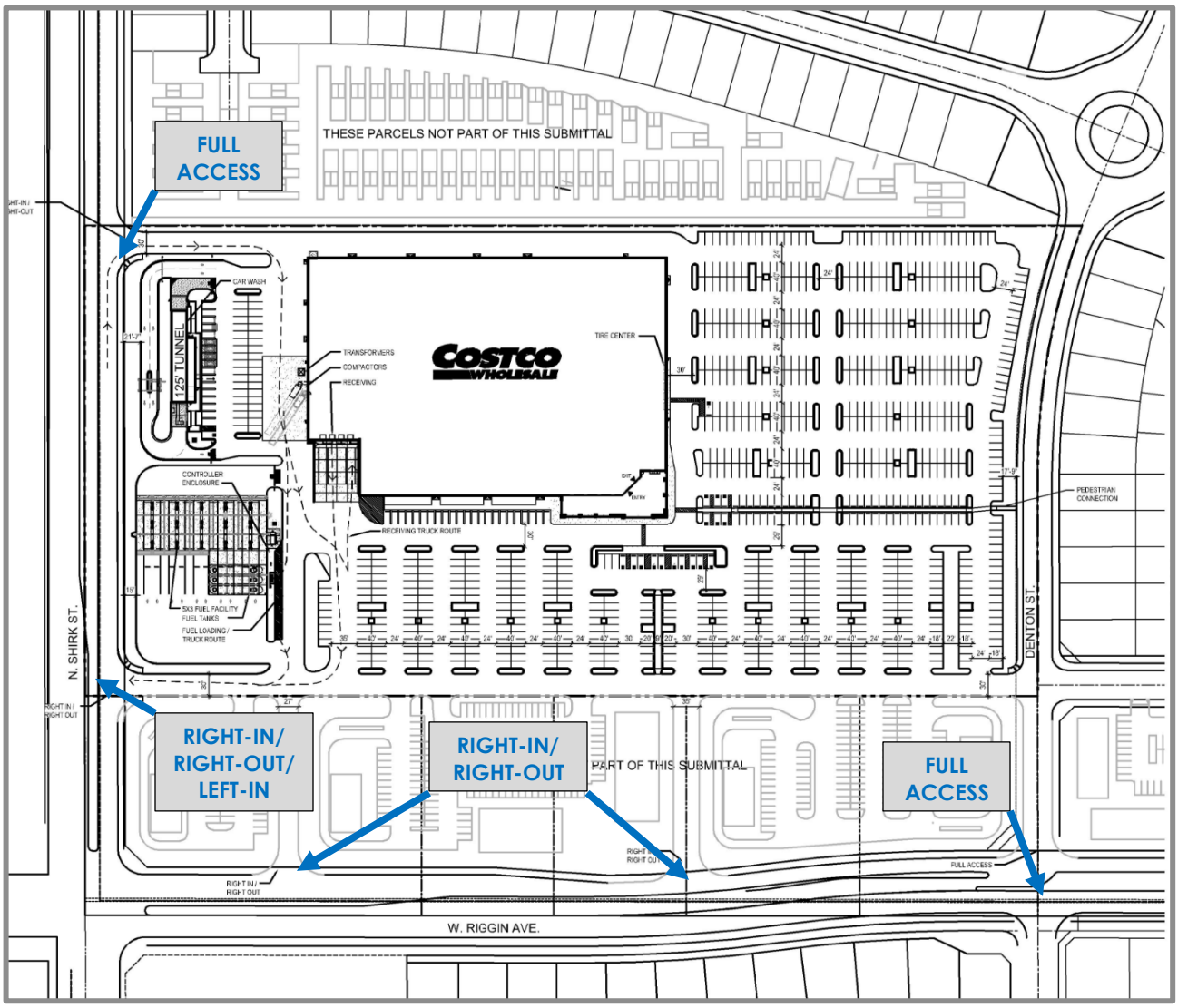
- Distribute Costco member traffic across multiple access points
- Provide site access options for all directions of travel for Costco members and other visitors to the adjacent commercial properties

Figure 1: Preliminary Trip Distribution



Sources: Kittelson & Associates, Inc., 2022; Google Maps, 2022

Figure 2: Preferred Site Accesses



Sources: Kittelson & Associates, Inc., 2022; MG2, 2022

NEXT STEPS

Please contact Amy Lopez at alopez@kittelson.com or 510-433-8064 with any questions or to schedule a meeting regarding the information presented herein.

APPENDIX C

Turning Movement Counts
Lane Geometrics
COVID-19 Adjustment

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

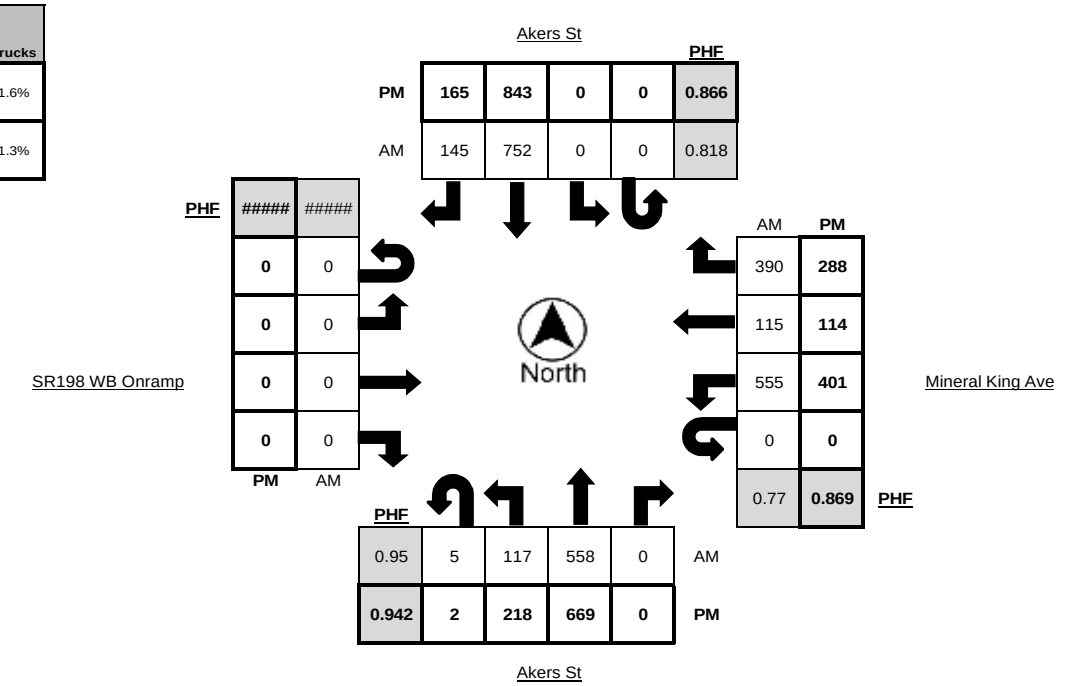
LOCATION Akers St @ Mineral King Ave / SR 198 Westbound Onramp
LATITUDE 36.3279
COUNTY Tulare
LONGITUDE -119.3497
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	21	63	0	4	0	0	75	29	4	0	0	0	0	0	0	70	35	46	5
7:15 AM - 7:30 AM	1	47	81	0	3	0	0	116	45	2	0	0	0	0	0	0	62	43	50	1
7:30 AM - 7:45 AM	0	25	114	0	5	0	0	133	41	2	0	0	0	0	0	0	106	45	74	3
7:45 AM - 8:00 AM	0	21	155	0	4	0	0	222	52	6	0	0	0	0	0	0	188	34	122	2
8:00 AM - 8:15 AM	0	30	149	0	4	0	0	180	25	3	0	0	0	0	0	0	139	30	91	3
8:15 AM - 8:30 AM	0	30	131	0	6	0	0	191	30	1	0	0	0	0	0	0	113	26	104	2
8:30 AM - 8:45 AM	5	36	123	0	3	0	0	159	38	6	0	0	0	0	0	0	115	25	73	1
8:45 AM - 9:00 AM	2	43	134	0	4	0	0	143	27	5	0	0	0	0	0	0	83	15	77	5
TOTAL	**8**	**253**	**950**	**0**	**33**	**0**	**0**	**1219**	**287**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**876**	**253**	**637**	**22**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	43	133	0	5	0	0	151	24	5	0	0	0	0	0	0	125	33	89	1
4:15 PM - 4:30 PM	1	42	166	0	3	0	0	208	38	3	0	0	0	0	0	0	99	23	69	3
4:30 PM - 4:45 PM	0	61	165	0	2	0	0	180	39	4	0	0	0	0	0	0	114	37	80	3
4:45 PM - 5:00 PM	1	46	171	0	6	0	0	214	38	4	0	0	0	0	0	0	76	18	68	0
5:00 PM - 5:15 PM	0	69	167	0	1	0	0	241	50	3	0	0	0	0	0	0	112	36	71	3
5:15 PM - 5:30 PM	1	31	149	0	1	0	0	181	32	2	0	0	0	0	0	0	108	36	87	1
5:30 PM - 5:45 PM	0	47	153	0	5	0	0	148	27	3	0	0	0	0	0	0	97	28	70	1
5:45 PM - 6:00 PM	0	36	127	0	2	0	0	131	28	2	0	0	0	0	0	0	73	19	79	1
TOTAL	**3**	**375**	**1231**	**0**	**25**	**0**	**0**	**1454**	**276**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**804**	**230**	**613**	**13**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	5	117	558	0	17	0	0	752	145	16	0	0	0	0	0	0	555	115	390	8
4:15 PM - 5:15 PM	2	218	669	0	12	0	0	843	165	14	0	0	0	0	0	0	401	114	288	9

	PHF	Trucks
AM	0.830	1.6%
PM	0.905	1.3%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

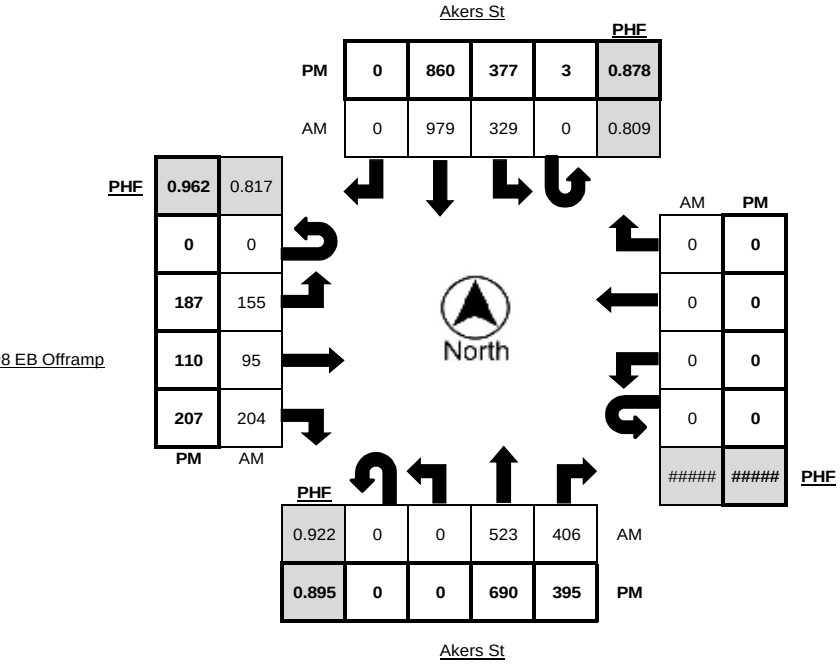
LOCATION Akers St @ Noble Ave / SR 198 Eastbound Offramp
LATITUDE 36.3266
COUNTY Tulare
LONGITUDE -119.3497
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	61	62	4	0	49	81	0	3	0	19	13	23	4	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	109	64	3	0	43	132	0	2	0	17	17	34	2	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	109	78	3	0	69	164	0	2	0	33	24	41	4	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	123	119	4	0	84	320	0	5	0	58	26	55	4	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	133	119	5	0	97	233	0	3	0	39	17	52	2	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	130	88	4	0	82	214	0	1	0	31	37	40	8	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	137	80	3	0	66	212	0	4	0	27	15	57	2	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	144	97	2	0	65	163	0	4	0	34	16	38	1	0	0	0	0	0
TOTAL	**0**	**0**	**946**	**707**	**28**	**0**	**555**	**1519**	**0**	**24**	**0**	**258**	**165**	**340**	**27**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	143	84	5	1	88	181	0	3	0	38	29	43	1	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	161	87	3	1	80	232	0	4	0	43	28	56	4	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	168	89	2	1	92	201	0	5	0	50	30	46	1	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	177	100	5	1	80	199	0	3	0	49	22	60	1	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	184	119	1	0	125	228	0	3	0	45	30	45	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	144	103	1	0	71	224	0	1	0	42	28	44	2	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	153	77	2	0	79	176	0	2	0	41	31	45	5	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	135	68	3	2	50	149	0	2	0	29	26	58	0	0	0	0	0	0
TOTAL	**0**	**0**	**1265**	**727**	**22**	**6**	**665**	**1590**	**0**	**23**	**0**	**337**	**224**	**397**	**14**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	0	523	406	16	0	329	979	0	13	0	155	95	204	16	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	690	395	11	3	377	860	0	15	0	187	110	207	6	0	0	0	0	0

	PHF	Trucks
AM	0.857	1.7%
PM	0.911	1.1%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

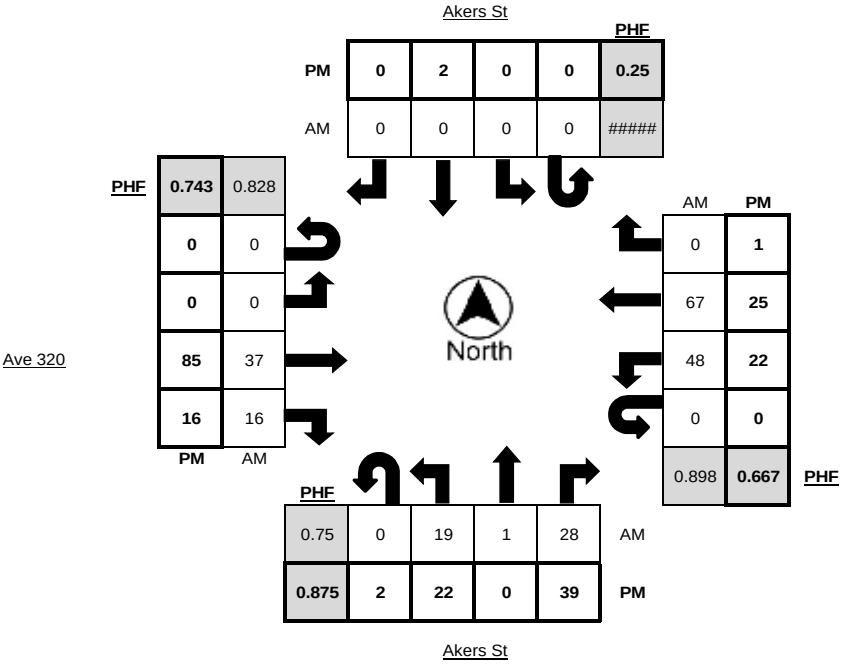
LOCATION Ave 320 @ Akers St
LATITUDE 36.3710
COUNTY Tulare
LONGITUDE -119.3500
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	7	0	6	0	0	0	1	0	1	0	0	6	2	2	0	2	7	0	1
7:15 AM - 7:30 AM	0	7	1	8	0	0	0	0	0	0	0	0	7	1	1	0	14	16	0	2
7:30 AM - 7:45 AM	0	4	0	5	1	0	0	0	0	0	0	0	12	2	1	0	10	20	0	2
7:45 AM - 8:00 AM	0	3	0	7	0	0	0	0	0	0	0	0	8	8	1	0	10	22	0	1
8:00 AM - 8:15 AM	0	5	0	8	2	0	0	0	0	0	0	0	10	5	3	0	14	9	0	1
8:15 AM - 8:30 AM	0	7	0	10	1	0	0	0	0	0	0	0	6	5	2	0	7	9	0	1
8:30 AM - 8:45 AM	0	6	0	4	1	0	0	0	0	0	0	1	7	2	1	0	7	10	0	0
8:45 AM - 9:00 AM	0	5	3	3	0	0	1	0	0	1	0	0	12	4	1	0	1	6	1	1
TOTAL	**0**	**44**	**4**	**51**	**5**	**0**	**1**	**1**	**0**	**2**	**0**	**1**	**68**	**29**	**12**	**0**	**65**	**99**	**1**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	8	0	9	0	0	0	0	0	0	0	0	20	5	1	0	6	6	0	3
4:15 PM - 4:30 PM	1	4	0	10	0	0	0	2	0	0	0	0	13	4	0	0	5	7	1	1
4:30 PM - 4:45 PM	0	4	0	12	0	0	0	0	0	0	0	0	24	1	0	0	10	8	0	0
4:45 PM - 5:00 PM	0	6	0	8	0	0	0	0	0	0	0	0	28	6	1	0	1	4	0	0
5:00 PM - 5:15 PM	0	7	0	16	0	0	0	0	0	0	0	0	11	2	0	0	6	5	0	0
5:15 PM - 5:30 PM	0	5	0	7	0	0	0	0	0	0	0	0	10	7	0	0	5	8	0	0
5:30 PM - 5:45 PM	0	7	0	8	0	0	0	0	0	0	0	0	14	8	0	0	5	4	0	0
5:45 PM - 6:00 PM	0	2	0	5	0	0	0	0	0	0	0	0	21	2	0	0	2	3	0	0
TOTAL	**2**	**43**	**0**	**75**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**141**	**35**	**2**	**0**	**40**	**45**	**1**	**4**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	19	1	28	3	0	0	0	0	0	0	0	37	16	6	0	48	67	0	6
4:00 PM - 5:00 PM	2	22	0	39	0	0	0	2	0	0	0	0	85	16	2	0	22	25	1	4

	PHF	Trucks
AM	0.931	6.9%
PM	0.907	2.8%



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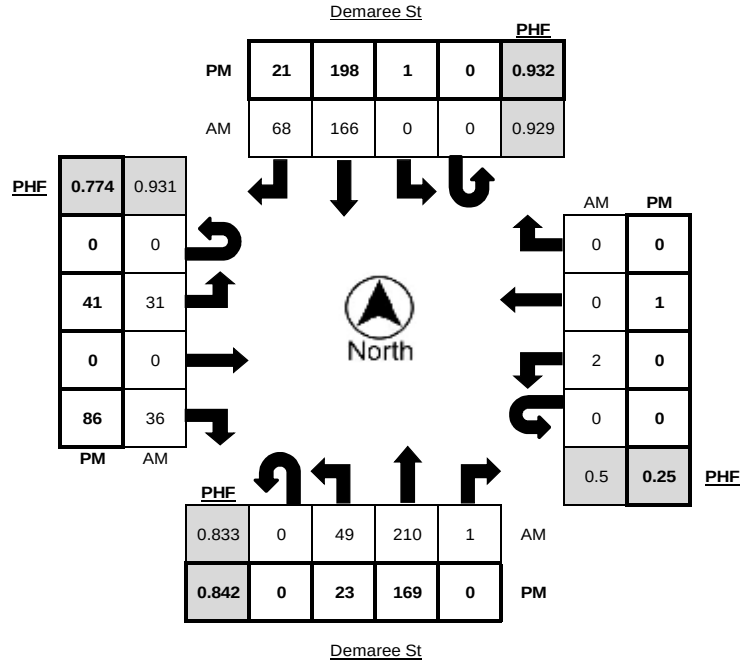
LOCATION Ave 320 @ Demaree St
LATITUDE 36.3710
COUNTY Tulare
LONGITUDE -119.3322
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	10	52	0	2	0	0	27	5	2	0	7	0	7	2	0	1	0	0	0
7:15 AM - 7:30 AM	0	13	56	1	2	0	0	47	16	2	0	8	0	7	1	0	1	0	0	0
7:30 AM - 7:45 AM	0	11	58	0	3	0	0	38	18	2	0	7	0	10	1	0	0	0	0	0
7:45 AM - 8:00 AM	0	15	63	0	2	0	0	41	17	3	0	8	0	9	1	0	1	0	0	0
8:00 AM - 8:15 AM	0	10	33	0	0	0	0	40	17	3	0	8	0	10	3	0	0	0	0	0
8:15 AM - 8:30 AM	0	9	40	0	3	0	1	33	7	2	0	13	0	5	2	0	1	0	0	0
8:30 AM - 8:45 AM	0	8	31	0	2	0	0	36	7	3	0	6	0	5	0	0	0	0	1	0
8:45 AM - 9:00 AM	0	6	36	0	3	0	0	37	4	0	0	5	0	9	1	0	0	0	0	0
TOTAL	**0**	**82**	**369**	**1**	**17**	**0**	**1**	**299**	**91**	**17**	**0**	**62**	**0**	**62**	**11**	**0**	**4**	**0**	**1**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	4	40	0	1	0	1	53	5	2	0	9	0	20	1	0	0	1	0	1
4:15 PM - 4:30 PM	0	8	48	0	1	0	0	48	5	3	0	10	0	14	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	8	49	0	0	0	0	47	9	1	0	14	0	19	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	3	32	0	0	0	0	50	2	2	0	8	0	33	1	0	0	0	0	0
5:00 PM - 5:15 PM	0	5	39	0	1	0	0	51	6	1	0	11	0	11	0	0	1	0	0	0
5:15 PM - 5:30 PM	0	6	41	0	1	0	0	41	7	1	0	11	0	11	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	4	53	0	0	0	0	34	4	0	0	10	0	11	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	5	44	1	1	0	0	43	1	0	0	4	1	21	0	0	0	0	0	0
TOTAL	**0**	**43**	**346**	**1**	**5**	**0**	**1**	**367**	**39**	**10**	**0**	**77**	**1**	**140**	**2**	**0**	**1**	**1**	**0**	**1**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	49	210	1	7	0	0	166	68	10	0	31	0	36	6	0	2	0	0	0
4:00 PM - 5:00 PM	0	23	169	0	2	0	1	198	21	8	0	41	0	86	2	0	0	1	0	1

	PHF	Trucks
AM	0.914	4.1%
PM	0.925	2.4%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

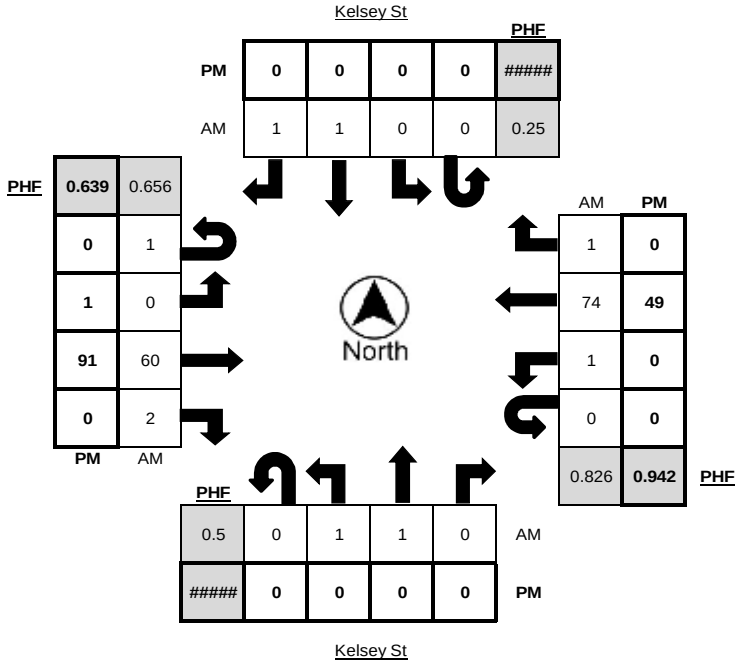
LOCATION Ave 320 @ Kelsey St
LATITUDE 36.3709
COUNTY Tulare
LONGITUDE -119.3858
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	1	0	0	0	0	0	1	1	0	0	0	10	0	0	0	0	18	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	8	2	1	0	0	22	1	2
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	20	0	1
7:45 AM - 8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	24	0	2	0	1	14	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	0	0	14	0	1
8:15 AM - 8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	0	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	0	3	0	0	15	1	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	11	0	2	0	0	11	0	1
TOTAL	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**111**	**2**	**12**	**0**	**1**	**127**	**2**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	22	0	1	0	0	10	0	1
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	10	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	13	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	36	0	1	0	0	13	0	1
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	13	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	11	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	11	1	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	30	0	2	0	0	6	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**178**	**0**	**5**	**0**	**0**	**87**	**1**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	1	1	0	0	0	0	1	1	0	1	0	60	2	3	0	1	74	1	3
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	91	0	2	0	0	49	0	1

	PHF	Trucks
AM	0.894	4.2%
PM	0.719	2.1%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

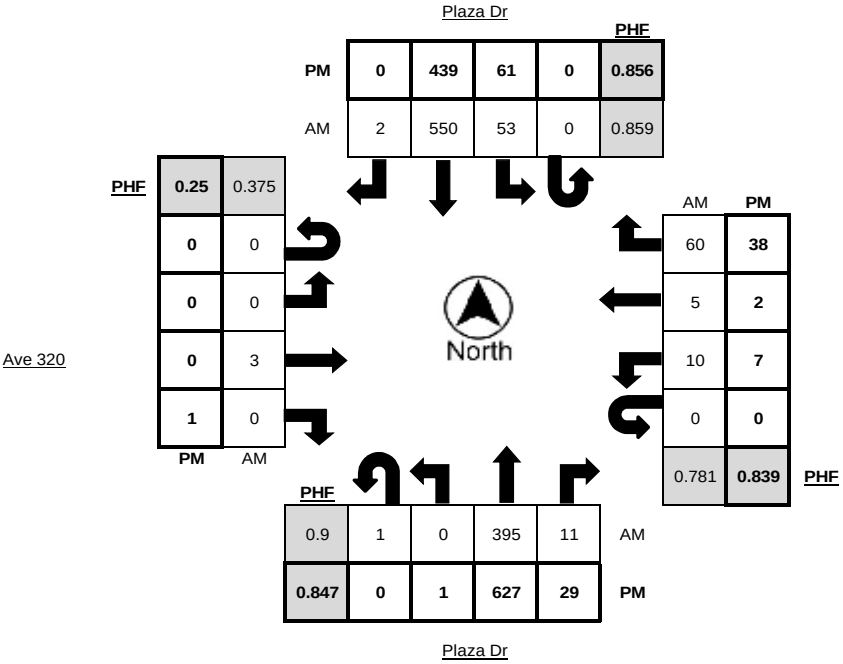
LOCATION Ave 320 @ Plaza Dr
LATITUDE 36.3709
COUNTY Tulare
LONGITUDE -119.3946
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	83	0	15	0	7	107	0	5	0	0	2	0	0	0	3	0	16	1
7:15 AM - 7:30 AM	0	0	101	2	17	0	7	148	2	17	0	0	0	0	0	0	1	3	18	2
7:30 AM - 7:45 AM	0	0	102	3	13	0	16	158	0	7	0	0	1	0	0	0	5	2	17	2
7:45 AM - 8:00 AM	0	0	86	0	11	0	21	155	0	16	0	0	2	0	0	0	2	0	13	0
8:00 AM - 8:15 AM	1	0	106	6	19	0	9	89	0	14	0	0	0	0	0	0	2	0	12	1
8:15 AM - 8:30 AM	0	1	71	2	10	0	10	112	0	13	0	0	0	0	0	0	1	1	10	1
8:30 AM - 8:45 AM	0	1	59	2	10	0	9	113	1	20	0	1	3	0	0	0	4	1	10	1
8:45 AM - 9:00 AM	0	0	92	3	9	0	9	92	0	12	0	0	0	0	0	0	1	0	10	2
TOTAL	**1**	**2**	**700**	**18**	**104**	**0**	**88**	**974**	**3**	**104**	**0**	**1**	**8**	**0**	**0**	**0**	**19**	**7**	**106**	**10**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	0	148	5	11	0	16	131	3	6	0	1	0	0	0	0	3	0	6	1
4:15 PM - 4:30 PM	0	0	122	4	18	0	12	135	1	15	0	0	2	1	0	0	1	0	8	1
4:30 PM - 4:45 PM	0	0	140	8	11	0	12	100	1	11	0	0	0	0	0	0	3	0	14	0
4:45 PM - 5:00 PM	0	0	154	12	10	0	22	115	0	18	0	0	0	0	0	0	1	2	11	1
5:00 PM - 5:15 PM	0	0	161	4	13	0	15	107	0	10	0	0	0	0	0	0	2	0	9	0
5:15 PM - 5:30 PM	0	1	186	7	9	0	8	87	0	11	0	0	0	1	0	0	2	0	10	0
5:30 PM - 5:45 PM	0	0	126	6	13	0	16	130	0	19	0	0	0	0	2	0	2	0	8	0
5:45 PM - 6:00 PM	0	0	110	6	6	0	24	125	0	17	0	1	0	0	0	0	1	0	7	0
TOTAL	**1**	**1**	**1147**	**52**	**91**	**0**	**125**	**930**	**5**	**107**	**0**	**2**	**2**	**2**	**2**	**0**	**15**	**2**	**73**	**3**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	1	0	395	11	60	0	53	550	2	54	0	0	3	0	0	0	10	5	60	5
4:45 PM - 5:45 PM	0	1	627	29	45	0	61	439	0	58	0	0	0	1	2	0	7	2	38	1

	PHF	Trucks
AM	0.896	10.9%
PM	0.950	8.8%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 320 @ Rd 92 **LATITUDE** 36.3709

COUNTY Tulare **LONGITUDE** -119.3679

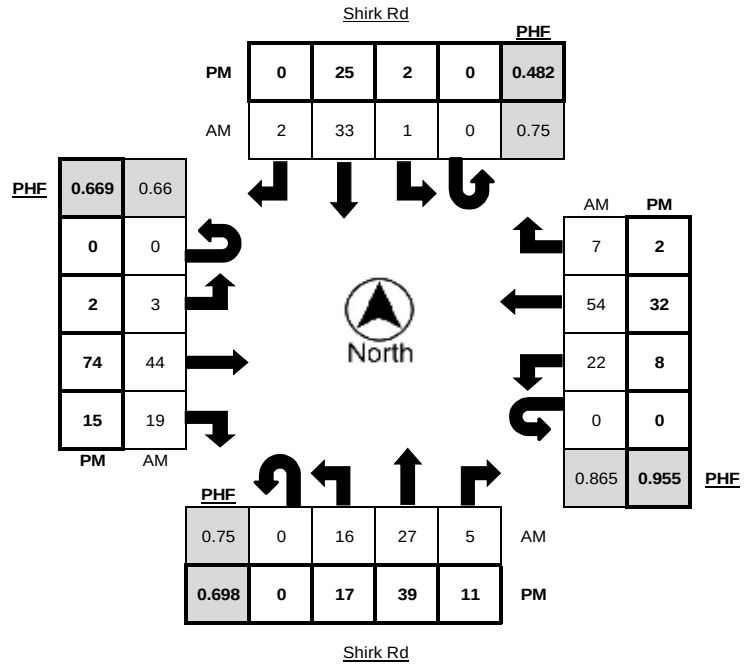
COLLECTION DATE Wednesday, June 02, 2021 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	6	5	0	3	0	1	3	0	1	0	0	8	2	0	0	1	13	0	0
7:15 AM - 7:30 AM	0	4	7	1	2	0	0	5	0	1	0	0	5	4	1	0	1	17	3	1
7:30 AM - 7:45 AM	0	6	5	0	6	0	0	7	2	3	0	0	12	3	0	0	6	14	2	3
7:45 AM - 8:00 AM	0	2	4	3	2	0	0	12	0	1	0	2	13	10	2	0	11	13	0	0
8:00 AM - 8:15 AM	0	4	11	1	4	0	1	9	0	4	0	1	14	2	3	0	4	10	2	2
8:15 AM - 8:30 AM	0	0	6	1	1	0	4	5	0	3	0	0	9	3	2	0	3	15	1	2
8:30 AM - 8:45 AM	0	5	8	3	3	0	1	4	0	2	0	0	11	4	2	0	0	11	3	1
8:45 AM - 9:00 AM	0	2	10	0	4	0	0	6	1	3	0	0	10	3	2	0	2	8	1	0
TOTAL	**0**	**29**	**56**	**9**	**25**	**0**	**7**	**51**	**3**	**18**	**0**	**3**	**82**	**31**	**12**	**0**	**28**	**101**	**12**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	3	8	5	1	0	1	13	0	1	0	0	16	6	1	0	4	6	1	2
4:15 PM - 4:30 PM	0	2	8	2	0	0	0	7	0	0	0	0	13	3	0	0	3	8	0	1
4:30 PM - 4:45 PM	0	7	15	2	0	0	0	2	0	0	0	1	17	1	0	0	1	10	0	0
4:45 PM - 5:00 PM	0	5	8	2	1	0	1	3	0	0	0	1	28	5	1	0	0	8	1	0
5:00 PM - 5:15 PM	0	1	12	1	0	0	0	9	0	2	0	0	13	1	0	0	1	11	0	0
5:15 PM - 5:30 PM	0	2	14	2	0	0	0	5	0	0	0	1	15	4	0	0	2	8	1	0
5:30 PM - 5:45 PM	0	2	9	3	0	0	1	3	0	0	0	1	17	4	0	0	2	10	0	0
5:45 PM - 6:00 PM	0	1	4	0	0	0	2	3	0	1	0	0	20	6	2	0	1	4	1	0
TOTAL	**0**	**23**	**78**	**17**	**2**	**0**	**5**	**45**	**0**	**4**	**0**	**4**	**139**	**30**	**4**	**0**	**14**	**65**	**4**	**3**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	16	27	5	14	0	1	33	2	9	0	3	44	19	6	0	22	54	7	6
4:00 PM - 5:00 PM	0	17	39	11	2	0	2	25	0	1	0	2	74	15	2	0	8	32	2	3

	PHF	Trucks
AM	0.832	15.0%
PM	0.901	3.5%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 80 **LATITUDE** 36.3854

COUNTY Tulare **LONGITUDE** -119.3947

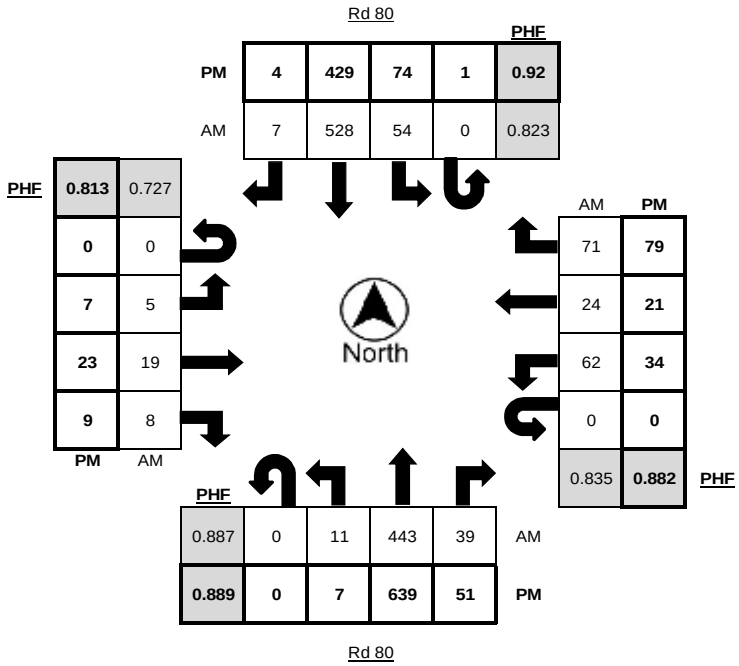
COLLECTION DATE Wednesday, June 02, 2021 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	86	9	12	0	13	108	0	7	0	0	5	1	1	0	14	11	13	2
7:15 AM - 7:30 AM	0	1	129	9	23	0	13	133	0	10	0	0	1	1	1	0	18	9	20	8
7:30 AM - 7:45 AM	0	4	102	11	12	0	13	165	1	10	0	2	4	2	3	0	11	6	12	2
7:45 AM - 8:00 AM	0	3	109	9	12	0	19	152	2	11	0	2	5	4	4	0	16	2	19	5
8:00 AM - 8:15 AM	0	3	103	10	18	0	9	78	4	12	0	1	9	1	4	0	17	7	20	4
8:15 AM - 8:30 AM	0	3	60	15	8	0	10	109	1	11	0	0	5	4	1	0	16	3	11	7
8:30 AM - 8:45 AM	0	2	73	15	14	1	15	108	1	15	0	0	2	0	0	0	21	8	21	10
8:45 AM - 9:00 AM	0	2	95	8	10	0	11	103	0	9	0	0	2	1	0	0	4	3	14	2
TOTAL	**0**	**18**	**757**	**86**	**109**	**1**	**103**	**956**	**9**	**85**	**0**	**5**	**33**	**14**	**14**	**0**	**117**	**49**	**130**	**40**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	1	128	12	9	0	16	115	0	6	0	0	5	3	0	0	17	5	17	4
4:15 PM - 4:30 PM	0	3	125	17	18	0	13	143	0	13	0	1	4	1	1	0	9	5	22	1
4:30 PM - 4:45 PM	0	2	141	9	10	0	21	101	0	12	0	5	7	0	1	0	13	7	17	3
4:45 PM - 5:00 PM	0	3	158	14	14	0	14	120	4	13	0	0	5	4	5	0	7	2	13	0
5:00 PM - 5:15 PM	0	0	162	12	13	0	20	101	0	5	0	1	8	2	1	0	9	7	22	2
5:15 PM - 5:30 PM	0	2	178	16	9	1	19	107	0	10	0	1	3	3	2	0	5	5	27	2
5:30 PM - 5:45 PM	0	0	110	11	12	0	17	121	2	12	0	0	5	3	1	0	5	5	21	1
5:45 PM - 6:00 PM	0	3	117	6	4	0	18	148	0	20	0	0	6	2	1	0	3	4	7	0
TOTAL	**0**	**14**	**1119**	**97**	**89**	**1**	**138**	**956**	**6**	**91**	**0**	**8**	**43**	**18**	**12**	**0**	**68**	**40**	**146**	**13**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	11	443	39	65	0	54	528	7	43	0	5	19	8	12	0	62	24	71	19
4:30 PM - 5:30 PM	0	7	639	51	46	1	74	429	4	40	0	7	23	9	9	0	34	21	79	7

	PHF	Trucks
AM	0.929	10.9%
PM	0.939	7.4%



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LOCATION Ave 328 @ Rd 92 **LATITUDE** 36.3854

COUNTY Tulare **LONGITUDE** -119.3680

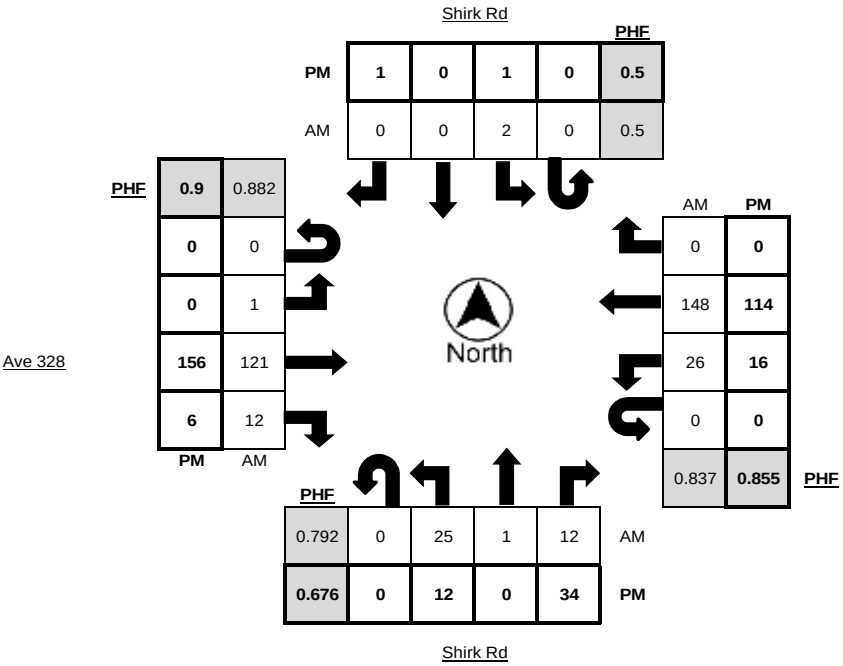
COLLECTION DATE Wednesday, June 02, 2021 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	1	0	3	1	0	0	0	0	0	0	0	20	1	3	0	3	40	0	2
7:15 AM - 7:30 AM	0	4	2	4	2	0	0	0	0	0	0	0	24	2	6	0	3	37	0	3
7:30 AM - 7:45 AM	0	7	0	1	5	0	0	1	0	1	0	1	25	1	6	0	6	35	0	2
7:45 AM - 8:00 AM	0	5	0	2	1	0	0	0	0	0	0	0	35	1	5	0	11	30	0	1
8:00 AM - 8:15 AM	0	6	1	4	3	0	0	0	0	0	0	0	22	6	9	0	7	45	0	5
8:15 AM - 8:30 AM	0	6	0	2	1	0	1	0	0	0	0	0	30	2	2	0	5	29	0	6
8:30 AM - 8:45 AM	0	8	0	4	2	0	1	0	0	0	0	1	34	3	8	0	3	44	0	10
8:45 AM - 9:00 AM	0	4	0	8	3	0	0	1	0	1	0	0	20	2	3	0	2	24	0	9
TOTAL	**0**	**41**	**3**	**28**	**18**	**0**	**2**	**2**	**0**	**2**	**0**	**2**	**210**	**18**	**42**	**0**	**40**	**284**	**0**	**38**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	2	0	6	0	0	0	0	0	0	0	0	37	8	7	0	6	32	0	1
4:15 PM - 4:30 PM	0	3	0	4	0	0	0	0	0	0	0	0	42	1	8	0	5	32	0	1
4:30 PM - 4:45 PM	0	1	0	16	0	0	0	0	0	0	0	0	37	0	3	0	3	30	0	3
4:45 PM - 5:00 PM	0	4	0	5	0	0	0	0	1	0	0	0	35	2	2	0	2	20	0	0
5:00 PM - 5:15 PM	0	4	0	9	0	0	1	0	0	0	0	0	42	3	1	0	6	32	0	4
5:15 PM - 5:30 PM	0	5	0	11	0	0	1	0	0	0	0	0	32	2	2	0	4	29	0	3
5:30 PM - 5:45 PM	0	1	0	7	0	0	1	0	0	0	0	0	33	2	1	0	2	28	0	1
5:45 PM - 6:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	28	1	2	0	3	13	0	1
TOTAL	**0**	**20**	**0**	**61**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**286**	**19**	**26**	**0**	**31**	**216**	**0**	**14**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	25	1	12	7	0	2	0	0	0	0	1	121	12	24	0	26	148	0	22
4:15 PM - 5:15 PM	0	12	0	34	0	0	1	0	1	0	0	0	156	6	14	0	16	114	0	8

	PHF	Trucks
AM	0.888	15.2%
PM	0.876	6.5%



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 108 **LATITUDE** 36.3855

COUNTY Tulare **LONGITUDE** -119.3322

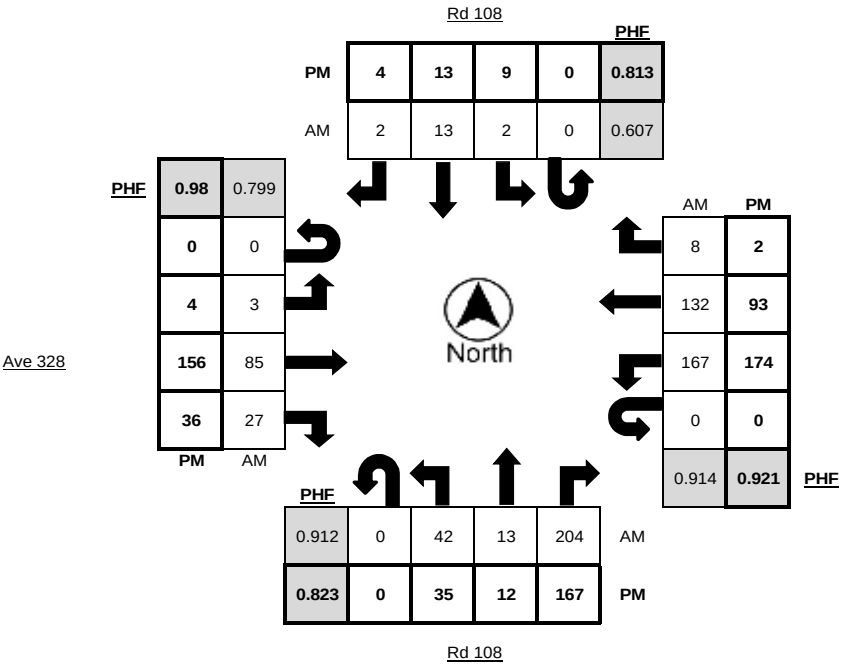
COLLECTION DATE Wednesday, June 02, 2021 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	9	2	46	1	0	1	3	0	0	0	1	17	5	4	0	26	38	6	2
7:15 AM - 7:30 AM	0	8	4	50	0	0	0	0	1	0	0	1	23	7	7	0	54	29	1	5
7:30 AM - 7:45 AM	0	13	3	53	1	0	1	6	0	0	0	0	20	5	7	0	48	35	0	8
7:45 AM - 8:00 AM	0	12	4	55	1	0	0	4	1	0	0	1	25	10	5	0	39	30	1	3
8:00 AM - 8:15 AM	0	12	1	25	1	0	1	4	2	0	0	2	20	5	5	0	41	33	1	7
8:15 AM - 8:30 AM	0	9	4	43	3	0	1	1	0	0	0	4	17	9	6	0	36	29	0	6
8:30 AM - 8:45 AM	0	10	3	24	1	0	4	1	3	1	0	1	30	8	8	0	33	31	0	7
8:45 AM - 9:00 AM	0	8	2	33	3	0	0	1	3	2	0	0	25	4	5	0	34	17	1	5
TOTAL	**0**	**81**	**23**	**329**	**11**	**0**	**8**	**20**	**10**	**3**	**0**	**10**	**177**	**53**	**47**	**0**	**311**	**242**	**10**	**43**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	8	0	32	1	0	1	0	2	0	0	0	44	8	9	0	45	23	1	2
4:15 PM - 4:30 PM	0	11	2	52	1	0	3	2	0	0	0	1	40	9	7	0	45	27	1	4
4:30 PM - 4:45 PM	0	9	3	46	0	0	1	5	2	0	0	1	37	11	2	0	39	21	1	1
4:45 PM - 5:00 PM	0	4	2	38	0	0	2	4	0	0	0	0	39	8	3	0	40	28	0	6
5:00 PM - 5:15 PM	0	11	5	31	0	0	3	2	2	0	0	2	40	8	1	0	50	17	0	0
5:15 PM - 5:30 PM	0	8	2	43	1	0	1	2	1	0	0	1	37	8	0	0	33	24	2	2
5:30 PM - 5:45 PM	0	7	2	53	0	0	0	1	1	0	0	2	30	5	2	0	32	22	0	1
5:45 PM - 6:00 PM	0	4	4	43	1	0	3	1	0	0	0	8	24	2	1	0	35	15	1	1
TOTAL	**0**	**62**	**20**	**338**	**4**	**0**	**14**	**17**	**8**	**0**	**0**	**15**	**291**	**59**	**25**	**0**	**319**	**177**	**6**	**17**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	42	13	204	3	0	2	13	2	0	0	3	85	27	23	0	167	132	8	18
4:15 PM - 5:15 PM	0	35	12	167	1	0	9	13	4	0	0	4	156	36	13	0	174	93	2	11

	PHF	Trucks
AM	0.948	6.3%
PM	0.913	3.5%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 112 **LATITUDE** 36.3855

COUNTY Tulare **LONGITUDE** -119.3232

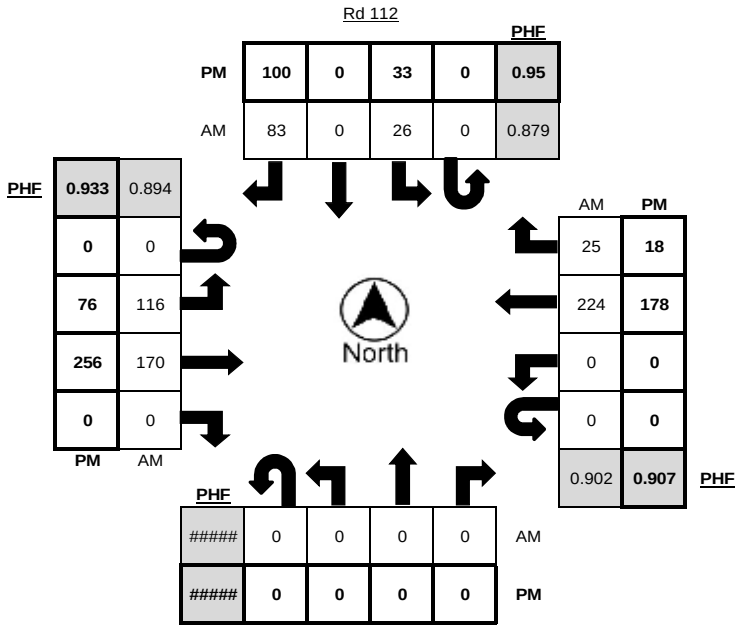
COLLECTION DATE Wednesday, June 02, 2021 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	10	0	16	0	0	23	34	0	4	0	0	49	4	2
7:15 AM - 7:30 AM	0	0	0	0	0	0	3	0	28	4	0	28	44	0	4	0	0	60	3	3
7:30 AM - 7:45 AM	0	0	0	0	0	0	8	0	23	1	0	34	43	0	8	0	0	59	10	7
7:45 AM - 8:00 AM	0	0	0	0	0	0	5	0	16	0	0	31	49	0	5	0	0	56	8	3
8:00 AM - 8:15 AM	0	0	0	0	0	0	7	0	18	2	0	18	30	0	4	0	0	57	6	4
8:15 AM - 8:30 AM	0	0	0	0	0	0	4	0	15	2	0	20	36	0	5	0	0	50	6	5
8:30 AM - 8:45 AM	0	0	0	0	0	0	5	0	21	4	0	11	44	0	4	0	0	39	3	4
8:45 AM - 9:00 AM	0	0	0	0	0	0	10	0	14	1	0	15	45	0	6	0	0	40	2	5
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**151**	**14**	**0**	**180**	**325**	**0**	**40**	**0**	**0**	**410**	**42**	**33**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	6	0	27	1	0	13	69	0	11	0	0	41	3	2
4:15 PM - 4:30 PM	0	0	0	0	0	0	10	0	25	2	0	12	72	0	6	0	0	49	5	2
4:30 PM - 4:45 PM	0	0	0	0	0	0	8	0	22	0	0	26	63	0	3	0	0	40	5	1
4:45 PM - 5:00 PM	0	0	0	0	0	0	9	0	26	2	0	25	52	0	3	0	0	48	5	4
5:00 PM - 5:15 PM	0	0	0	0	0	0	9	0	31	0	0	14	63	0	1	0	0	32	2	0
5:15 PM - 5:30 PM	0	0	0	0	0	1	6	0	14	0	0	20	57	0	0	0	0	42	4	2
5:30 PM - 5:45 PM	0	0	0	0	0	0	4	0	22	0	0	20	64	0	3	0	0	33	4	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	7	0	18	0	0	16	53	0	2	0	0	34	4	1
TOTAL	**0**	**0**	**0**	**0**	**0**	**1**	**59**	**0**	**185**	**5**	**0**	**146**	**493**	**0**	**29**	**0**	**0**	**319**	**32**	**13**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	0	0	0	0	0	26	0	83	5	0	116	170	0	21	0	0	224	25	15
4:00 PM - 5:00 PM	0	0	0	0	0	0	33	0	100	5	0	76	256	0	23	0	0	178	18	9

	PHF	Trucks
AM	0.910	6.4%
PM	0.955	5.6%



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

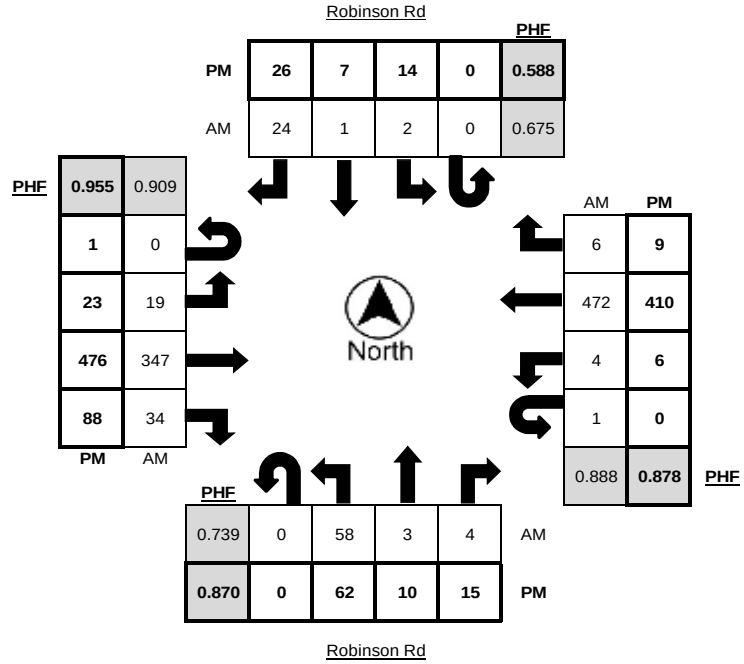
LOCATION Betty Dr / Riggin Ave @ Robinson Rd
LATITUDE 36.3549
COUNTY Tulare
LONGITUDE -119.4189
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	10	0	1	0	0	1	0	5	1	0	4	77	9	22	0	1	110	0	10
7:15 AM - 7:30 AM	0	15	0	1	1	0	1	0	8	3	0	7	85	9	29	1	1	130	4	12
7:30 AM - 7:45 AM	0	21	0	1	1	0	0	1	9	1	0	2	88	9	21	0	0	120	2	13
7:45 AM - 8:00 AM	0	12	3	1	0	0	0	0	2	0	0	6	97	7	24	0	2	112	0	21
8:00 AM - 8:15 AM	0	13	0	3	4	0	0	1	4	2	0	8	80	5	20	0	1	86	3	22
8:15 AM - 8:30 AM	0	16	4	2	1	0	3	2	5	3	0	6	94	6	29	0	1	90	2	16
8:30 AM - 8:45 AM	0	14	1	1	1	0	2	1	2	2	0	4	110	10	24	2	0	89	1	26
8:45 AM - 9:00 AM	0	18	1	1	1	0	2	1	4	1	1	4	72	13	14	0	1	87	1	17
TOTAL	**0**	**119**	**9**	**11**	**9**	**0**	**9**	**6**	**39**	**13**	**1**	**41**	**703**	**68**	**183**	**3**	**7**	**824**	**13**	**137**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	15	4	4	0	0	5	1	8	0	0	7	118	24	21	0	2	115	4	15
4:15 PM - 4:30 PM	0	12	3	4	1	0	3	3	14	0	0	3	116	21	18	0	1	91	1	15
4:30 PM - 4:45 PM	0	19	0	1	1	0	3	1	2	1	1	5	124	24	19	0	2	115	1	16
4:45 PM - 5:00 PM	0	16	3	6	2	0	3	2	2	0	0	8	118	19	12	0	1	89	3	13
5:00 PM - 5:15 PM	0	20	3	2	2	0	4	2	5	1	0	6	140	14	12	0	2	94	7	13
5:15 PM - 5:30 PM	0	21	2	1	1	0	3	3	7	2	0	3	100	26	11	0	1	109	3	20
5:30 PM - 5:45 PM	0	19	1	3	1	0	8	2	5	0	0	8	84	18	15	0	4	96	2	16
5:45 PM - 6:00 PM	0	17	2	1	2	0	1	3	4	0	0	3	79	15	6	0	7	80	1	13
TOTAL	**0**	**139**	**18**	**22**	**10**	**0**	**30**	**17**	**47**	**4**	**1**	**43**	**879**	**161**	**114**	**0**	**20**	**789**	**22**	**121**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	58	3	4	2	0	2	1	24	5	0	19	347	34	96	1	4	472	6	56
4:00 PM - 5:00 PM	0	62	10	15	4	0	14	7	26	1	1	23	476	88	70	0	6	410	9	59

	PHF	Trucks
AM	0.930	16.3%
PM	0.934	11.7%



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Turning Movement Report

Prepared For:
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1800 30th St, Ste 260
Bakersfield, CA 93301

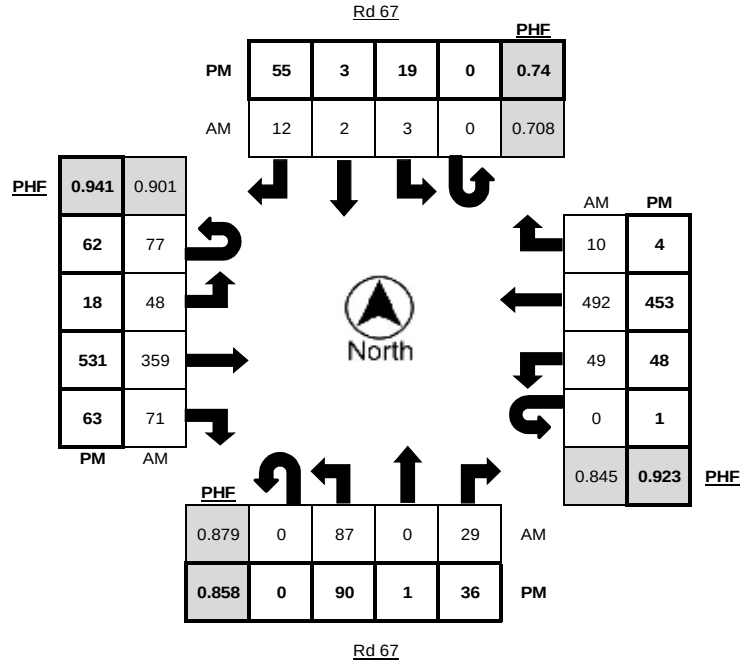
LOCATION Nutmeg Rd @ Riggen Ave
LATITUDE 36.3516
COUNTY Tulare
LONGITUDE -119.4241
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	18	0	8	16	0	1	0	2	3	18	9	78	21	25	0	13	117	2	13
7:15 AM - 7:30 AM	0	22	0	10	8	0	0	0	5	3	19	17	91	9	38	0	15	141	7	16
7:30 AM - 7:45 AM	0	26	0	7	14	0	1	1	1	1	24	10	87	18	22	0	11	134	0	13
7:45 AM - 8:00 AM	0	21	0	4	11	0	1	1	4	3	16	12	103	23	30	0	10	100	1	19
8:00 AM - 8:15 AM	0	19	1	7	13	0	2	4	5	5	21	12	86	19	20	0	12	86	3	24
8:15 AM - 8:30 AM	0	29	1	6	13	0	1	0	8	5	14	11	114	15	37	0	17	91	3	18
8:30 AM - 8:45 AM	0	18	1	9	14	0	2	0	3	3	13	8	92	7	20	0	13	92	1	28
8:45 AM - 9:00 AM	0	29	1	3	21	0	1	2	4	1	11	5	75	14	14	0	15	92	3	18
TOTAL	**0**	**182**	**4**	**54**	**110**	**0**	**9**	**8**	**32**	**24**	**136**	**84**	**726**	**126**	**206**	**0**	**106**	**853**	**20**	**149**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	24	1	4	12	0	12	0	22	2	14	7	129	18	23	0	11	111	2	14
4:15 PM - 4:30 PM	0	24	0	13	8	0	10	0	14	6	12	7	117	20	22	1	7	112	3	20
4:30 PM - 4:45 PM	0	25	0	7	4	0	3	2	21	5	18	2	134	15	21	0	17	120	0	17
4:45 PM - 5:00 PM	0	16	0	9	7	0	2	0	7	2	15	4	136	15	19	0	7	104	0	14
5:00 PM - 5:15 PM	0	25	1	7	9	0	4	1	13	2	17	5	144	13	17	0	17	117	1	13
5:15 PM - 5:30 PM	0	29	0	3	8	0	2	1	8	4	9	3	120	16	13	0	21	115	2	23
5:30 PM - 5:45 PM	0	20	0	9	7	0	0	0	6	2	24	4	104	12	22	0	6	129	5	20
5:45 PM - 6:00 PM	0	14	0	11	5	0	1	0	5	2	15	3	82	9	8	0	11	90	0	16
TOTAL	**0**	**177**	**2**	**63**	**60**	**0**	**34**	**4**	**96**	**25**	**124**	**35**	**966**	**118**	**145**	**1**	**97**	**898**	**13**	**137**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	87	0	29	49	0	3	2	12	10	77	48	359	71	115	0	49	492	10	61
4:15 PM - 5:15 PM	0	90	1	36	28	0	19	3	55	15	62	18	531	63	79	1	48	453	4	64

	PHF	Trucks
AM	0.922	19.0%
PM	0.948	13.4%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

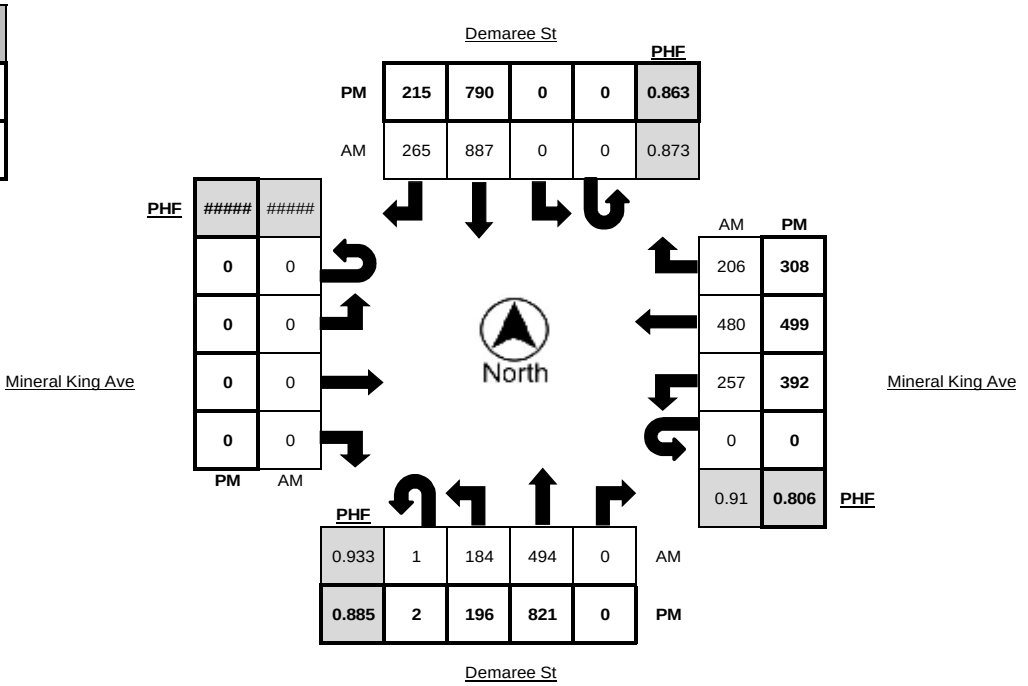
LOCATION Demaree St @ Mineral King Ave
LATITUDE 36.3276
COUNTY Tulare
LONGITUDE -119.3318
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	32	90	0	5	0	0	126	85	3	0	0	0	0	0	0	45	54	28	0
7:15 AM - 7:30 AM	2	33	87	0	5	0	0	196	105	4	0	0	0	0	0	0	56	90	33	0
7:30 AM - 7:45 AM	1	54	98	0	5	0	0	237	93	4	0	0	0	0	0	0	60	109	43	0
7:45 AM - 8:00 AM	0	45	137	0	5	0	0	248	34	1	0	0	0	0	0	0	59	139	52	0
8:00 AM - 8:15 AM	0	33	143	0	5	0	0	217	65	3	0	0	0	0	0	0	78	117	64	0
8:15 AM - 8:30 AM	0	52	116	0	6	0	0	185	73	2	0	0	0	0	0	0	60	115	47	0
8:30 AM - 8:45 AM	0	33	109	0	5	0	0	154	54	4	0	0	0	0	0	0	60	76	35	0
8:45 AM - 9:00 AM	1	34	100	0	5	0	0	144	60	6	0	0	0	0	0	0	53	78	38	0
TOTAL	**4**	**316**	**880**	**0**	**41**	**0**	**0**	**1507**	**569**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**471**	**778**	**340**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	46	188	0	2	0	0	172	44	3	0	0	0	0	0	0	99	109	67	0
4:15 PM - 4:30 PM	2	48	210	0	4	0	0	160	43	2	0	0	0	0	0	0	72	111	71	0
4:30 PM - 4:45 PM	2	37	194	0	1	0	0	223	68	3	0	0	0	0	0	0	78	103	63	0
4:45 PM - 5:00 PM	0	54	190	0	3	0	0	180	43	0	0	0	0	0	0	0	77	101	77	0
5:00 PM - 5:15 PM	0	49	205	0	0	0	0	164	45	1	0	0	0	0	0	0	128	162	82	0
5:15 PM - 5:30 PM	0	56	232	0	1	0	0	223	59	1	0	0	0	0	0	0	109	133	86	0
5:30 PM - 5:45 PM	1	45	206	0	3	0	0	182	55	1	0	0	0	0	0	0	66	100	76	0
5:45 PM - 6:00 PM	1	29	181	0	1	0	0	180	37	4	0	0	0	0	0	0	68	97	73	0
TOTAL	**6**	**364**	**1606**	**0**	**15**	**0**	**0**	**1484**	**394**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**697**	**916**	**595**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	1	184	494	0	21	0	0	887	265	10	0	0	0	0	0	0	257	480	206	0
4:30 PM - 5:30 PM	2	196	821	0	5	0	0	790	215	5	0	0	0	0	0	0	392	499	308	0

	PHF	Trucks
AM	0.967	1.1%
PM	0.897	0.3%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

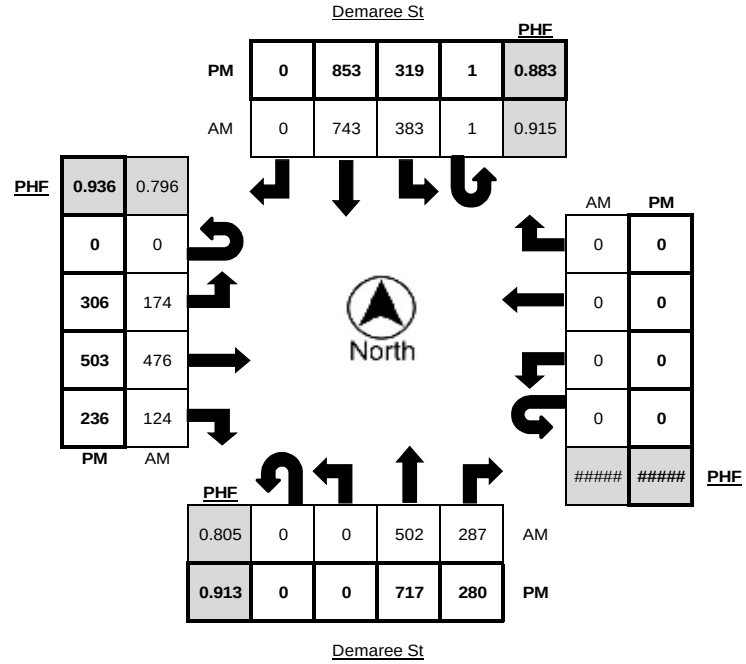
LOCATION Demaree St @ Noble Ave
LATITUDE 36.3266
COUNTY Tulare
LONGITUDE -119.3317
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	92	46	5	0	74	103	0	2	0	31	53	15	3	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	92	48	5	1	95	140	0	6	0	32	86	23	3	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	122	61	2	0	101	185	0	4	0	28	88	28	7	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	132	113	4	0	104	204	0	1	0	51	155	37	4	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	128	64	4	0	81	196	0	3	0	45	119	24	4	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	120	49	3	1	97	158	0	1	0	50	114	35	4	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	97	63	3	1	57	149	0	2	0	45	92	28	5	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	87	69	6	0	68	135	0	5	0	43	77	29	4	0	0	0	0	0
TOTAL	**0**	**0**	**870**	**513**	**32**	**3**	**677**	**1270**	**0**	**24**	**0**	**325**	**784**	**219**	**34**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	163	56	1	0	72	204	0	2	0	74	107	59	7	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	172	48	2	1	70	172	0	2	0	85	117	59	3	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	164	68	1	0	69	233	0	2	0	71	123	64	4	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	173	62	0	0	80	182	0	0	0	73	113	56	1	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	191	66	2	1	77	199	0	1	0	68	142	56	1	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	189	84	0	0	93	239	0	0	0	94	125	60	1	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	174	44	3	0	68	180	0	3	0	81	131	74	1	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	164	69	1	0	62	185	0	2	0	56	103	44	0	0	0	0	0	0
TOTAL	**0**	**0**	**1390**	**497**	**10**	**2**	**591**	**1594**	**0**	**12**	**0**	**602**	**961**	**472**	**18**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	0	502	287	13	1	383	743	0	9	0	174	476	124	19	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	717	280	3	1	319	853	0	3	0	306	503	236	7	0	0	0	0	0

	PHF	Trucks
AM	0.845	1.5%
PM	0.909	0.4%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

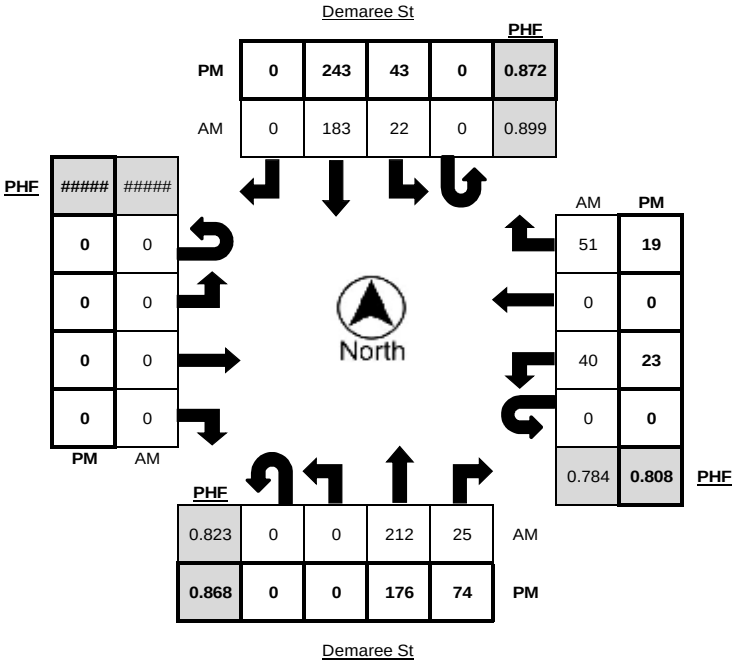
LOCATION Demaree St @ Pratt Rd
LATITUDE 36.3656
COUNTY Tulare
LONGITUDE -119.3321
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	56	7	1	0	4	30	0	3	0	0	0	0	0	0	5	0	7	2
7:15 AM - 7:30 AM	0	0	59	4	0	0	6	51	0	3	0	0	0	0	0	0	8	0	12	1
7:30 AM - 7:45 AM	0	0	65	7	1	0	6	39	0	3	0	0	0	0	0	0	11	0	6	1
7:45 AM - 8:00 AM	0	0	58	10	1	0	6	46	0	2	0	0	0	0	0	0	10	0	19	1
8:00 AM - 8:15 AM	0	0	30	4	0	0	4	47	0	2	0	0	0	0	0	0	11	0	14	0
8:15 AM - 8:30 AM	0	0	45	5	1	0	6	30	0	3	0	0	0	0	0	0	5	0	5	2
8:30 AM - 8:45 AM	0	0	35	6	2	0	1	39	0	0	0	0	0	0	0	0	7	0	4	1
8:45 AM - 9:00 AM	0	0	38	5	2	0	5	45	0	2	0	0	0	0	0	0	3	0	7	0
TOTAL	**0**	**0**	**386**	**48**	**8**	**0**	**38**	**327**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**74**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	43	21	2	0	12	60	0	1	0	0	0	0	0	0	5	0	4	1
4:15 PM - 4:30 PM	0	0	49	15	1	0	4	55	0	2	0	0	0	0	0	0	6	0	7	0
4:30 PM - 4:45 PM	0	0	52	20	0	0	12	61	0	0	0	0	0	0	0	0	8	0	5	0
4:45 PM - 5:00 PM	0	0	32	18	0	0	15	67	0	3	0	0	0	0	0	0	4	0	3	0
5:00 PM - 5:15 PM	0	0	38	15	1	0	5	62	0	0	0	0	0	0	0	0	4	0	7	0
5:15 PM - 5:30 PM	0	0	47	15	2	0	9	45	0	0	0	0	0	0	0	0	15	0	3	0
5:30 PM - 5:45 PM	0	0	49	22	0	0	6	40	0	0	0	0	0	0	0	0	8	0	8	0
5:45 PM - 6:00 PM	0	0	47	19	1	0	10	51	0	0	0	0	0	0	0	0	4	0	4	0
TOTAL	**0**	**0**	**357**	**145**	**7**	**0**	**73**	**441**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**0**	**41**	**1**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	0	212	25	2	0	22	183	0	10	0	0	0	0	0	0	40	0	51	3
4:00 PM - 5:00 PM	0	0	176	74	3	0	43	243	0	6	0	0	0	0	0	0	23	0	19	1

	PHF	Trucks
AM	0.894	2.8%
PM	0.915	1.7%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

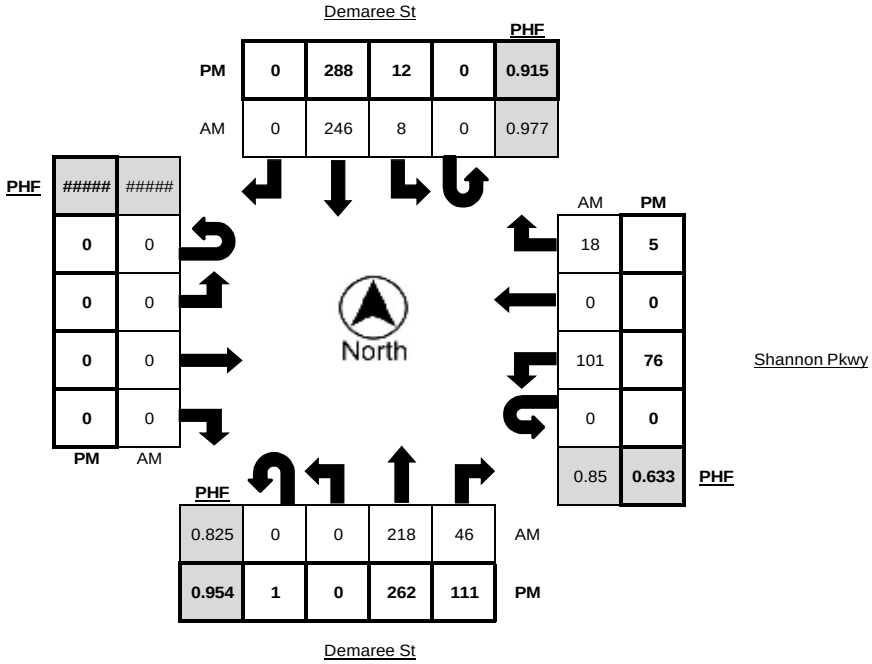
LOCATION Demaree St @ Shannon Pkwy
LATITUDE 36.3616
COUNTY Tulare
LONGITUDE -119.3321
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	60	6	1	0	1	36	0	4	0	0	0	0	0	0	20	0	2	0
7:15 AM - 7:30 AM	0	0	55	4	0	0	4	59	0	3	0	0	0	0	0	0	29	0	6	1
7:30 AM - 7:45 AM	0	0	65	15	1	0	1	64	0	3	0	0	0	0	0	0	25	0	5	0
7:45 AM - 8:00 AM	0	0	62	14	2	0	1	61	0	1	0	0	0	0	0	0	22	0	5	0
8:00 AM - 8:15 AM	0	0	36	13	0	0	2	62	0	2	0	0	0	0	0	0	25	0	2	0
8:15 AM - 8:30 AM	0	0	52	11	1	0	0	44	0	1	0	0	0	0	0	0	22	0	2	1
8:30 AM - 8:45 AM	0	0	40	5	2	0	4	49	0	1	0	0	0	0	0	0	23	0	1	0
8:45 AM - 9:00 AM	0	0	41	14	2	0	2	55	0	1	0	0	0	0	0	0	19	0	2	0
TOTAL	**0**	**0**	**411**	**82**	**9**	**0**	**15**	**430**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**185**	**0**	**25**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	0	72	21	2	0	3	79	0	3	0	0	0	0	0	0	32	0	0	0
4:15 PM - 4:30 PM	0	0	65	30	1	0	1	62	0	2	0	0	0	0	0	0	13	0	2	0
4:30 PM - 4:45 PM	0	0	70	28	0	0	6	71	0	0	0	0	0	0	0	0	12	0	2	0
4:45 PM - 5:00 PM	0	0	55	32	0	0	2	76	0	3	0	0	0	0	0	0	19	0	1	0
5:00 PM - 5:15 PM	0	0	60	37	0	0	0	72	0	0	0	0	0	0	0	0	22	0	0	0
5:15 PM - 5:30 PM	0	0	72	26	1	0	1	62	0	0	0	0	0	0	0	0	19	0	2	0
5:30 PM - 5:45 PM	0	0	77	28	0	0	2	49	0	0	0	0	0	0	0	0	18	0	2	0
5:45 PM - 6:00 PM	0	0	62	26	1	0	3	62	0	0	0	0	0	0	0	0	18	0	1	0
TOTAL	**1**	**0**	**533**	**228**	**5**	**0**	**18**	**533**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**153**	**0**	**10**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	0	218	46	3	0	8	246	0	9	0	0	0	0	0	0	101	0	18	1
4:00 PM - 5:00 PM	1	0	262	111	3	0	12	288	0	8	0	0	0	0	0	0	76	0	5	0

	PHF	Trucks
AM	0.910	2.0%
PM	0.907	1.5%



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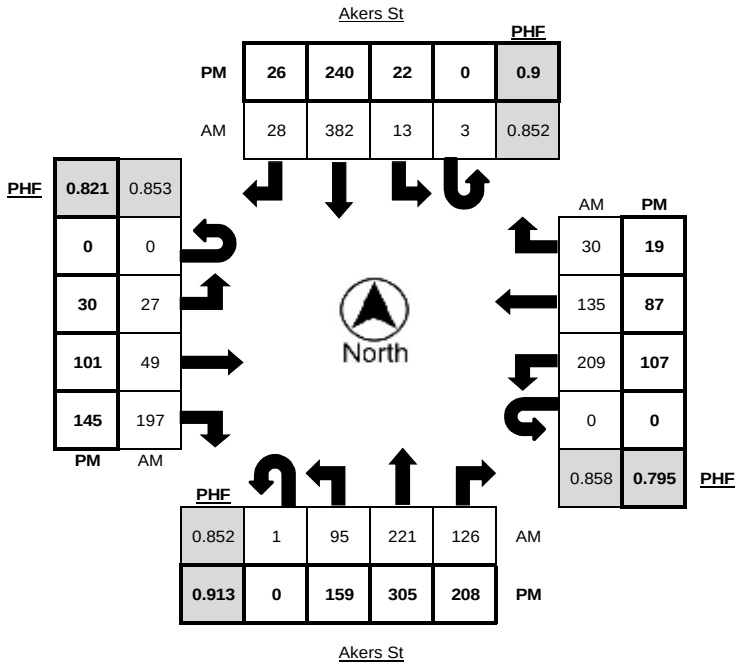
LOCATION Ferguson Ave @ Akers St
LATITUDE 36.3492
COUNTY Tulare
LONGITUDE -119.3500
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	20	27	8	2	0	2	41	5	0	0	1	9	28	1	0	21	19	7	0
7:15 AM - 7:30 AM	0	12	40	21	3	1	1	63	3	0	0	1	15	32	0	0	31	29	6	0
7:30 AM - 7:45 AM	0	11	34	16	0	1	3	88	6	2	0	7	12	56	1	0	57	31	5	0
7:45 AM - 8:00 AM	1	36	59	32	2	0	2	116	7	0	0	4	9	43	0	0	57	47	5	2
8:00 AM - 8:15 AM	0	21	66	37	2	0	6	90	6	1	0	12	11	57	3	0	48	29	15	1
8:15 AM - 8:30 AM	0	27	62	41	1	2	2	88	9	1	0	4	17	41	2	0	47	28	5	0
8:30 AM - 8:45 AM	0	17	40	16	2	0	1	54	2	1	0	2	11	36	0	0	23	10	4	0
8:45 AM - 9:00 AM	1	19	32	12	1	0	2	50	2	2	0	1	15	25	5	0	34	19	3	0
TOTAL	**2**	**163**	**360**	**183**	**13**	**4**	**19**	**590**	**40**	**7**	**0**	**32**	**99**	**318**	**12**	**0**	**318**	**212**	**50**	**3**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	41	72	50	1	0	6	69	5	1	0	12	30	37	1	0	27	35	5	0
4:15 PM - 4:30 PM	0	53	78	53	1	0	7	61	8	0	0	5	23	42	0	0	18	17	5	0
4:30 PM - 4:45 PM	0	33	78	57	0	0	2	50	7	1	0	8	29	47	0	0	19	23	3	1
4:45 PM - 5:00 PM	0	32	77	48	0	0	7	60	6	1	0	5	19	19	0	0	43	12	6	1
5:00 PM - 5:15 PM	0	38	88	65	2	1	6	52	7	1	0	8	36	34	0	0	25	15	1	0
5:15 PM - 5:30 PM	0	48	85	49	0	3	3	54	4	0	0	5	28	21	0	0	26	18	4	0
5:30 PM - 5:45 PM	0	35	88	65	0	0	9	57	3	0	0	1	21	30	1	0	15	30	6	0
5:45 PM - 6:00 PM	0	36	80	58	0	0	6	56	6	1	0	2	27	32	0	0	18	15	8	0
TOTAL	**0**	**316**	**646**	**445**	**4**	**4**	**46**	**459**	**46**	**5**	**0**	**46**	**213**	**262**	**2**	**0**	**191**	**165**	**38**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	1	95	221	126	5	3	13	382	28	4	0	27	49	197	6	0	209	135	30	3
4:00 PM - 5:00 PM	0	159	305	208	2	0	22	240	26	3	0	30	101	145	1	0	107	87	19	2

	PHF	Trucks
AM	0.907	1.2%
PM	0.931	0.6%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

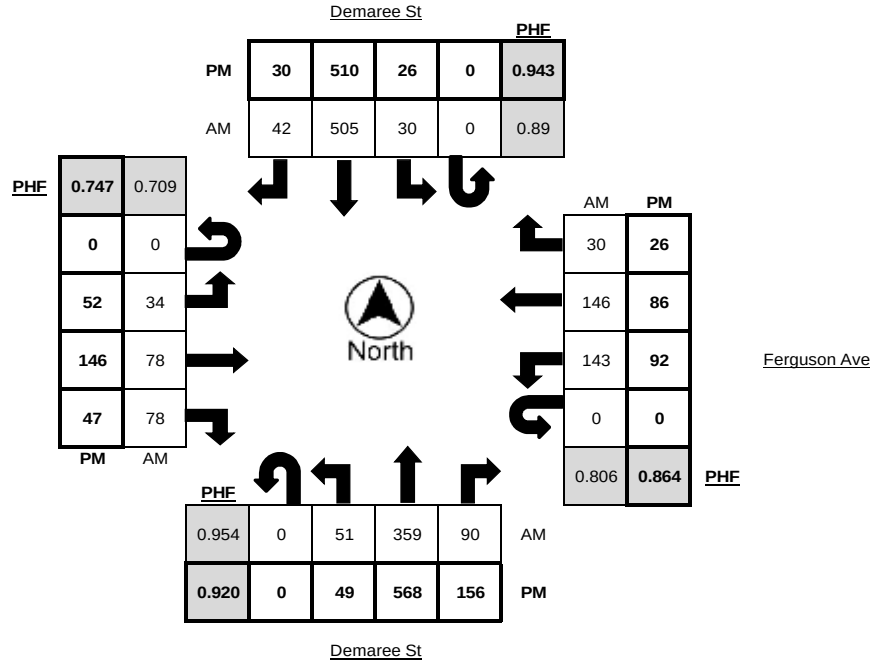
LOCATION Ferguson Ave @ Demaree St
LATITUDE 36.3491
COUNTY Tulare
LONGITUDE -119.3319
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	4	70	15	0	0	3	84	6	2	0	6	7	4	0	0	29	20	1	0
7:15 AM - 7:30 AM	0	6	66	11	4	0	2	102	5	0	0	7	17	10	0	0	41	27	6	0
7:30 AM - 7:45 AM	0	12	85	16	4	0	6	128	10	3	0	6	13	9	1	0	40	37	7	0
7:45 AM - 8:00 AM	0	12	93	21	1	0	7	147	8	0	0	7	28	10	0	0	40	56	3	0
8:00 AM - 8:15 AM	0	14	88	28	3	0	13	112	13	3	0	13	19	35	0	0	37	28	11	0
8:15 AM - 8:30 AM	0	13	93	25	3	0	4	118	11	3	0	8	18	24	2	0	26	25	9	0
8:30 AM - 8:45 AM	0	3	63	15	3	0	2	97	4	6	0	3	12	8	0	0	27	14	3	0
8:45 AM - 9:00 AM	0	8	57	15	4	0	0	93	5	1	0	5	11	8	1	0	15	23	3	0
TOTAL	**0**	**72**	**615**	**146**	**22**	**0**	**37**	**881**	**62**	**18**	**0**	**55**	**125**	**108**	**4**	**0**	**255**	**230**	**43**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	10	123	32	1	0	5	123	4	2	0	12	34	15	0	0	29	41	3	0
4:15 PM - 4:30 PM	0	13	140	34	3	0	7	106	9	2	0	10	40	6	0	0	24	17	1	0
4:30 PM - 4:45 PM	0	12	122	26	2	0	3	137	5	3	0	12	41	16	1	0	26	31	5	1
4:45 PM - 5:00 PM	0	7	131	33	2	0	5	122	6	2	0	10	31	14	0	0	27	20	7	0
5:00 PM - 5:15 PM	0	15	148	41	1	0	5	121	7	2	0	18	54	10	0	0	22	18	8	0
5:15 PM - 5:30 PM	0	18	147	45	2	0	9	135	6	2	0	13	37	15	0	0	23	14	6	0
5:30 PM - 5:45 PM	0	9	142	37	3	0	7	132	11	1	0	11	24	8	0	0	20	34	5	1
5:45 PM - 6:00 PM	0	12	117	22	2	0	3	92	10	2	0	12	37	8	0	0	24	18	4	0
TOTAL	**0**	**96**	**1070**	**270**	**16**	**0**	**44**	**968**	**58**	**16**	**0**	**98**	**298**	**92**	**1**	**0**	**195**	**193**	**39**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	51	359	90	11	0	30	505	42	9	0	34	78	78	3	0	143	146	30	0
4:45 PM - 5:45 PM	0	49	568	156	8	0	26	510	30	7	0	52	146	47	0	0	92	86	26	1

	PHF	Trucks
AM	0.918	1.5%
PM	0.955	0.9%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

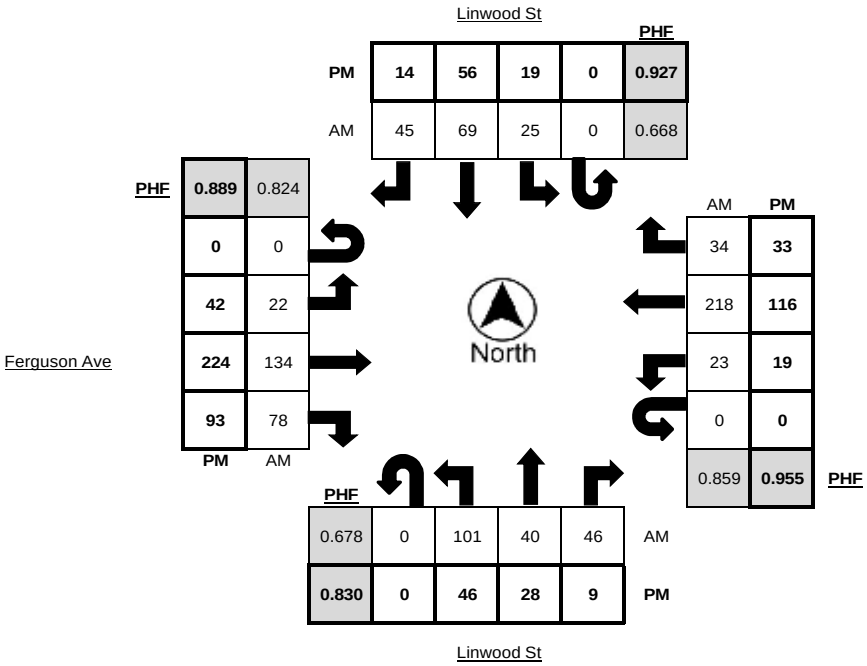
LOCATION Ferguson Ave @ Linwood St
LATITUDE 36.3490
COUNTY Tulare
LONGITUDE -119.3410
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	10	1	1	0	0	6	10	5	0	0	1	13	13	0	0	3	28	3	0
7:15 AM - 7:30 AM	0	17	2	1	1	0	4	10	7	1	1	3	25	14	1	0	3	35	2	0
7:30 AM - 7:45 AM	0	15	9	1	0	0	1	8	15	2	0	3	28	7	2	0	1	50	2	0
7:45 AM - 8:00 AM	0	24	3	13	0	0	9	17	17	0	0	2	40	17	1	0	4	72	4	0
8:00 AM - 8:15 AM	0	34	14	21	1	0	13	32	7	0	0	4	40	27	0	0	10	50	17	0
8:15 AM - 8:30 AM	0	28	14	11	0	0	2	12	6	1	0	13	26	27	3	0	8	46	11	0
8:30 AM - 8:45 AM	0	9	5	2	1	0	1	5	4	0	0	2	21	8	0	0	0	18	3	0
8:45 AM - 9:00 AM	0	12	3	0	0	0	1	8	4	0	0	2	24	8	1	0	3	35	3	0
TOTAL	**0**	**149**	**51**	**50**	**3**	**0**	**37**	**102**	**65**	**4**	**1**	**30**	**217**	**121**	**8**	**0**	**32**	**334**	**45**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	14	8	3	0	0	8	10	7	0	0	9	50	27	0	0	3	45	8	0
4:15 PM - 4:30 PM	0	11	3	4	0	0	2	12	6	0	0	15	53	17	0	0	6	30	7	0
4:30 PM - 4:45 PM	0	17	2	5	0	0	5	21	4	0	0	12	54	21	1	0	0	38	4	1
4:45 PM - 5:00 PM	0	18	9	0	0	0	4	7	5	0	0	11	42	22	0	0	3	26	4	1
5:00 PM - 5:15 PM	0	11	7	2	0	0	3	13	7	0	0	7	71	23	1	0	5	26	11	0
5:15 PM - 5:30 PM	0	14	8	1	0	0	3	14	2	0	0	13	57	18	0	0	1	27	11	0
5:30 PM - 5:45 PM	0	12	9	4	0	0	7	13	3	0	0	15	45	31	0	0	5	34	4	0
5:45 PM - 6:00 PM	0	9	4	2	0	0	6	16	2	0	0	7	51	21	0	0	8	29	7	0
TOTAL	**0**	**106**	**50**	**21**	**0**	**0**	**38**	**106**	**36**	**0**	**0**	**89**	**423**	**180**	**2**	**0**	**31**	**255**	**56**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	101	40	46	1	0	25	69	45	3	0	22	134	78	6	0	23	218	34	0
5:00 PM - 6:00 PM	0	46	28	9	0	0	19	56	14	0	0	42	224	93	1	0	19	116	33	0

	PHF	Trucks
AM	0.776	1.2%
PM	0.940	0.1%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

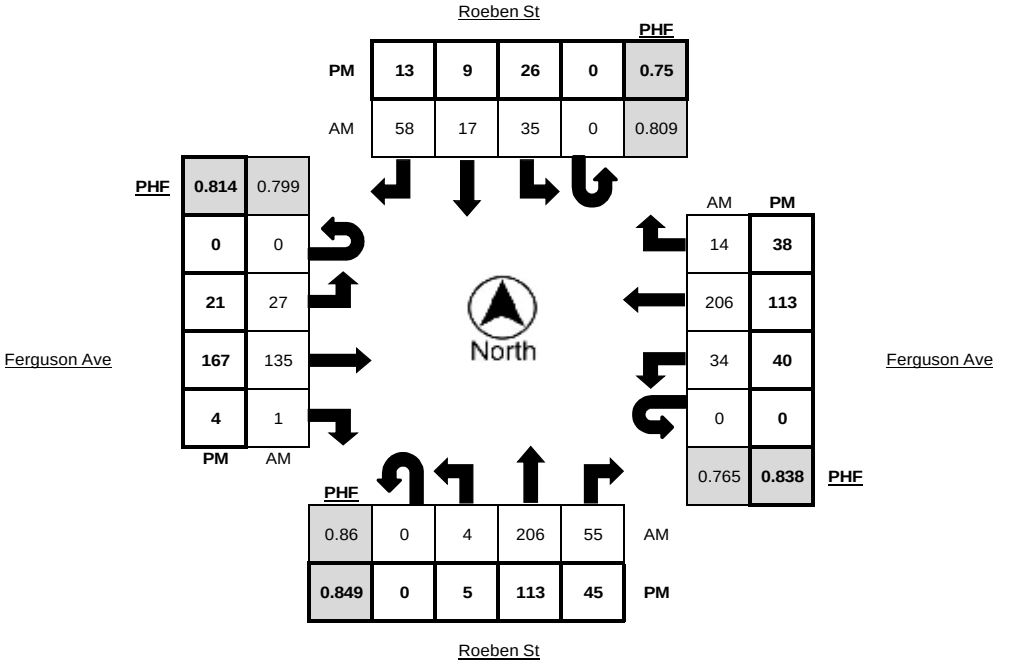
LOCATION Ferguson Ave @ Roeben St
LATITUDE 36.3511
COUNTY Tulare
LONGITUDE -119.3589
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	3	27	8	1	0	7	4	7	2	0	2	17	3	1	0	8	27	4	1
7:15 AM - 7:30 AM	0	2	34	12	0	0	5	0	5	0	0	2	16	2	0	0	8	34	2	1
7:30 AM - 7:45 AM	0	1	40	15	0	0	10	4	9	1	0	3	33	0	2	0	4	40	2	0
7:45 AM - 8:00 AM	0	0	62	12	0	0	12	6	10	0	0	4	21	1	1	0	14	62	7	0
8:00 AM - 8:15 AM	0	2	56	19	1	0	7	3	24	1	0	10	40	0	2	0	8	56	4	0
8:15 AM - 8:30 AM	0	1	48	9	0	0	6	4	15	1	0	10	41	0	2	0	8	48	1	2
8:30 AM - 8:45 AM	0	1	20	7	0	0	5	0	5	0	0	5	25	3	0	0	5	20	4	0
8:45 AM - 9:00 AM	0	0	28	13	2	0	4	2	3	0	0	1	14	0	3	0	8	28	1	0
TOTAL	**0**	**10**	**315**	**95**	**4**	**0**	**56**	**23**	**78**	**5**	**0**	**37**	**207**	**9**	**11**	**0**	**63**	**315**	**25**	**4**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	1	31	16	1	0	6	2	5	1	0	5	54	0	0	0	14	31	12	0
4:15 PM - 4:30 PM	0	0	34	12	0	0	9	2	5	0	0	4	38	1	0	0	7	34	6	0
4:30 PM - 4:45 PM	0	2	31	12	0	0	8	3	2	0	0	6	49	3	0	0	11	31	8	1
4:45 PM - 5:00 PM	0	2	17	5	0	0	3	2	1	0	0	6	26	0	0	0	8	17	12	1
5:00 PM - 5:15 PM	0	0	31	14	0	0	6	6	4	0	0	5	40	1	0	0	12	31	11	0
5:15 PM - 5:30 PM	0	0	27	5	0	0	5	6	4	0	0	6	29	1	1	0	17	27	7	0
5:30 PM - 5:45 PM	0	0	28	12	0	0	6	9	1	0	0	3	35	6	0	0	12	28	9	0
5:45 PM - 6:00 PM	0	1	19	13	0	0	6	5	6	0	0	5	29	0	0	0	11	19	8	0
TOTAL	**0**	**6**	**218**	**89**	**1**	**0**	**49**	**35**	**28**	**1**	**0**	**40**	**300**	**12**	**1**	**0**	**92**	**218**	**73**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	4	206	55	1	0	35	17	58	3	0	27	135	1	7	0	34	206	14	2
4:00 PM - 5:00 PM	0	5	113	45	1	0	26	9	13	1	0	21	167	4	0	0	40	113	38	2

	PHF	Trucks
AM	0.865	1.6%
PM	0.839	0.7%



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Bakersfield, CA 93301

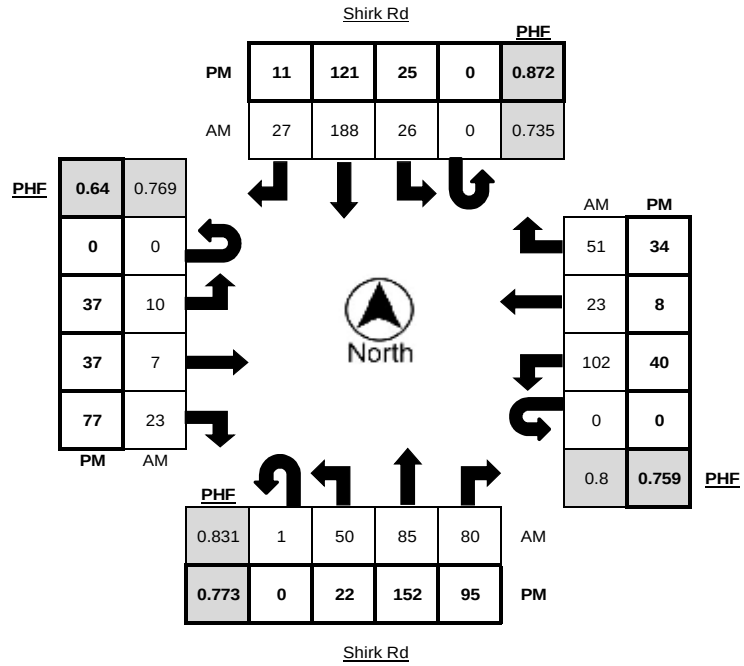
LOCATION Ferguson Ave @ Shirk Rd
LATITUDE 36.3510
COUNTY Tulare
LONGITUDE -119.3678
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	10	13	7	4	0	3	29	10	4	0	1	1	7	3	0	27	5	11	2
7:15 AM - 7:30 AM	0	9	19	15	3	0	1	32	6	4	0	0	0	2	1	0	35	1	10	0
7:30 AM - 7:45 AM	0	10	16	13	5	0	8	50	6	4	0	2	2	9	4	0	26	5	8	0
7:45 AM - 8:00 AM	0	17	21	27	4	0	2	70	10	4	0	2	0	2	3	0	31	9	15	0
8:00 AM - 8:15 AM	0	9	27	20	5	0	7	43	7	5	0	1	3	7	3	0	26	5	12	3
8:15 AM - 8:30 AM	1	14	21	20	3	0	9	25	4	4	0	5	2	5	6	0	19	4	16	2
8:30 AM - 8:45 AM	0	7	24	18	7	0	6	22	6	3	0	2	2	5	1	0	15	3	8	1
8:45 AM - 9:00 AM	0	14	22	8	9	0	8	24	5	5	0	4	0	6	4	0	16	5	12	0
TOTAL	**1**	**90**	**163**	**128**	**40**	**0**	**44**	**295**	**54**	**33**	**0**	**17**	**10**	**43**	**25**	**0**	**195**	**37**	**92**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	11	47	29	4	0	6	34	5	1	0	12	9	17	5	0	18	2	7	2
4:15 PM - 4:30 PM	0	4	27	19	2	0	7	17	4	3	0	6	8	20	1	0	8	2	9	0
4:30 PM - 4:45 PM	0	5	47	29	1	0	8	32	0	0	0	11	14	34	1	0	10	4	11	0
4:45 PM - 5:00 PM	0	2	31	18	0	0	4	38	2	2	0	8	6	6	2	0	4	0	7	0
5:00 PM - 5:15 PM	0	1	50	27	1	0	11	16	0	0	0	10	11	27	0	0	8	1	6	0
5:15 PM - 5:30 PM	0	3	41	18	2	0	6	21	1	1	0	4	6	2	0	0	9	1	10	0
5:30 PM - 5:45 PM	0	2	48	27	1	0	6	24	1	0	0	9	1	15	0	0	13	0	7	0
5:45 PM - 6:00 PM	0	1	27	25	1	0	6	20	6	2	0	4	1	8	1	0	12	2	6	0
TOTAL	**0**	**29**	**318**	**192**	**12**	**0**	**54**	**202**	**19**	**9**	**0**	**64**	**56**	**129**	**10**	**0**	**82**	**12**	**63**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	1	50	85	80	17	0	26	188	27	17	0	10	7	23	16	0	102	23	51	5
4:00 PM - 5:00 PM	0	22	152	95	7	0	25	121	11	6	0	37	37	77	9	0	40	8	34	2

	PHF	Trucks
AM	0.817	8.2%
PM	0.804	3.6%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

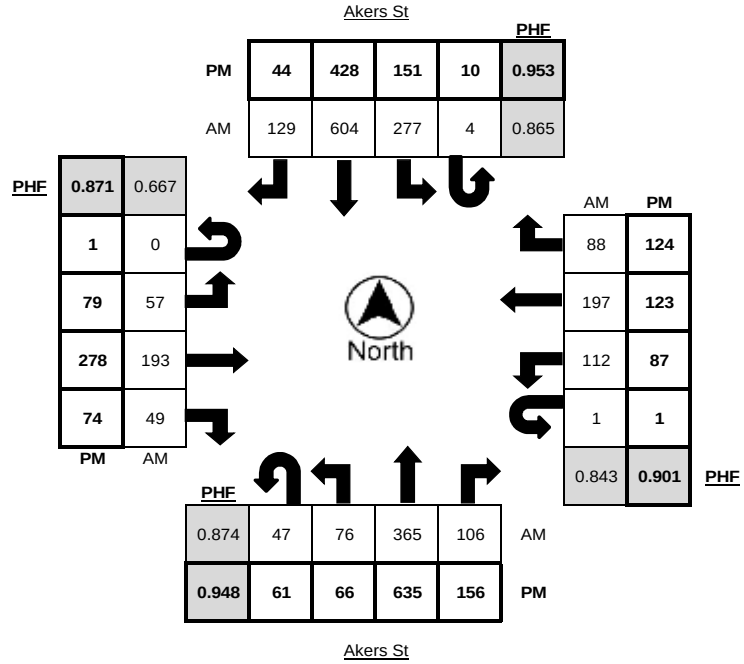
LOCATION Goshen Ave @ Akers St
LATITUDE 36.3418
COUNTY Tulare
LONGITUDE -119.3499
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	11	13	54	14	5	1	52	80	7	2	0	4	28	3	3	0	10	31	10	1
7:15 AM - 7:30 AM	18	22	54	12	0	1	40	95	19	0	0	10	34	8	0	0	23	37	11	3
7:30 AM - 7:45 AM	24	15	70	10	4	1	70	150	34	1	0	9	28	10	1	0	21	46	13	5
7:45 AM - 8:00 AM	13	22	82	29	3	1	74	172	46	1	0	10	43	14	0	1	31	62	24	3
8:00 AM - 8:15 AM	1	30	100	28	4	1	77	138	35	4	0	23	74	15	0	0	26	47	24	4
8:15 AM - 8:30 AM	9	9	113	39	4	1	56	144	14	0	0	15	48	10	0	0	34	42	27	4
8:30 AM - 8:45 AM	13	17	68	25	4	2	28	96	7	2	0	6	36	13	2	1	18	22	12	4
8:45 AM - 9:00 AM	9	21	66	20	2	1	40	95	8	7	0	7	34	7	1	0	17	27	14	2
TOTAL	**98**	**149**	**607**	**177**	**26**	**9**	**437**	**970**	**170**	**17**	**0**	**84**	**325**	**80**	**7**	**2**	**180**	**314**	**135**	**26**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	14	18	168	42	2	4	47	99	12	2	0	15	81	28	1	0	22	31	28	2
4:15 PM - 4:30 PM	20	17	157	44	1	3	31	117	15	0	1	22	53	18	2	0	23	34	36	2
4:30 PM - 4:45 PM	17	13	160	37	2	0	37	110	6	0	0	21	82	17	0	1	21	38	31	2
4:45 PM - 5:00 PM	10	18	150	33	0	3	36	102	11	3	0	21	62	11	0	0	21	20	29	0
5:00 PM - 5:15 PM	20	14	168	34	1	4	37	75	8	0	0	19	90	19	0	0	22	24	42	1
5:15 PM - 5:30 PM	11	18	172	42	0	5	40	82	9	1	0	21	77	11	0	1	27	29	48	1
5:30 PM - 5:45 PM	13	10	173	30	1	4	47	84	4	1	0	27	81	17	0	0	11	38	33	0
5:45 PM - 6:00 PM	13	7	135	24	0	2	38	73	6	1	0	19	83	18	0	0	25	26	36	0
TOTAL	**118**	**115**	**1283**	**286**	**7**	**25**	**313**	**742**	**71**	**8**	**1**	**165**	**609**	**139**	**3**	**2**	**172**	**240**	**283**	**8**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	47	76	365	106	15	4	277	604	129	6	0	57	193	49	1	1	112	197	88	16
4:00 PM - 5:00 PM	61	66	635	156	5	10	151	428	44	5	1	79	278	74	3	1	87	123	124	6

	PHF	Trucks
AM	0.923	1.6%
PM	0.952	0.8%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

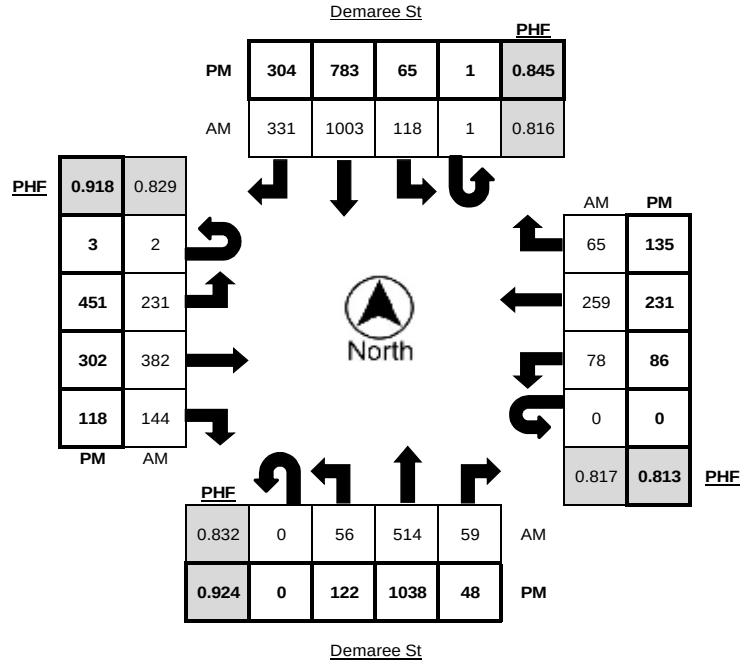
LOCATION Goshen Ave @ Demaree St
LATITUDE 36.3388
COUNTY Tulare
LONGITUDE -119.3320
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	11	93	6	3	0	19	184	49	3	0	32	57	18	4	0	7	30	9	1
7:15 AM - 7:30 AM	0	9	98	11	3	0	19	260	67	6	0	27	47	17	0	0	18	27	7	3
7:30 AM - 7:45 AM	0	8	108	10	2	1	20	259	89	3	0	40	82	24	2	0	17	55	13	2
7:45 AM - 8:00 AM	0	16	128	14	2	0	45	311	89	0	2	45	90	28	2	0	18	67	10	3
8:00 AM - 8:15 AM	0	17	155	17	5	0	42	240	86	2	0	61	117	51	2	0	15	62	22	3
8:15 AM - 8:30 AM	0	15	123	18	3	0	11	193	67	1	0	85	93	41	5	0	28	75	20	4
8:30 AM - 8:45 AM	0	12	111	8	5	0	15	195	55	4	0	57	48	23	5	0	14	30	12	1
8:45 AM - 9:00 AM	0	12	95	22	2	0	13	185	55	1	1	40	69	22	0	0	14	35	7	1
TOTAL	**0**	**100**	**911**	**106**	**25**	**1**	**184**	**1827**	**557**	**20**	**3**	**387**	**603**	**224**	**20**	**0**	**131**	**381**	**100**	**18**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	22	211	13	4	2	18	188	58	3	1	88	74	38	1	0	25	46	21	0
4:15 PM - 4:30 PM	0	24	227	15	0	0	10	156	63	2	2	91	85	29	2	0	25	77	23	3
4:30 PM - 4:45 PM	0	20	225	21	0	4	18	200	75	2	2	104	77	26	1	0	24	62	25	1
4:45 PM - 5:00 PM	0	22	248	12	1	0	13	185	61	1	0	123	65	23	0	0	19	45	26	0
5:00 PM - 5:15 PM	0	36	276	1	0	0	13	165	81	1	1	123	80	34	0	0	22	80	37	0
5:15 PM - 5:30 PM	0	36	274	17	2	0	21	226	94	1	2	108	82	24	0	0	21	57	38	0
5:30 PM - 5:45 PM	0	28	240	18	1	1	18	207	68	1	0	97	75	37	1	0	24	49	34	1
5:45 PM - 6:00 PM	0	28	250	21	0	1	13	156	70	2	2	82	88	31	0	1	21	47	16	0
TOTAL	**0**	**216**	**1951**	**118**	**8**	**8**	**124**	**1483**	**570**	**13**	**10**	**816**	**626**	**242**	**5**	**1**	**181**	**463**	**220**	**5**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	56	514	59	12	1	118	1003	331	6	2	231	382	144	11	0	78	259	65	12
4:45 PM - 5:45 PM	0	122	1038	48	4	1	65	783	304	4	3	451	302	118	1	0	86	231	135	1

	PHF	Trucks
AM	0.916	1.3%
PM	0.922	0.3%



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Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

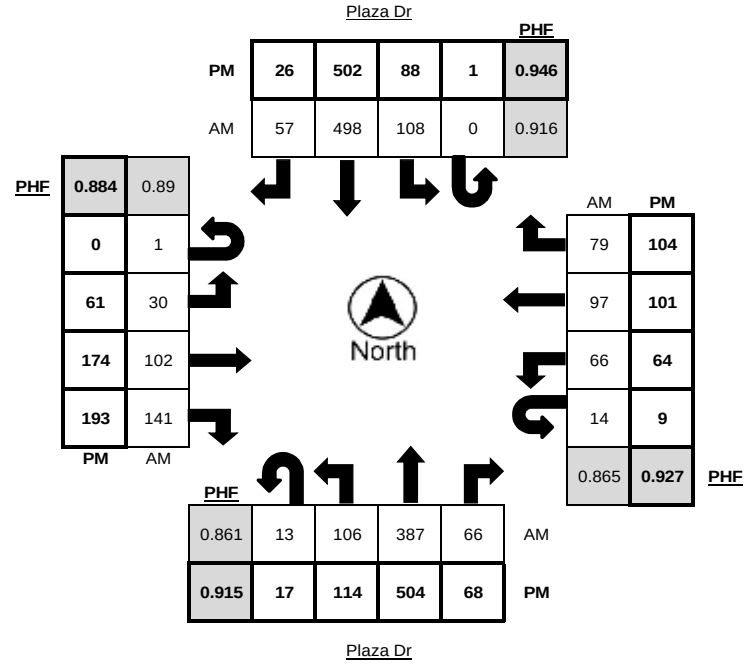
LOCATION Goshen Ave @ Plaza Dr
LATITUDE 36.3420
COUNTY Tulare
LONGITUDE -119.3945
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	6	19	84	9	21	0	15	76	17	9	0	9	23	16	9	3	18	25	15	14
7:15 AM - 7:30 AM	3	27	98	24	19	0	19	92	11	17	0	9	18	26	8	4	13	15	18	4
7:30 AM - 7:45 AM	3	21	111	17	17	0	29	121	11	12	0	7	20	50	7	3	14	22	21	2
7:45 AM - 8:00 AM	3	38	106	19	8	0	30	128	12	15	0	12	30	32	3	4	18	24	18	8
8:00 AM - 8:15 AM	3	26	94	14	18	0	31	133	17	20	1	4	39	33	5	3	18	21	16	4
8:15 AM - 8:30 AM	4	21	76	16	12	0	18	116	17	26	0	7	13	26	7	4	16	30	24	8
8:30 AM - 8:45 AM	3	19	95	12	24	0	23	120	4	25	0	10	25	21	6	10	12	25	22	12
8:45 AM - 9:00 AM	5	25	81	11	19	0	27	113	14	20	0	3	26	22	5	6	19	16	10	12
TOTAL	**30**	**196**	**745**	**122**	**138**	**0**	**192**	**899**	**103**	**144**	**1**	**61**	**194**	**226**	**50**	**37**	**128**	**178**	**144**	**64**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	2	27	98	15	15	0	27	156	6	23	0	19	47	42	1	3	16	24	26	5
4:15 PM - 4:30 PM	6	36	131	19	18	0	22	132	9	17	0	14	39	46	4	2	19	28	24	14
4:30 PM - 4:45 PM	3	28	130	14	18	0	21	129	13	7	0	19	40	54	4	1	18	24	32	6
4:45 PM - 5:00 PM	4	22	118	14	16	1	21	110	2	12	0	8	42	45	5	3	10	25	21	4
5:00 PM - 5:15 PM	4	28	125	21	14	0	24	131	2	15	0	20	53	48	2	3	17	24	27	6
5:15 PM - 5:30 PM	3	52	139	16	19	0	18	129	6	11	0	10	31	39	8	2	14	22	10	4
5:30 PM - 5:45 PM	0	26	117	11	14	0	18	112	3	8	0	10	19	31	2	4	7	18	22	5
5:45 PM - 6:00 PM	2	23	85	12	14	0	15	112	10	8	0	4	10	25	3	6	9	20	14	4
TOTAL	**24**	**242**	**943**	**122**	**128**	**1**	**166**	**1011**	**51**	**101**	**0**	**104**	**281**	**330**	**29**	**24**	**110**	**185**	**176**	**48**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	13	106	387	66	55	0	108	498	57	73	1	30	102	141	22	14	66	97	79	22
4:15 PM - 5:15 PM	17	114	504	68	66	1	88	502	26	51	0	61	174	193	15	9	64	101	104	30

	PHF	Trucks
AM	0.931	9.7%
PM	0.961	8.0%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

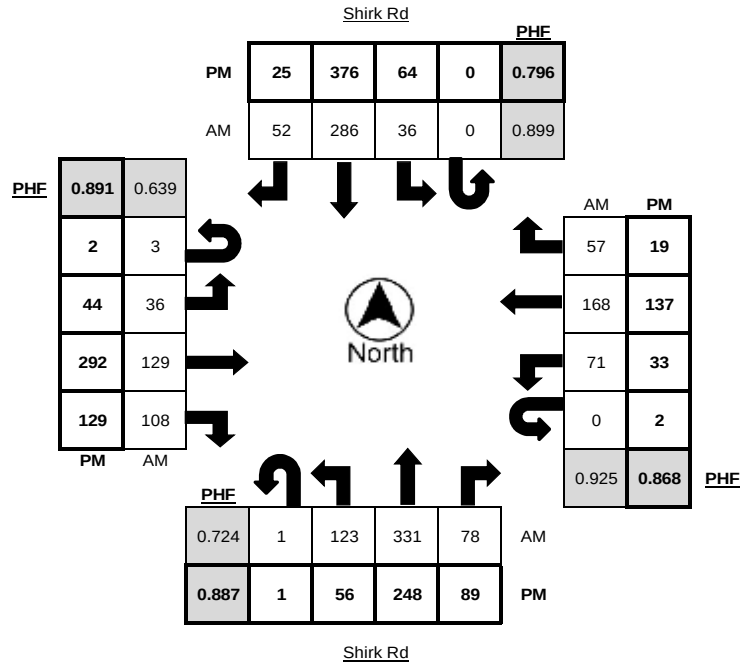
LOCATION Goshen Ave @ Shirk Rd
LATITUDE 36.3420
COUNTY Tulare
LONGITUDE -119.3678
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	33	51	7	10	0	3	78	7	11	0	2	21	13	10	0	9	35	7	3
7:15 AM - 7:30 AM	0	15	73	9	5	0	8	69	15	9	1	9	29	26	8	0	20	36	8	3
7:30 AM - 7:45 AM	0	30	60	16	4	0	3	76	12	9	0	5	28	35	6	0	14	51	11	2
7:45 AM - 8:00 AM	1	40	124	19	5	0	8	79	17	6	0	9	21	12	7	0	19	42	19	3
8:00 AM - 8:15 AM	0	19	81	28	5	0	13	66	12	7	1	12	54	41	9	0	22	45	13	4
8:15 AM - 8:30 AM	0	34	66	15	9	0	12	65	11	8	2	10	26	20	5	0	16	30	14	3
8:30 AM - 8:45 AM	0	18	48	3	8	0	4	47	9	6	0	15	35	14	3	0	11	31	4	2
8:45 AM - 9:00 AM	0	15	47	9	12	0	5	43	11	8	0	12	31	17	7	0	8	39	6	3
TOTAL	**1**	**204**	**550**	**106**	**58**	**0**	**56**	**523**	**94**	**64**	**4**	**74**	**245**	**178**	**55**	**0**	**119**	**309**	**82**	**23**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	11	66	20	8	1	15	94	10	6	0	7	82	69	2	1	5	35	4	1
4:15 PM - 4:30 PM	0	14	52	28	3	0	12	70	3	6	0	15	49	46	6	1	11	37	6	2
4:30 PM - 4:45 PM	0	15	65	18	6	0	21	114	8	1	1	11	79	33	2	1	8	36	6	0
4:45 PM - 5:00 PM	1	14	59	17	5	0	10	73	8	3	1	8	65	28	4	0	9	31	3	1
5:00 PM - 5:15 PM	0	13	72	26	2	0	21	119	6	3	0	10	99	22	1	0	5	33	4	1
5:15 PM - 5:30 PM	0	12	61	18	3	0	11	68	5	0	0	4	52	22	3	0	11	24	6	0
5:30 PM - 5:45 PM	0	9	62	18	4	0	15	79	4	0	0	3	69	34	2	1	7	31	4	0
5:45 PM - 6:00 PM	0	7	50	11	3	0	8	65	6	1	0	10	41	17	1	0	9	27	4	0
TOTAL	**1**	**95**	**487**	**156**	**34**	**1**	**113**	**682**	**50**	**20**	**2**	**68**	**536**	**271**	**21**	**4**	**65**	**254**	**37**	**5**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	1	123	331	78	23	0	36	286	52	30	3	36	129	108	27	0	71	168	57	12
4:15 PM - 5:15 PM	1	56	248	89	16	0	64	376	25	13	2	44	292	129	13	2	33	137	19	4

	PHF	Trucks
AM	0.902	6.2%
PM	0.882	3.0%



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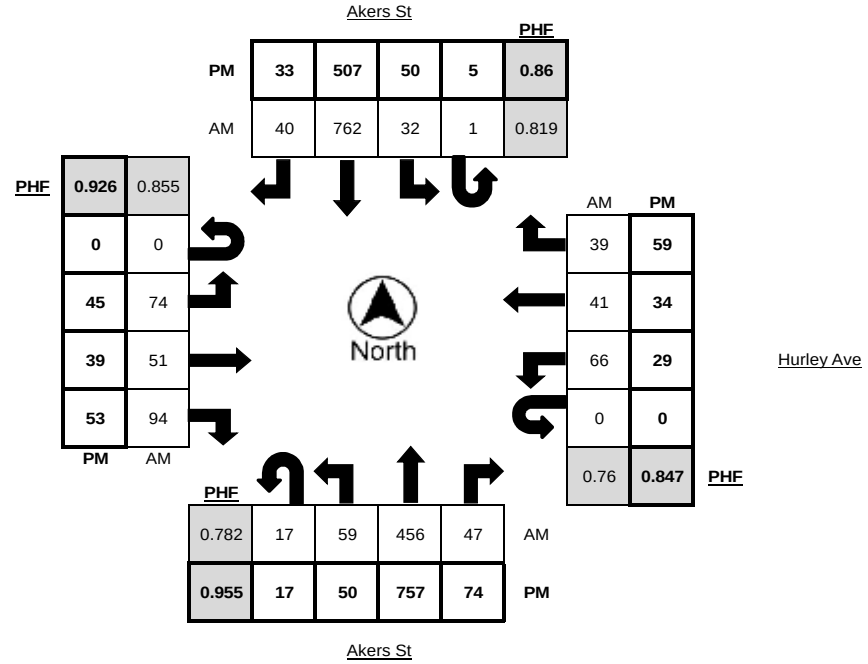
LOCATION Hurley Ave @ Akers St
LATITUDE 36.3345
COUNTY Tulare
LONGITUDE -119.3498
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	8	65	2	6	0	3	89	4	0	0	4	2	12	0	0	13	12	8	1
7:15 AM - 7:30 AM	0	14	64	4	1	1	3	133	4	0	0	9	7	17	0	0	10	8	13	0
7:30 AM - 7:45 AM	1	13	100	7	6	1	7	176	10	3	0	14	11	20	1	0	10	8	3	0
7:45 AM - 8:00 AM	2	16	91	9	1	0	12	233	10	2	0	18	10	33	0	0	16	12	12	0
8:00 AM - 8:15 AM	6	14	152	13	0	0	8	192	5	3	0	19	21	24	0	0	20	13	15	1
8:15 AM - 8:30 AM	8	16	113	18	0	0	5	161	15	1	0	23	9	17	0	0	20	8	9	0
8:30 AM - 8:45 AM	2	12	106	8	5	1	1	141	7	3	0	3	6	10	0	0	6	10	5	1
8:45 AM - 9:00 AM	1	9	82	7	1	0	4	113	6	4	0	8	10	8	0	0	4	5	2	0
TOTAL	**21**	**102**	**773**	**68**	**20**	**3**	**43**	**1238**	**61**	**16**	**0**	**98**	**76**	**141**	**1**	**0**	**99**	**76**	**67**	**3**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	6	16	184	11	0	1	8	117	9	1	0	6	13	17	0	0	7	10	19	0
4:15 PM - 4:30 PM	6	12	202	15	0	2	13	150	8	3	0	12	11	14	0	0	6	6	16	0
4:30 PM - 4:45 PM	2	10	184	17	0	2	14	132	7	1	0	12	8	8	0	0	9	13	9	0
4:45 PM - 5:00 PM	3	12	187	31	0	0	15	108	9	2	0	15	7	14	1	0	7	5	15	0
5:00 PM - 5:15 PM	0	12	198	14	0	1	8	116	4	0	0	20	12	15	0	0	6	8	8	0
5:15 PM - 5:30 PM	2	15	218	9	0	0	9	113	11	2	0	9	4	14	0	0	5	8	12	0
5:30 PM - 5:45 PM	0	16	189	14	0	0	8	102	9	1	0	14	19	9	0	0	10	10	5	0
5:45 PM - 6:00 PM	0	9	165	16	0	1	16	124	5	1	0	10	11	10	0	0	8	4	8	0
TOTAL	**19**	**102**	**1527**	**127**	**0**	**7**	**91**	**962**	**62**	**11**	**0**	**98**	**85**	**101**	**1**	**0**	**58**	**64**	**92**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	17	59	456	47	7	1	32	762	40	9	0	74	51	94	1	0	66	41	39	1
4:00 PM - 5:00 PM	17	50	757	74	0	5	50	507	33	7	0	45	39	53	1	0	29	34	59	0

	PHF	Trucks
AM	0.886	1.0%
PM	0.926	0.5%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

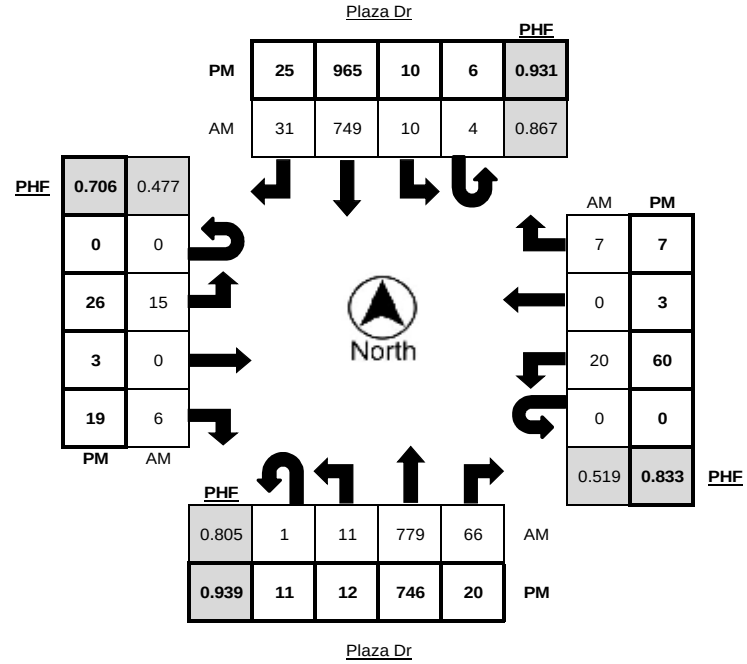
LOCATION Hurley Ave @ Plaza Dr
LATITUDE 36.3336
COUNTY Tulare
LONGITUDE -119.3934
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	1	182	7	26	2	2	180	1	15	0	1	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	3	187	4	15	1	1	155	3	19	0	1	0	0	0	0	10	0	3	4
7:30 AM - 7:45 AM	1	4	198	19	18	1	4	197	7	17	0	2	0	2	0	0	8	0	1	4
7:45 AM - 8:00 AM	0	2	238	26	12	1	1	184	10	18	0	9	0	2	1	0	2	0	1	1
8:00 AM - 8:15 AM	0	2	156	17	18	1	4	213	11	26	0	3	0	2	0	0	0	0	2	2
8:15 AM - 8:30 AM	1	3	158	7	14	0	5	175	7	19	0	3	0	1	1	0	1	1	1	1
8:30 AM - 8:45 AM	0	2	160	13	31	4	1	167	9	21	0	3	0	1	0	0	7	1	1	4
8:45 AM - 9:00 AM	1	1	127	20	17	2	1	148	4	13	0	5	0	0	0	0	6	1	1	2
TOTAL	**4**	**18**	**1406**	**113**	**151**	**12**	**19**	**1419**	**52**	**148**	**0**	**27**	**0**	**8**	**2**	**0**	**34**	**3**	**10**	**18**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	4	174	8	22	3	3	276	7	17	0	5	0	7	0	0	7	1	1	0
4:15 PM - 4:30 PM	3	1	204	2	17	0	2	237	9	16	0	7	1	9	0	0	15	2	4	3
4:30 PM - 4:45 PM	3	3	178	8	17	0	2	257	5	13	0	6	0	2	0	0	19	0	1	6
4:45 PM - 5:00 PM	3	4	185	3	20	3	3	212	6	8	0	2	2	4	0	0	8	0	0	0
5:00 PM - 5:15 PM	2	4	179	7	20	3	3	259	5	13	0	11	0	4	0	0	18	1	2	1
5:15 PM - 5:30 PM	0	3	195	5	17	2	1	218	6	9	0	10	1	2	0	0	11	1	1	3
5:30 PM - 5:45 PM	1	0	165	3	17	0	1	184	2	10	0	5	1	2	0	0	10	1	0	1
5:45 PM - 6:00 PM	1	2	137	6	16	0	1	177	6	5	0	1	1	4	0	0	6	0	0	2
TOTAL	**14**	**21**	**1417**	**42**	**146**	**11**	**16**	**1820**	**46**	**91**	**0**	**47**	**6**	**34**	**0**	**0**	**94**	**6**	**9**	**16**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	1	11	779	66	63	4	10	749	31	80	0	15	0	6	1	0	20	0	7	11
4:15 PM - 5:15 PM	11	12	746	20	74	6	10	965	25	50	0	26	3	19	0	0	60	3	7	10

	PHF	Trucks
AM	0.892	9.1%
PM	0.960	7.0%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

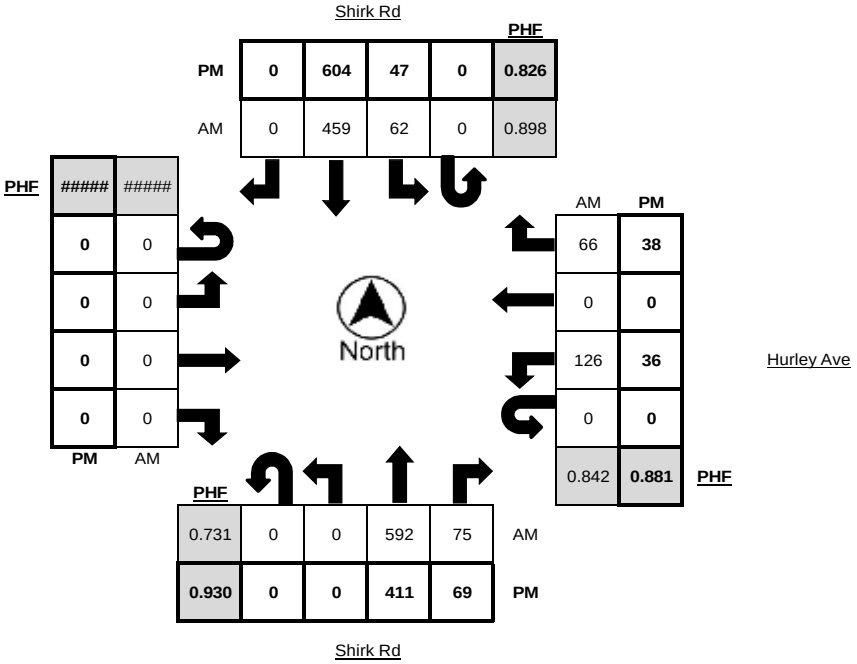
LOCATION Hurley Ave @ Shirk Rd
LATITUDE 36.3346
COUNTY Tulare
LONGITUDE -119.3676
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	109	4	11	0	5	106	0	13	0	0	0	0	0	0	10	0	9	0
7:15 AM - 7:30 AM	0	0	106	10	7	0	5	127	0	14	0	0	0	0	0	0	22	0	15	1
7:30 AM - 7:45 AM	0	0	139	11	4	0	14	131	0	10	0	0	0	0	0	0	33	0	14	1
7:45 AM - 8:00 AM	0	0	213	15	6	0	9	117	0	11	0	0	0	0	0	0	32	0	8	0
8:00 AM - 8:15 AM	0	0	128	26	5	0	26	110	0	8	0	0	0	0	0	0	33	0	24	5
8:15 AM - 8:30 AM	0	0	112	23	9	0	13	101	0	10	0	0	0	0	0	0	28	0	20	9
8:30 AM - 8:45 AM	0	0	87	4	7	0	7	72	0	4	0	0	0	0	0	0	9	0	8	7
8:45 AM - 9:00 AM	0	0	82	5	10	0	4	66	0	5	0	0	0	0	0	0	13	0	4	10
TOTAL	**0**	**0**	**976**	**98**	**59**	**0**	**83**	**830**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**180**	**0**	**102**	**33**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	102	19	7	0	19	173	0	4	0	0	0	0	0	0	6	0	6	0
4:15 PM - 4:30 PM	0	0	97	20	3	0	12	138	0	7	0	0	0	0	0	0	8	0	9	0
4:30 PM - 4:45 PM	0	0	102	16	7	0	13	162	0	1	0	0	0	0	0	0	13	0	8	1
4:45 PM - 5:00 PM	0	0	102	14	3	0	11	118	0	7	0	0	0	0	0	0	9	0	10	0
5:00 PM - 5:15 PM	0	0	110	19	5	0	11	186	0	4	0	0	0	0	0	0	6	0	11	1
5:15 PM - 5:30 PM	0	0	104	9	3	0	6	114	0	2	0	0	0	0	0	0	7	0	6	0
5:30 PM - 5:45 PM	0	0	86	19	3	0	14	128	0	1	0	0	0	0	0	0	8	0	4	0
5:45 PM - 6:00 PM	0	0	86	12	3	0	12	81	0	0	0	0	0	0	0	0	10	0	6	0
TOTAL	**0**	**0**	**789**	**128**	**34**	**0**	**98**	**1100**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**60**	**2**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	0	592	75	24	0	62	459	0	39	0	0	0	0	0	0	126	0	66	15
4:15 PM - 5:15 PM	0	0	411	69	18	0	47	604	0	19	0	0	0	0	0	0	36	0	38	2

	PHF	Trucks
AM	0.876	5.7%
PM	0.878	3.2%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

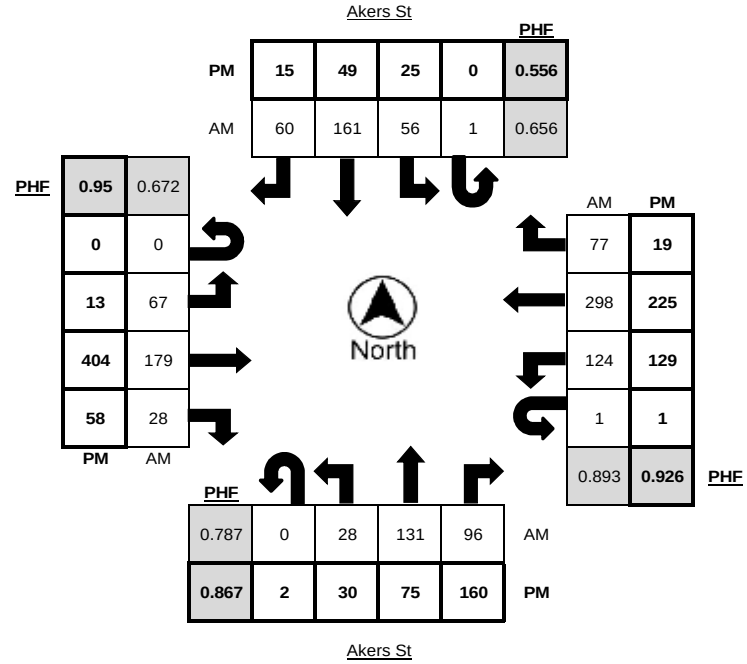
LOCATION Riggin Ave @ Akers St
LATITUDE 36.3566
COUNTY Tulare
LONGITUDE -119.3500
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	15	12	11	1	0	3	13	4	1	0	2	25	1	3	0	21	77	2	3
7:15 AM - 7:30 AM	0	7	13	11	1	0	4	20	4	1	0	6	37	2	4	0	24	62	8	1
7:30 AM - 7:45 AM	0	6	19	20	2	0	3	25	7	4	0	11	36	4	6	0	40	74	8	1
7:45 AM - 8:00 AM	0	10	28	28	1	0	3	39	9	0	0	7	36	5	2	0	36	84	14	0
8:00 AM - 8:15 AM	0	9	55	17	2	1	25	37	23	1	0	37	53	12	7	0	26	75	39	3
8:15 AM - 8:30 AM	0	3	29	31	1	0	25	60	21	0	0	12	54	7	5	1	22	65	16	4
8:30 AM - 8:45 AM	0	8	18	15	2	0	2	13	1	0	0	2	40	5	0	0	26	53	5	4
8:45 AM - 9:00 AM	0	5	8	18	2	0	1	11	2	4	0	0	41	8	2	0	24	39	3	0
TOTAL	**1**	**63**	**182**	**151**	**12**	**1**	**66**	**218**	**71**	**11**	**0**	**77**	**322**	**44**	**29**	**1**	**219**	**529**	**95**	**16**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	5	22	36	1	0	16	21	3	0	0	4	107	14	2	1	30	59	11	2
4:15 PM - 4:30 PM	0	6	13	45	0	0	3	11	5	0	0	7	98	14	1	0	32	62	2	2
4:30 PM - 4:45 PM	0	12	19	46	0	0	3	5	6	0	0	1	101	18	1	0	31	58	4	2
4:45 PM - 5:00 PM	2	7	21	33	0	0	3	12	1	0	0	1	98	12	0	0	36	46	2	2
5:00 PM - 5:15 PM	1	9	17	41	1	0	3	6	4	0	0	3	121	16	1	0	29	54	1	1
5:15 PM - 5:30 PM	1	8	22	36	0	0	7	10	2	0	0	3	112	10	1	0	32	56	5	0
5:30 PM - 5:45 PM	1	14	23	32	1	0	1	11	3	0	0	3	91	19	0	2	23	60	7	0
5:45 PM - 6:00 PM	1	17	14	21	0	1	2	6	4	0	0	1	85	30	0	0	31	64	6	1
TOTAL	**6**	**78**	**151**	**290**	**3**	**1**	**38**	**82**	**28**	**0**	**0**	**23**	**813**	**133**	**6**	**3**	**244**	**459**	**38**	**10**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	28	131	96	6	1	56	161	60	5	0	67	179	28	20	1	124	298	77	8
4:00 PM - 5:00 PM	2	30	75	160	1	0	25	49	15	0	0	13	404	58	4	1	129	225	19	8

	PHF	Trucks
AM	0.799	3.0%
PM	0.916	1.1%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

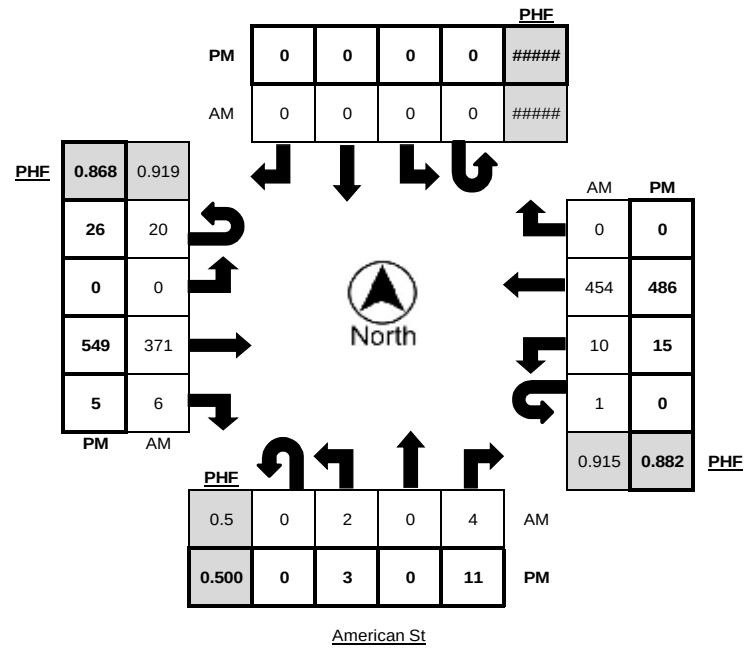
LOCATION Riggin Ave @ American St
LATITUDE 36.3563
COUNTY Tulare
LONGITUDE -119.4035
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	1	0	0	1	0	0	0	0	0	3	0	80	2	19	0	2	110	0	12
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	97	2	21	0	1	126	0	11
7:30 AM - 7:45 AM	0	0	0	3	1	0	0	0	0	0	6	0	94	0	22	1	5	113	0	15
7:45 AM - 8:00 AM	0	1	0	1	1	0	0	0	0	0	2	0	100	2	21	0	2	105	0	21
8:00 AM - 8:15 AM	0	0	0	2	1	0	0	0	0	0	4	0	81	2	20	0	2	97	0	22
8:15 AM - 8:30 AM	0	3	0	1	0	0	0	0	0	0	5	2	104	3	26	0	4	94	0	15
8:30 AM - 8:45 AM	0	2	0	3	2	0	0	0	0	0	6	1	85	1	13	0	5	87	0	28
8:45 AM - 9:00 AM	0	1	0	2	1	0	0	0	0	0	5	0	80	1	12	0	2	99	0	19
TOTAL	**0**	**8**	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**40**	**3**	**721**	**13**	**154**	**1**	**23**	**831**	**0**	**143**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	7	2	0	0	0	0	0	2	0	140	1	18	0	4	138	0	18
4:15 PM - 4:30 PM	0	0	0	2	1	0	0	0	0	0	12	0	131	1	18	0	6	118	0	19
4:30 PM - 4:45 PM	0	1	0	1	1	0	0	0	0	0	3	0	123	0	17	0	1	122	0	14
4:45 PM - 5:00 PM	0	2	0	1	2	0	0	0	0	0	9	0	155	3	12	0	4	108	0	13
5:00 PM - 5:15 PM	0	4	0	5	4	0	0	0	0	0	8	0	140	2	13	0	3	107	0	16
5:15 PM - 5:30 PM	0	3	0	1	1	0	0	0	0	0	10	0	116	0	11	0	5	108	0	20
5:30 PM - 5:45 PM	0	4	0	4	6	0	0	0	0	0	5	0	90	3	14	0	3	120	0	15
5:45 PM - 6:00 PM	0	3	0	2	2	0	0	0	0	0	9	0	83	0	6	0	4	110	0	12
TOTAL	**0**	**17**	**0**	**23**	**19**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**978**	**10**	**109**	**0**	**30**	**931**	**0**	**127**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	2	0	4	3	0	0	0	0	0	20	0	371	6	83	1	10	454	0	59
4:00 PM - 5:00 PM	0	3	0	11	6	0	0	0	0	0	26	0	549	5	65	0	15	486	0	64

	PHF	Trucks
AM	0.923	16.7%
PM	0.938	12.3%



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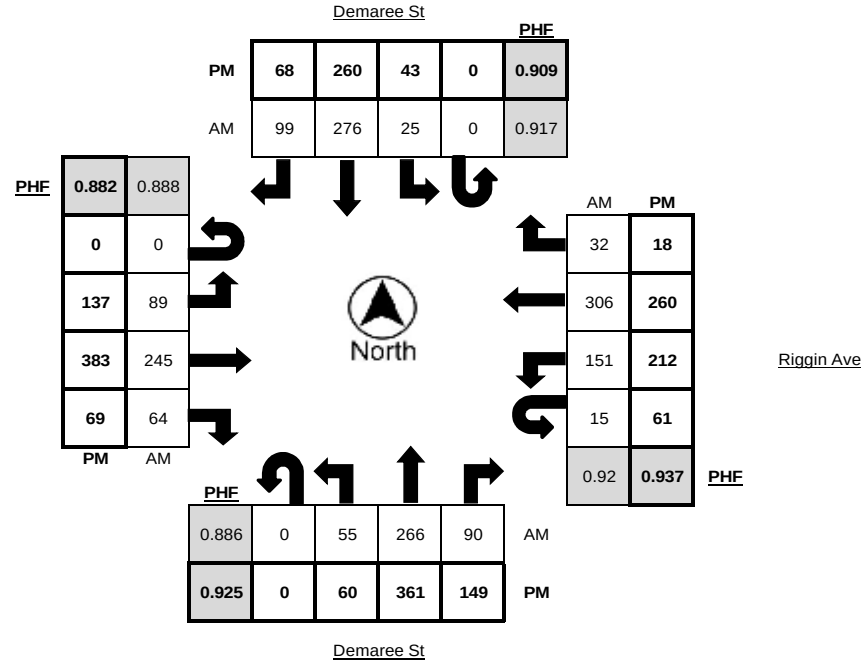
LOCATION Riggin Ave @ Demaree St
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3320
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	6	57	8	0	0	3	42	23	0	0	7	22	12	3	1	24	63	4	3
7:15 AM - 7:30 AM	0	11	57	12	5	0	6	44	21	1	1	11	33	14	2	3	41	67	7	1
7:30 AM - 7:45 AM	0	11	72	16	5	0	6	74	28	3	0	28	46	17	6	4	36	77	12	3
7:45 AM - 8:00 AM	0	15	65	25	1	0	4	83	22	1	0	21	53	15	0	4	33	94	6	0
8:00 AM - 8:15 AM	0	16	52	23	3	0	8	65	26	3	0	20	67	19	6	4	34	72	8	4
8:15 AM - 8:30 AM	0	13	77	26	3	0	7	54	23	2	0	20	79	13	6	3	48	63	6	4
8:30 AM - 8:45 AM	0	7	41	14	2	0	5	38	14	2	0	18	37	12	0	10	39	45	6	6
8:45 AM - 9:00 AM	0	7	46	13	4	0	4	51	13	1	0	17	44	13	5	6	33	38	2	0
TOTAL	**0**	**86**	**467**	**137**	**23**	**0**	**43**	**451**	**170**	**13**	**1**	**142**	**381**	**115**	**28**	**35**	**288**	**519**	**51**	**21**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	14	87	32	1	0	18	61	18	1	0	40	97	17	1	1	51	72	6	1
4:15 PM - 4:30 PM	0	11	104	32	3	0	11	68	15	2	0	36	89	18	2	16	42	78	7	2
4:30 PM - 4:45 PM	0	13	69	34	2	0	10	68	17	1	0	31	98	16	1	14	62	69	8	2
4:45 PM - 5:00 PM	0	14	82	33	2	0	11	56	13	2	0	37	91	16	0	12	56	60	6	1
5:00 PM - 5:15 PM	0	18	86	50	1	0	10	60	18	0	0	41	107	19	2	13	48	64	2	1
5:15 PM - 5:30 PM	0	13	94	27	2	0	10	71	21	0	0	37	108	21	1	16	56	66	5	1
5:30 PM - 5:45 PM	0	15	99	39	3	0	12	73	16	1	0	22	77	13	0	20	52	70	5	1
5:45 PM - 6:00 PM	0	11	74	27	3	0	14	43	26	0	0	38	73	14	0	12	36	73	10	1
TOTAL	**0**	**109**	**695**	**274**	**17**	**0**	**96**	**500**	**144**	**7**	**0**	**282**	**740**	**134**	**7**	**104**	**403**	**552**	**49**	**10**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	55	266	90	12	0	25	276	99	9	0	89	245	64	18	15	151	306	32	11
4:45 PM - 5:45 PM	0	60	361	149	8	0	43	260	68	3	0	137	383	69	3	61	212	260	18	4

	PHF	Trucks
AM	0.973	2.9%
PM	0.955	0.9%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

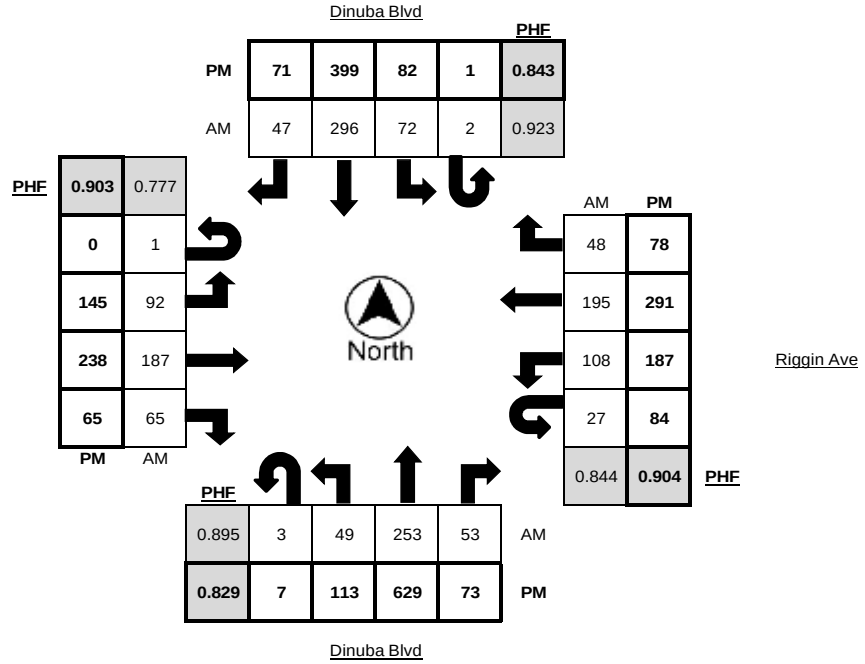
LOCATION Riggin Ave @ Dinuba Blvd
LATITUDE 36.3562
COUNTY Tulare
LONGITUDE -119.2970
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	11	53	7	5	1	14	29	7	0	0	16	20	10	1	4	10	40	4	1
7:15 AM - 7:30 AM	0	6	67	3	9	0	16	54	16	2	0	12	36	9	5	1	12	38	7	3
7:30 AM - 7:45 AM	1	14	63	14	2	0	8	70	7	4	0	14	47	14	4	3	14	38	9	0
7:45 AM - 8:00 AM	1	10	67	13	4	0	17	86	10	3	0	11	51	17	3	5	25	72	10	2
8:00 AM - 8:15 AM	1	11	57	18	3	1	19	79	11	2	1	35	55	20	1	4	29	48	23	6
8:15 AM - 8:30 AM	1	12	72	15	4	1	22	70	17	3	0	33	40	20	3	6	25	33	7	5
8:30 AM - 8:45 AM	0	16	57	7	3	0	14	61	9	3	0	13	41	8	6	12	29	42	8	3
8:45 AM - 9:00 AM	1	10	67	9	5	0	9	71	7	3	0	19	36	11	3	5	21	40	3	5
TOTAL	**6**	**90**	**503**	**86**	**35**	**3**	**119**	**520**	**84**	**20**	**1**	**153**	**326**	**109**	**26**	**40**	**165**	**351**	**71**	**25**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	2	29	112	15	2	0	16	95	15	1	0	37	58	14	0	17	29	64	13	1
4:15 PM - 4:30 PM	0	31	123	16	3	0	20	81	20	3	0	57	48	19	1	19	44	74	15	3
4:30 PM - 4:45 PM	0	23	123	23	0	1	17	123	23	3	0	35	54	9	0	18	53	73	17	0
4:45 PM - 5:00 PM	2	33	145	17	2	0	16	105	14	2	0	32	69	17	3	19	43	70	15	1
5:00 PM - 5:15 PM	1	29	198	20	0	0	32	95	17	3	0	41	49	18	0	20	49	63	23	0
5:15 PM - 5:30 PM	4	28	163	13	2	0	17	76	17	1	0	37	66	21	1	27	42	85	23	0
5:30 PM - 5:45 PM	1	39	163	19	1	1	14	80	20	0	0	39	48	14	0	14	41	67	26	2
5:45 PM - 6:00 PM	2	24	147	19	1	0	21	85	14	2	0	41	34	14	2	11	36	62	21	2
TOTAL	**12**	**236**	**1174**	**142**	**11**	**2**	**153**	**740**	**140**	**15**	**0**	**319**	**426**	**126**	**7**	**145**	**337**	**558**	**153**	**9**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	3	49	253	53	14	2	72	296	47	11	1	92	187	65	13	27	108	195	48	16
4:30 PM - 5:30 PM	7	113	629	73	4	1	82	399	71	9	0	145	238	65	4	84	187	291	78	1

	PHF	Trucks
AM	0.909	3.6%
PM	0.940	0.7%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

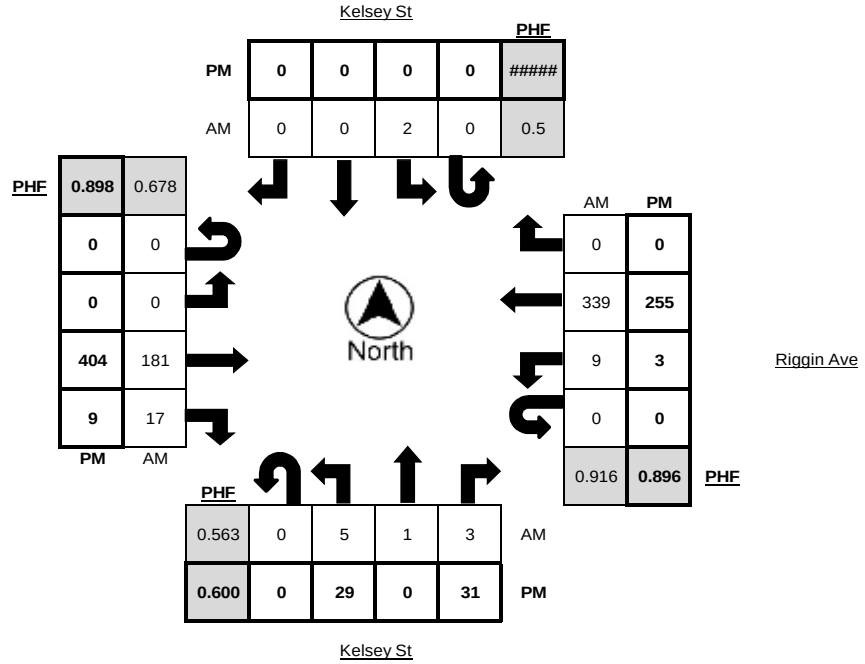
LOCATION Riggin Ave @ Kelsey St
LATITUDE 36.3564
COUNTY Tulare
LONGITUDE -119.3858
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	34	1	3	0	1	88	0	6
7:15 AM - 7:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	37	3	5	0	1	89	0	3
7:30 AM - 7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	48	2	3	0	2	72	0	3
7:45 AM - 8:00 AM	0	1	0	3	1	0	1	0	0	0	0	0	62	11	2	0	5	90	0	2
8:00 AM - 8:15 AM	0	4	0	2	1	0	1	0	0	0	0	0	41	3	1	0	1	67	0	2
8:15 AM - 8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	48	1	4	0	1	72	0	2
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	54	2	7	0	2	70	0	8
8:45 AM - 9:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	53	5	5	0	0	67	0	3
TOTAL	**0**	**11**	**1**	**7**	**3**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**377**	**28**	**30**	**0**	**13**	**615**	**0**	**29**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	120	1	4	0	0	75	0	5
4:15 PM - 4:30 PM	0	4	0	1	1	0	0	0	0	0	0	0	96	1	2	0	2	65	0	3
4:30 PM - 4:45 PM	0	13	0	12	1	0	0	0	0	0	0	0	96	3	3	0	1	56	0	1
4:45 PM - 5:00 PM	0	6	0	2	0	0	0	0	0	0	0	0	101	1	1	0	1	58	0	2
5:00 PM - 5:15 PM	0	4	0	11	0	0	0	0	0	0	0	0	111	4	4	0	1	69	0	0
5:15 PM - 5:30 PM	0	6	0	6	2	0	0	0	0	0	0	0	96	1	0	0	0	72	0	2
5:30 PM - 5:45 PM	0	8	0	12	2	0	0	0	0	0	0	0	65	1	1	0	3	62	0	2
5:45 PM - 6:00 PM	0	9	0	4	0	0	0	0	0	0	0	0	82	0	2	0	0	55	0	3
TOTAL	**0**	**51**	**0**	**49**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**767**	**12**	**17**	**0**	**8**	**512**	**0**	**18**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	5	1	3	1	0	2	0	0	1	0	0	181	17	13	0	9	339	0	14
4:30 PM - 5:30 PM	0	29	0	31	3	0	0	0	0	0	0	0	404	9	8	0	3	255	0	5

	PHF	Trucks
AM	0.805	5.2%
PM	0.914	2.2%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

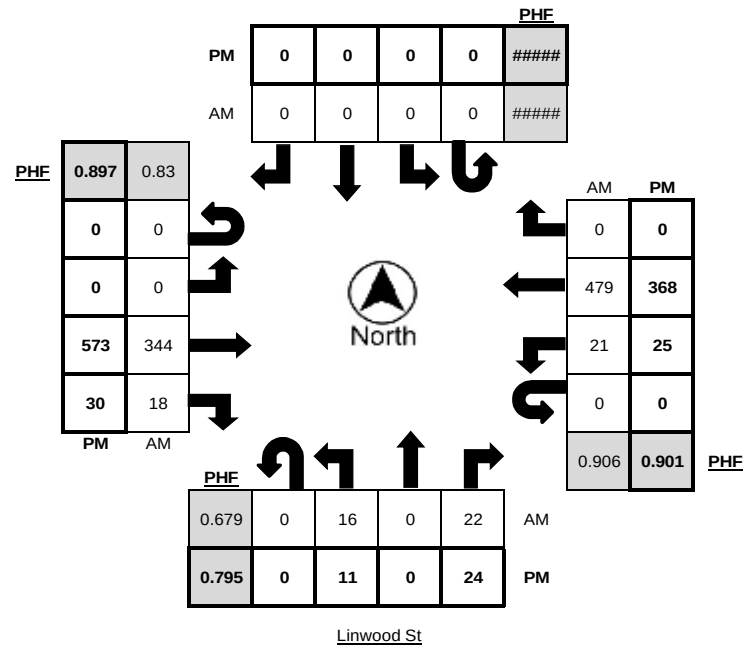
LOCATION Riggin Ave @ Linwood St
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3410
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	38	1	5	0	4	96	0	0
7:15 AM - 7:30 AM	0	5	0	3	0	0	0	0	0	0	0	0	53	3	3	0	4	98	0	2
7:30 AM - 7:45 AM	0	5	0	6	0	0	0	0	0	0	0	0	65	1	6	0	3	127	0	2
7:45 AM - 8:00 AM	0	1	0	3	0	0	0	0	0	0	0	0	72	10	0	0	3	135	0	4
8:00 AM - 8:15 AM	0	6	0	8	0	0	0	0	0	0	0	0	102	3	6	0	8	118	0	5
8:15 AM - 8:30 AM	0	4	0	5	0	0	0	0	0	0	0	0	105	4	6	0	7	99	0	4
8:30 AM - 8:45 AM	0	5	0	6	0	0	0	0	0	0	0	0	60	2	0	0	1	72	0	3
8:45 AM - 9:00 AM	0	2	0	3	0	0	0	0	0	0	0	0	63	0	5	0	2	62	0	0
TOTAL	**0**	**31**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**558**	**24**	**31**	**0**	**32**	**807**	**0**	**20**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	4	0	7	0	0	0	0	0	0	0	0	159	9	3	0	7	102	0	2
4:15 PM - 4:30 PM	0	2	0	7	0	0	0	0	0	0	0	0	138	6	0	0	4	95	0	2
4:30 PM - 4:45 PM	0	3	0	4	0	0	0	0	0	0	0	0	143	6	2	0	6	95	0	3
4:45 PM - 5:00 PM	0	2	0	6	0	0	0	0	0	0	0	0	133	9	0	0	8	76	0	1
5:00 PM - 5:15 PM	0	1	0	4	0	0	0	0	0	0	0	0	168	4	2	0	2	89	0	1
5:15 PM - 5:30 PM	0	4	0	13	0	0	0	0	0	0	0	0	144	10	1	0	5	93	0	0
5:30 PM - 5:45 PM	0	5	0	7	0	0	0	0	0	0	0	0	130	3	0	0	5	92	0	1
5:45 PM - 6:00 PM	0	5	0	6	0	0	0	0	0	0	0	0	106	12	0	0	5	97	0	0
TOTAL	**0**	**26**	**0**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1121**	**59**	**8**	**0**	**42**	**739**	**0**	**10**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	16	0	22	0	0	0	0	0	0	0	0	344	18	18	0	21	479	0	15
4:00 PM - 5:00 PM	0	11	0	24	0	0	0	0	0	0	0	0	573	30	5	0	25	368	0	8

	PHF	Trucks
AM	0.918	3.7%
PM	0.895	1.3%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

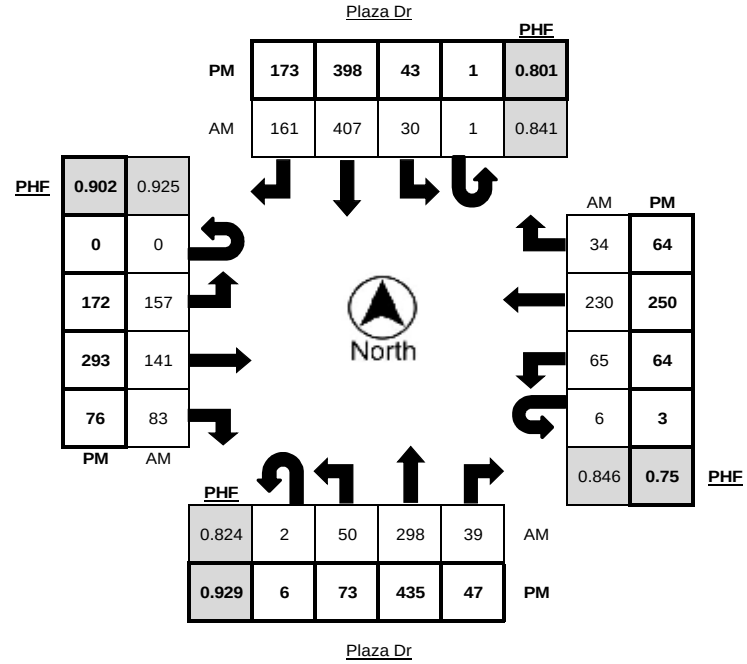
LOCATION Riggin Ave @ Plaza Dr
LATITUDE 36.3564
COUNTY Tulare
LONGITUDE -119.3947
COLLECTION DATE Wednesday, June 02, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	2	7	65	7	21	0	2	74	37	7	0	35	22	11	15	0	11	56	6	7
7:15 AM - 7:30 AM	0	10	61	4	8	0	1	104	42	14	0	49	34	20	24	0	9	81	9	8
7:30 AM - 7:45 AM	0	15	69	10	10	0	9	116	42	6	0	33	36	23	21	1	12	54	8	7
7:45 AM - 8:00 AM	2	14	87	15	16	0	13	122	43	15	0	35	43	19	16	1	22	51	8	10
8:00 AM - 8:15 AM	0	11	81	10	17	1	7	65	34	15	0	40	28	21	22	4	22	44	9	11
8:15 AM - 8:30 AM	0	18	52	5	8	0	7	74	29	9	0	37	42	20	22	0	17	45	18	10
8:30 AM - 8:45 AM	0	13	73	7	9	0	2	86	46	22	0	47	45	23	24	0	17	38	13	14
8:45 AM - 9:00 AM	0	17	71	10	16	0	10	66	23	9	0	25	45	21	17	0	13	55	18	13
TOTAL	**4**	**105**	**559**	**68**	**105**	**1**	**51**	**707**	**296**	**97**	**0**	**301**	**295**	**158**	**161**	**6**	**123**	**424**	**89**	**80**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	21	109	17	14	0	13	75	48	15	0	48	81	21	22	1	25	87	14	6
4:15 PM - 4:30 PM	1	23	108	9	20	0	10	87	35	13	0	39	60	23	16	1	15	48	17	7
4:30 PM - 4:45 PM	2	18	88	13	13	0	7	105	43	12	0	47	73	15	19	1	15	63	19	5
4:45 PM - 5:00 PM	2	11	130	8	18	1	13	131	47	16	0	38	79	17	11	0	9	52	14	8
5:00 PM - 5:15 PM	1	11	125	11	17	1	12	68	42	9	1	40	92	15	12	1	11	55	16	7
5:15 PM - 5:30 PM	1	11	131	12	12	0	9	68	36	11	0	48	76	10	12	0	5	61	11	12
5:30 PM - 5:45 PM	0	18	88	10	17	2	10	80	34	14	0	33	54	8	13	0	6	68	8	5
5:45 PM - 6:00 PM	0	16	102	12	11	2	15	84	30	16	0	22	53	11	7	2	8	52	9	6
TOTAL	**8**	**129**	**881**	**92**	**122**	**6**	**89**	**698**	**315**	**106**	**1**	**315**	**568**	**120**	**112**	**6**	**94**	**486**	**108**	**56**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	2	50	298	39	51	1	30	407	161	50	0	157	141	83	83	6	65	230	34	36
4:00 PM - 5:00 PM	6	73	435	47	65	1	43	398	173	56	0	172	293	76	68	3	64	250	64	26

	PHF	Trucks
AM	0.897	12.9%
PM	0.935	10.2%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Riggin Ave @ Rd 72 **LATITUDE** 36.3563

COUNTY Tulare **LONGITUDE** -119.4125

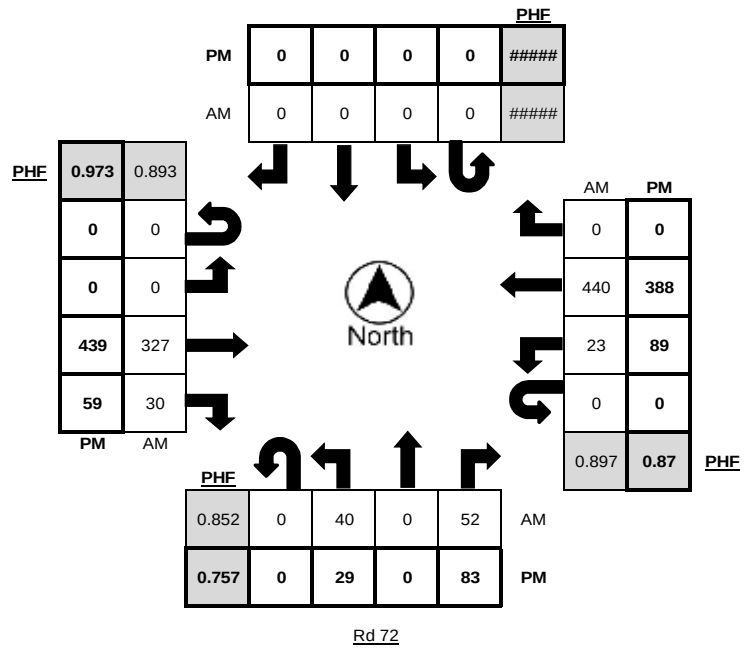
COLLECTION DATE Wednesday, June 02, 2021 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	14	0	11	0	0	0	0	0	0	0	0	69	8	20	0	7	99	0	12
7:15 AM - 7:30 AM	0	7	0	14	1	0	0	0	0	0	0	0	87	3	21	0	4	125	0	11
7:30 AM - 7:45 AM	0	8	0	19	1	0	0	0	0	0	0	0	82	8	21	0	3	115	0	15
7:45 AM - 8:00 AM	0	11	0	8	0	0	0	0	0	0	0	0	89	11	21	0	9	101	0	19
8:00 AM - 8:15 AM	0	9	0	13	1	0	0	0	0	0	0	0	74	14	20	1	8	84	0	20
8:15 AM - 8:30 AM	0	2	0	18	1	0	0	0	0	0	0	0	89	9	25	0	5	90	0	16
8:30 AM - 8:45 AM	0	3	0	18	0	0	0	0	0	0	0	0	102	10	22	0	12	89	0	27
8:45 AM - 9:00 AM	0	10	0	11	1	0	0	0	0	0	0	0	65	7	13	0	13	75	0	18
TOTAL	**0**	**64**	**0**	**112**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**657**	**70**	**163**	**1**	**61**	**778**	**0**	**138**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	7	0	20	1	0	0	0	0	0	0	0	109	13	18	0	20	117	0	18
4:15 PM - 4:30 PM	0	3	0	19	0	0	0	0	0	0	0	0	107	18	15	0	24	85	0	16
4:30 PM - 4:45 PM	0	8	0	18	0	0	0	0	0	0	0	0	116	12	20	0	17	102	0	14
4:45 PM - 5:00 PM	0	11	0	26	0	0	0	0	0	0	0	0	107	16	11	0	28	84	0	11
5:00 PM - 5:15 PM	0	11	0	23	0	0	0	0	0	0	0	0	124	16	13	0	21	88	0	14
5:15 PM - 5:30 PM	0	8	0	22	0	0	0	0	0	0	0	0	100	11	11	0	16	97	0	19
5:30 PM - 5:45 PM	0	6	0	18	1	0	0	0	0	0	0	0	77	17	15	1	14	101	0	16
5:45 PM - 6:00 PM	0	8	0	10	2	0	0	0	0	0	0	0	62	13	6	0	26	77	0	11
TOTAL	**0**	**62**	**0**	**156**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**802**	**116**	**109**	**1**	**166**	**751**	**0**	**119**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	40	0	52	2	0	0	0	0	0	0	0	327	30	83	0	23	440	0	57
4:00 PM - 5:00 PM	0	29	0	83	1	0	0	0	0	0	0	0	439	59	64	0	89	388	0	59

	PHF	Trucks
AM	0.950	15.6%
PM	0.950	11.4%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

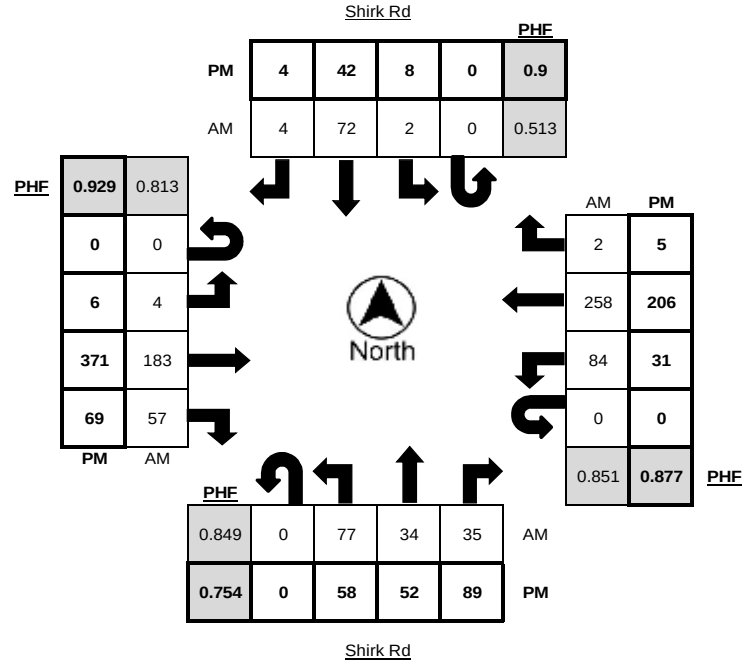
LOCATION Riggin Ave @ Shirk Rd
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3678
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	17	7	1	1	0	0	8	0	1	0	3	23	9	6	0	16	85	1	4
7:15 AM - 7:30 AM	0	14	9	9	2	0	0	12	1	1	0	4	31	11	10	0	11	59	1	0
7:30 AM - 7:45 AM	0	16	8	7	5	0	0	14	0	2	0	0	36	19	6	0	21	61	0	4
7:45 AM - 8:00 AM	0	23	8	6	5	0	0	37	1	2	0	0	37	13	4	0	27	73	1	0
8:00 AM - 8:15 AM	0	18	8	17	2	0	0	12	0	1	0	1	58	16	16	0	24	58	0	3
8:15 AM - 8:30 AM	0	20	10	5	4	0	2	9	3	5	0	3	52	9	4	0	12	66	1	2
8:30 AM - 8:45 AM	0	16	12	6	4	0	1	10	0	2	0	3	37	11	1	0	10	51	3	2
8:45 AM - 9:00 AM	0	22	13	5	9	0	0	14	0	5	0	0	40	9	2	0	7	42	1	0
TOTAL	**0**	**146**	**75**	**56**	**32**	**0**	**3**	**116**	**5**	**19**	**0**	**14**	**314**	**97**	**49**	**0**	**128**	**495**	**8**	**15**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	17	10	36	4	0	2	11	1	2	0	2	99	19	2	0	8	50	0	2
4:15 PM - 4:30 PM	0	10	10	15	0	0	2	10	1	0	0	1	91	14	3	0	3	61	0	2
4:30 PM - 4:45 PM	0	20	25	21	1	0	2	10	0	0	0	2	87	20	1	0	10	56	3	1
4:45 PM - 5:00 PM	0	11	7	17	2	0	2	11	2	0	0	1	94	16	3	0	10	39	2	1
5:00 PM - 5:15 PM	0	16	16	28	2	0	1	6	3	2	0	1	98	12	0	0	9	44	0	1
5:15 PM - 5:30 PM	0	18	11	14	2	0	2	2	0	1	0	3	96	16	0	0	10	42	0	0
5:30 PM - 5:45 PM	0	12	9	35	0	0	0	3	0	0	0	0	79	20	0	0	7	46	0	1
5:45 PM - 6:00 PM	0	8	8	17	2	0	1	5	0	0	0	0	83	13	3	0	9	41	1	1
TOTAL	**0**	**112**	**96**	**183**	**13**	**0**	**12**	**58**	**7**	**5**	**0**	**10**	**727**	**130**	**12**	**0**	**66**	**379**	**6**	**9**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	77	34	35	16	0	2	72	4	10	0	4	183	57	30	0	84	258	2	9
4:00 PM - 5:00 PM	0	58	52	89	7	0	8	42	4	2	0	6	371	69	9	0	31	206	5	6

	PHF	Trucks
AM	0.898	8.0%
PM	0.919	2.6%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

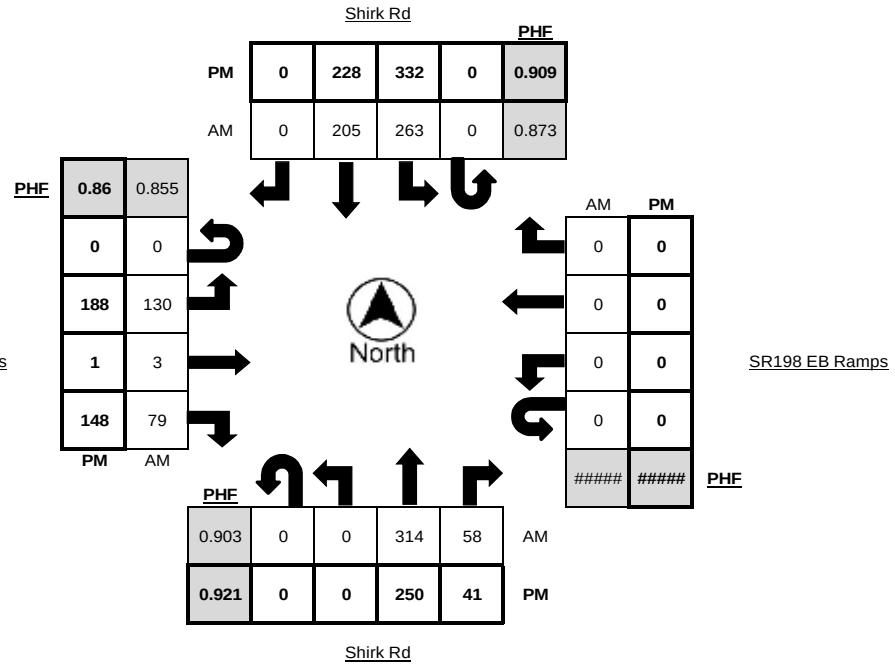
LOCATION Shirk Rd @ SR 198 Eastbound Ramps
LATITUDE 36.3265
COUNTY Tulare
LONGITUDE -119.3677
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	54	9	0	0	37	33	0	3	0	37	0	12	9	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	64	16	1	0	44	44	0	4	0	28	0	12	2	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	79	15	1	0	59	39	0	6	0	27	0	11	5	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	86	17	0	0	72	62	0	3	0	40	1	21	4	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	78	20	0	0	69	60	0	3	0	30	0	30	3	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	71	6	1	0	63	44	0	6	0	33	2	17	4	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	44	9	0	0	39	32	0	2	0	17	0	10	1	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	45	8	3	0	38	29	0	1	0	27	0	10	8	0	0	0	0	0
TOTAL	**0**	**0**	**521**	**100**	**6**	**0**	**421**	**343**	**0**	**28**	**0**	**239**	**3**	**123**	**36**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	71	8	0	0	87	60	0	2	0	47	0	28	5	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	57	17	0	0	96	58	0	4	0	47	0	51	1	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	68	6	1	0	88	54	0	1	0	48	0	26	4	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	54	10	2	0	61	56	0	4	0	46	1	43	2	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	55	6	2	0	81	72	0	1	0	43	1	31	1	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	54	7	1	0	67	75	0	1	0	49	0	36	1	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	43	12	1	0	58	44	0	0	0	44	0	31	1	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	47	8	2	0	35	44	0	1	0	50	0	21	0	0	0	0	0	0
TOTAL	**0**	**0**	**449**	**74**	**9**	**0**	**573**	**463**	**0**	**14**	**0**	**374**	**2**	**267**	**15**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	0	314	58	2	0	263	205	0	18	0	130	3	79	16	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	250	41	3	0	332	228	0	11	0	188	1	148	12	0	0	0	0	0

	PHF	Trucks
AM	0.880	3.4%
PM	0.911	2.2%



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Prepared For:
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1800 30th St, Ste 260
Bakersfield, CA 93301

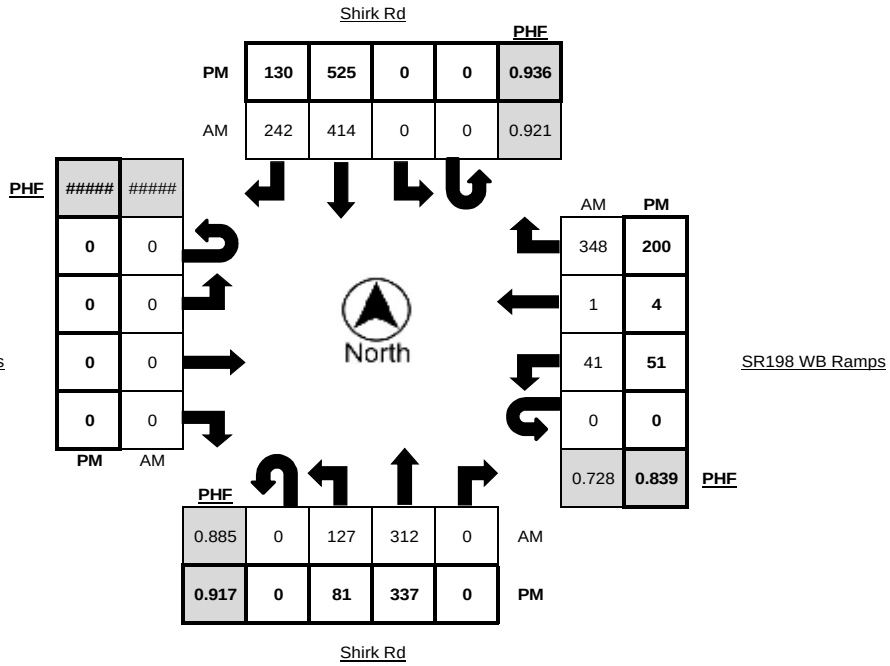
LOCATION Shirk Rd @ SR 198 Westbound Ramps
LATITUDE 36.3281
COUNTY Tulare
LONGITUDE -119.3677
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	28	65	0	9	0	0	70	51	10	0	0	0	0	0	0	4	0	51	4
7:15 AM - 7:30 AM	0	35	56	0	1	0	0	81	76	13	0	0	0	0	0	0	7	1	63	3
7:30 AM - 7:45 AM	0	38	72	0	3	0	0	99	79	14	0	0	0	0	0	0	6	0	86	0
7:45 AM - 8:00 AM	0	23	101	0	4	0	0	125	53	11	0	0	0	0	0	0	10	0	124	3
8:00 AM - 8:15 AM	0	31	83	0	3	0	0	109	34	8	0	0	0	0	0	0	18	0	75	3
8:15 AM - 8:30 AM	0	28	74	0	5	0	0	102	42	10	0	0	0	0	0	0	3	0	58	1
8:30 AM - 8:45 AM	0	21	43	0	1	0	0	64	25	4	0	0	0	0	0	0	6	0	46	5
8:45 AM - 9:00 AM	0	15	53	0	9	0	0	59	59	7	0	0	0	0	0	0	8	0	44	1
TOTAL	**0**	**219**	**547**	**0**	**35**	**0**	**0**	**709**	**419**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**1**	**547**	**20**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	22	89	0	5	0	0	129	25	5	0	0	0	0	0	0	15	0	47	3
4:15 PM - 4:30 PM	0	16	88	0	1	0	0	141	34	5	0	0	0	0	0	0	14	1	44	2
4:30 PM - 4:45 PM	0	26	88	0	4	0	0	135	37	1	0	0	0	0	0	0	13	2	47	2
4:45 PM - 5:00 PM	0	21	78	0	5	0	0	106	28	6	0	0	0	0	0	0	9	0	49	4
5:00 PM - 5:15 PM	0	18	83	0	3	0	0	143	31	3	0	0	0	0	0	0	15	1	60	2
5:15 PM - 5:30 PM	0	24	77	0	2	0	0	126	26	2	0	0	0	0	0	0	9	0	51	2
5:30 PM - 5:45 PM	0	10	79	0	2	0	0	105	29	0	0	0	0	0	0	0	10	1	27	1
5:45 PM - 6:00 PM	0	23	75	0	2	0	0	75	21	2	0	0	0	0	0	0	9	0	37	2
TOTAL	**0**	**160**	**657**	**0**	**24**	**0**	**0**	**960**	**231**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**94**	**5**	**362**	**18**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	127	312	0	11	0	0	414	242	46	0	0	0	0	0	0	41	1	348	9
4:15 PM - 5:15 PM	0	81	337	0	13	0	0	525	130	15	0	0	0	0	0	0	51	4	200	10

	PHF	Trucks
AM	0.851	4.4%
PM	0.946	2.9%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

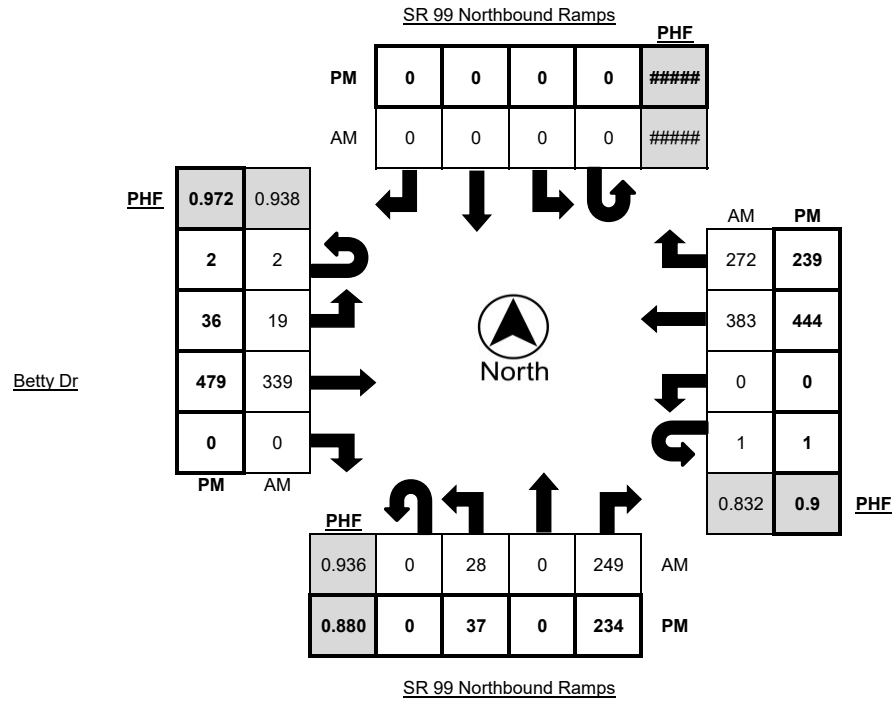
LOCATION Betty Dr @ SR 99 NB Ramps
LATITUDE 36.3509
COUNTY Tulare
LONGITUDE -119.4264
COLLECTION DATE Tuesday, July 12, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	11	0	63	11	0	0	0	0	0	1	3	81	0	16	0	0	84	72	29
7:15 AM - 7:30 AM	0	7	0	57	13	0	0	0	0	0	0	8	79	0	15	0	0	80	76	27
7:30 AM - 7:45 AM	0	4	0	65	13	0	0	0	0	0	0	4	92	0	23	1	0	95	51	29
7:45 AM - 8:00 AM	0	6	0	64	14	0	0	0	0	0	1	4	87	0	11	0	0	124	73	31
8:00 AM - 8:15 AM	0	8	0	55	13	0	0	0	0	0	0	5	74	0	20	0	0	77	55	30
8:15 AM - 8:30 AM	0	5	3	45	18	0	0	0	0	0	0	12	64	0	21	0	0	85	49	32
8:30 AM - 8:45 AM	0	12	0	57	17	0	0	0	0	0	0	10	65	0	24	1	0	73	71	24
8:45 AM - 9:00 AM	0	9	0	44	16	0	0	0	0	0	0	2	81	0	19	0	0	96	46	44
TOTAL	**0**	**62**	**3**	**450**	**115**	**0**	**0**	**0**	**0**	**0**	**2**	**48**	**623**	**0**	**149**	**2**	**0**	**714**	**493**	**246**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	4	0	50	11	0	0	0	0	0	0	10	116	0	14	0	0	130	58	25
4:15 PM - 4:30 PM	0	18	0	56	8	0	0	0	0	0	2	6	122	0	19	1	0	117	42	25
4:30 PM - 4:45 PM	0	6	0	60	20	0	0	0	0	0	0	10	123	0	16	0	0	119	71	24
4:45 PM - 5:00 PM	0	9	0	68	10	0	0	0	0	0	0	10	118	0	24	0	0	78	68	32
5:00 PM - 5:15 PM	0	5	0	64	11	0	0	0	0	0	0	9	114	0	18	0	0	86	60	25
5:15 PM - 5:30 PM	0	12	1	57	14	0	0	0	0	0	0	7	108	0	18	0	0	75	64	21
5:30 PM - 5:45 PM	0	4	0	48	10	0	0	0	0	0	0	2	101	0	18	1	0	89	48	20
5:45 PM - 6:00 PM	0	10	0	45	8	0	0	0	0	0	0	6	105	0	12	0	0	83	46	23
TOTAL	**0**	**68**	**1**	**448**	**92**	**0**	**0**	**0**	**0**	**0**	**2**	**60**	**907**	**0**	**139**	**2**	**0**	**777**	**457**	**195**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	28	0	249	51	0	0	0	0	0	2	19	339	0	65	1	0	383	272	116
4:00 PM - 5:00 PM	0	37	0	234	49	0	0	0	0	0	2	36	479	0	73	1	0	444	239	106

	PHF	Trucks
AM	0.900	17.9%
PM	0.946	15.5%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

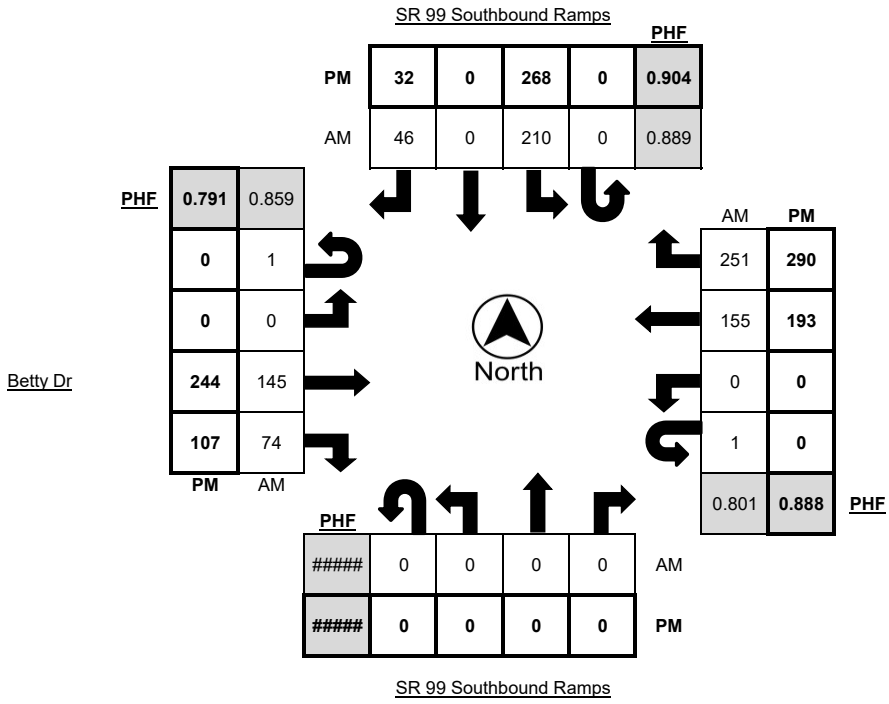
LOCATION Betty Dr @ SR 99 SB Ramps
LATITUDE 36.3507
COUNTY Tulare
LONGITUDE -119.4288
COLLECTION DATE Tuesday, July 12, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	42	0	16	18	0	0	32	15	7	0	0	34	59	18
7:15 AM - 7:30 AM	0	0	0	0	0	0	53	0	8	11	0	0	34	18	8	1	0	32	50	14
7:30 AM - 7:45 AM	0	0	0	0	0	0	59	0	13	29	0	0	35	22	8	0	0	26	80	19
7:45 AM - 8:00 AM	0	0	0	0	0	0	56	0	11	14	0	0	34	13	3	0	0	56	71	18
8:00 AM - 8:15 AM	0	0	0	0	0	0	42	0	14	20	1	0	42	21	4	0	0	41	50	23
8:15 AM - 8:30 AM	0	0	0	0	0	0	49	0	9	21	0	0	32	12	10	0	0	36	52	17
8:30 AM - 8:45 AM	0	0	0	0	0	0	45	0	8	19	0	0	35	18	6	0	0	35	57	12
8:45 AM - 9:00 AM	0	0	0	0	0	0	37	0	10	11	0	0	41	11	9	0	0	37	65	27
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**383**	**0**	**89**	**143**	**1**	**0**	**285**	**130**	**55**	**1**	**0**	**297**	**484**	**148**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	63	0	9	14	0	0	60	22	2	0	0	44	92	18
4:15 PM - 4:30 PM	0	0	0	0	0	0	64	0	10	15	0	0	68	43	3	0	0	67	64	17
4:30 PM - 4:45 PM	0	0	0	0	0	0	65	0	6	14	0	0	64	26	3	0	0	42	78	9
4:45 PM - 5:00 PM	0	0	0	0	0	0	76	0	7	20	0	0	52	16	8	0	0	40	56	12
5:00 PM - 5:15 PM	0	0	0	0	0	0	69	0	6	14	0	0	54	33	5	1	0	30	65	14
5:15 PM - 5:30 PM	0	0	0	0	0	0	74	0	5	15	0	0	44	14	8	0	0	30	56	9
5:30 PM - 5:45 PM	0	0	0	0	0	0	66	0	10	17	0	0	37	14	4	0	0	37	57	12
5:45 PM - 6:00 PM	0	0	0	0	0	0	76	0	8	12	0	0	30	15	3	0	0	40	48	11
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**553**	**0**	**61**	**121**	**0**	**0**	**409**	**183**	**36**	**1**	**0**	**330**	**516**	**102**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	0	0	0	0	0	210	0	46	74	1	0	145	74	23	1	0	155	251	74
4:00 PM - 5:00 PM	0	0	0	0	0	0	268	0	32	63	0	0	244	107	16	0	0	193	290	56

	PHF	Trucks
AM	0.916	19.4%
PM	0.897	11.9%



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

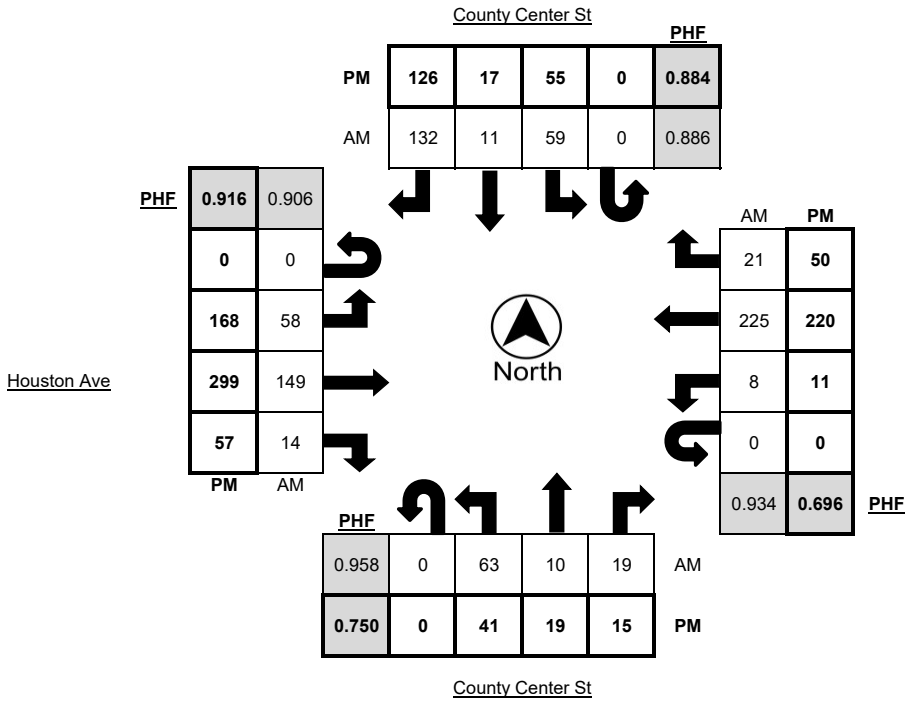
LOCATION County Center St @ Houston Ave
LATITUDE 36.3420
COUNTY Tulare
LONGITUDE -119.3231
COLLECTION DATE Tuesday, July 12, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	13	2	2	0	0	4	0	39	0	0	12	18	4	1	0	1	48	6	1
7:15 AM - 7:30 AM	0	11	2	5	1	0	15	0	31	1	0	13	30	6	0	0	3	51	4	1
7:30 AM - 7:45 AM	0	18	2	3	0	0	14	4	35	1	0	16	38	6	5	0	1	57	5	1
7:45 AM - 8:00 AM	0	18	3	3	0	0	18	3	36	0	0	16	38	1	0	0	1	63	4	0
8:00 AM - 8:15 AM	0	13	2	7	1	0	14	2	29	0	0	15	41	5	3	0	4	50	5	3
8:15 AM - 8:30 AM	0	14	3	6	0	0	13	2	32	0	0	11	32	2	1	0	2	55	7	1
8:30 AM - 8:45 AM	0	11	0	5	0	0	16	3	29	0	0	9	29	4	3	0	1	47	5	1
8:45 AM - 9:00 AM	0	9	1	9	0	0	21	3	28	0	0	13	49	6	1	0	0	42	6	1
TOTAL	**0**	**107**	**15**	**40**	**2**	**0**	**115**	**17**	**259**	**2**	**0**	**105**	**275**	**34**	**14**	**0**	**13**	**413**	**42**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	8	1	1	0	0	4	3	12	0	0	42	68	14	0	0	1	34	9	0
4:15 PM - 4:30 PM	0	7	2	4	0	0	10	5	30	0	0	36	78	10	0	0	5	39	9	1
4:30 PM - 4:45 PM	0	9	0	3	0	0	14	4	26	1	0	33	71	9	1	0	2	53	9	0
4:45 PM - 5:00 PM	0	6	5	7	0	0	7	7	33	2	0	31	67	8	2	0	2	72	14	3
5:00 PM - 5:15 PM	0	9	5	6	2	0	14	7	35	1	0	31	76	15	1	0	0	50	1	0
5:15 PM - 5:30 PM	0	8	4	3	1	0	11	4	28	0	0	46	82	15	2	0	5	51	13	1
5:30 PM - 5:45 PM	0	9	5	1	0	0	11	1	35	0	0	48	71	14	2	0	6	69	26	0
5:45 PM - 6:00 PM	0	15	5	5	0	0	19	5	28	0	0	43	70	13	1	0	0	50	10	0
TOTAL	**0**	**71**	**27**	**30**	**3**	**0**	**90**	**36**	**227**	**4**	**0**	**310**	**583**	**98**	**9**	**0**	**21**	**418**	**91**	**5**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	63	10	19	1	0	59	11	132	1	0	58	149	14	9	0	8	225	21	5
5:00 PM - 6:00 PM	0	41	19	15	3	0	55	17	126	1	0	168	299	57	6	0	11	220	50	1

	PHF	Trucks
AM	0.942	2.1%
PM	0.910	1.0%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

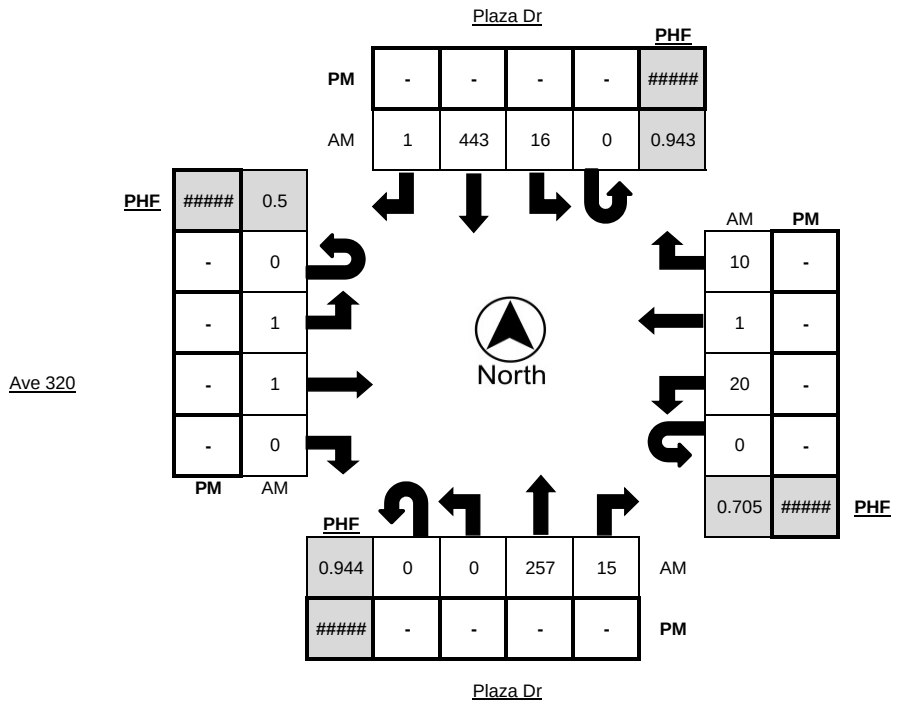
LOCATION Ave 320 @ Plaza Dr
LATITUDE 36.3709
COUNTY Tulare
LONGITUDE -119.3946
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	58	2	3	0	8	90	1	7	0	1	1	0	0	0	2	0	7	0
10:15 AM - 10:30 AM	0	0	60	4	6	1	3	91	0	7	0	0	0	0	0	0	2	0	3	0
10:30 AM - 10:45 AM	0	0	85	4	13	0	10	95	1	4	0	0	0	0	0	0	1	1	2	0
10:45 AM - 11:00 AM	0	1	67	8	8	0	4	91	12	6	0	0	0	0	0	0	5	0	4	0
11:00 AM - 11:15 AM	0	0	60	2	3	0	6	102	0	3	0	0	0	0	0	0	9	0	2	0
11:15 AM - 11:30 AM	0	0	61	7	5	0	5	108	0	8	0	1	0	0	0	0	4	1	4	0
11:30 AM - 11:45 AM	0	0	67	3	8	0	4	117	1	9	0	0	0	0	0	0	3	0	1	0
11:45 AM - 12:00 PM	0	0	69	3	6	0	1	116	0	10	0	0	1	0	0	0	4	0	3	0
TOTAL	**0**	**1**	**527**	**33**	**52**	**1**	**41**	**810**	**15**	**54**	**0**	**2**	**2**	**0**	**0**	**0**	**30**	**2**	**26**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	0	257	15	22	0	16	443	1	30	0	1	1	0	0	0	20	1	10	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.971	6.8%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

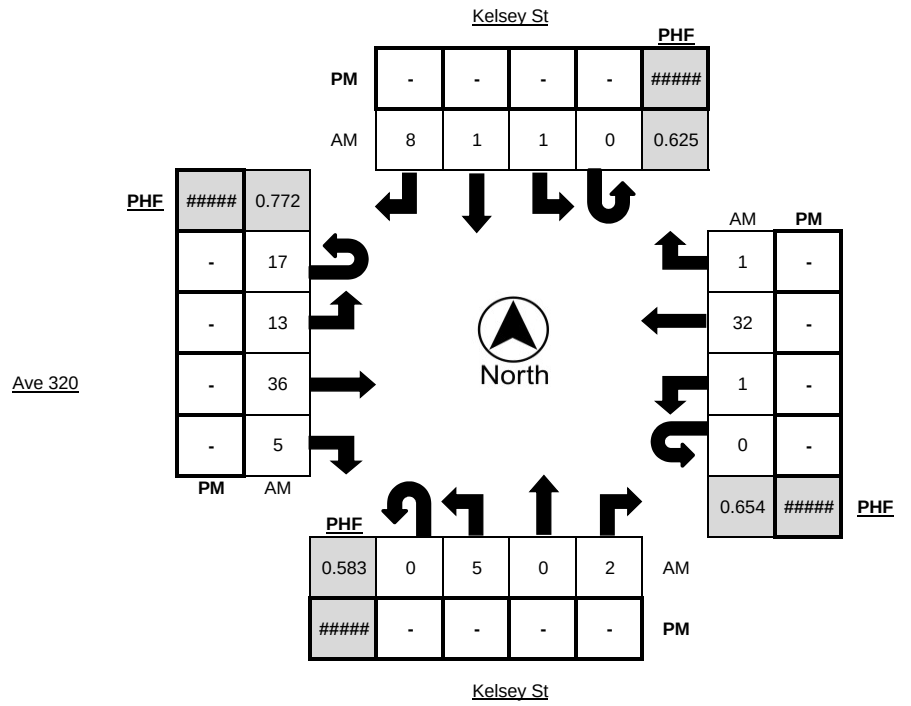
LOCATION Ave 320 @ Kelsey St
LATITUDE 36.3709
COUNTY Tulare
LONGITUDE -119.3858
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	0	0	0	0	1	0	2	2	0	2	6	0	3	0	0	5	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	8	1	3	0	0	9	2	1
10:30 AM - 10:45 AM	0	2	0	0	2	0	0	0	2	2	4	2	4	0	2	0	0	7	0	0
10:45 AM - 11:00 AM	0	3	0	0	0	0	1	1	2	2	6	1	13	3	5	0	0	6	1	1
11:00 AM - 11:15 AM	0	2	0	1	0	0	0	0	2	2	5	2	7	1	2	0	0	4	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	1	1	0	7	6	1	1	0	1	12	0	0
11:30 AM - 11:45 AM	0	0	0	1	0	0	0	0	3	3	6	3	10	0	6	0	0	10	0	0
11:45 AM - 12:00 PM	0	2	0	0	0	0	0	0	1	0	0	4	13	3	3	0	0	8	0	1
TOTAL	**0**	**9**	**0**	**2**	**2**	**0**	**2**	**1**	**14**	**13**	**21**	**21**	**67**	**9**	**25**	**0**	**1**	**61**	**3**	**3**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	5	0	2	0	0	1	1	8	8	17	13	36	5	14	0	1	32	1	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.824	18.9%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

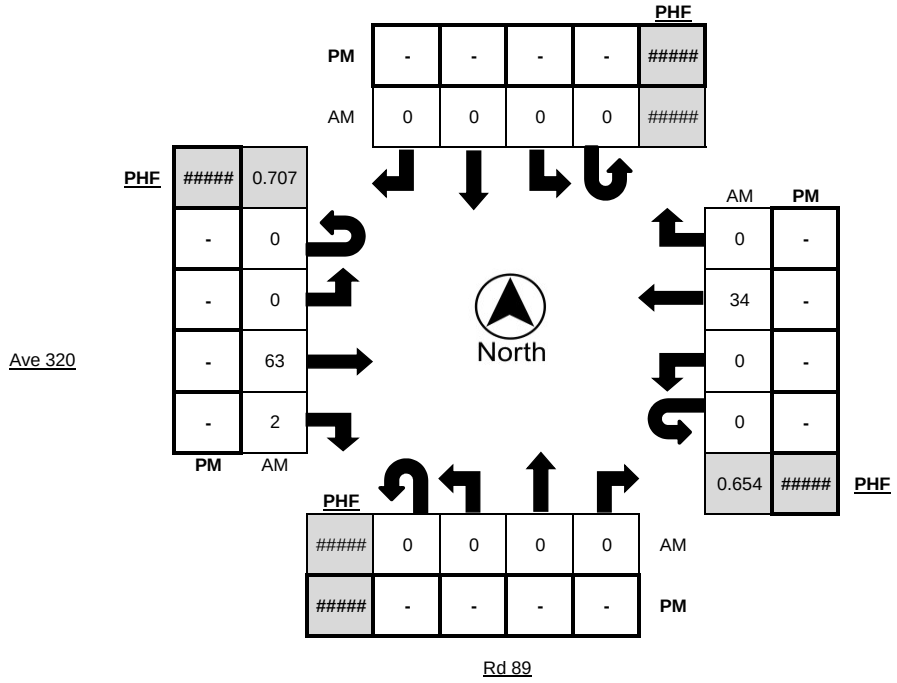
LOCATION Ave 320 @ Clancy St
LATITUDE 36.3709
COUNTY Tulare
LONGITUDE -119.3753
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	3	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	1	5	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	7	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	5	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	7	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	13	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	9	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	6	0	0
TOTAL	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**2**	**2**	**0**	**1**	**55**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	63	2	0	0	0	34	0	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.825	0.0%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

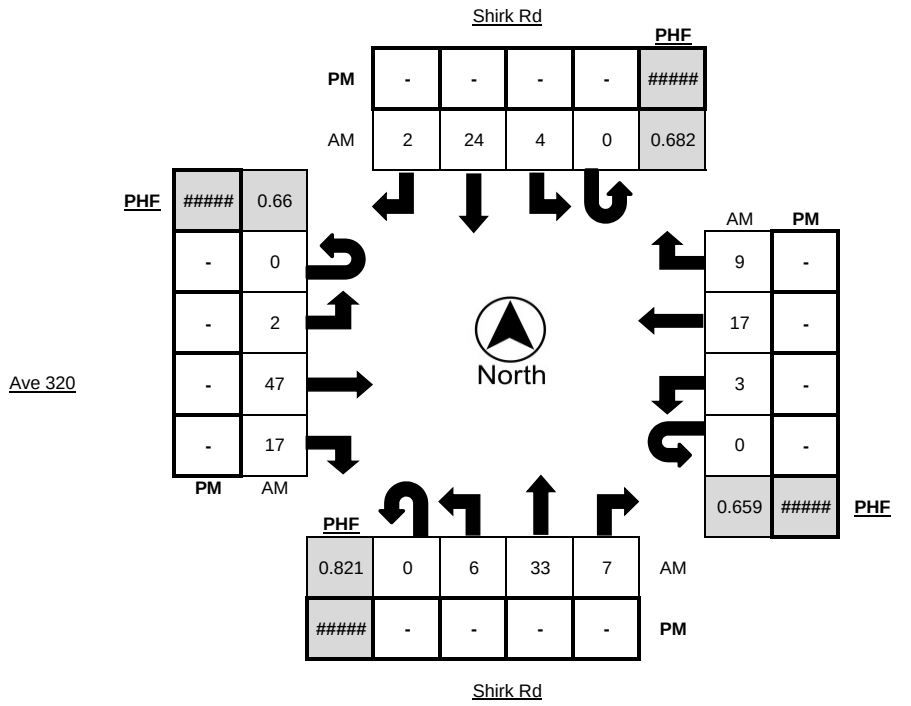
LOCATION Ave 320 @ Shirk Rd
LATITUDE 36.3709
COUNTY Tulare
LONGITUDE -119.3679
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	6	2	0	0	0	2	0	1	0	1	14	1	0	0	0	3	0	0
10:15 AM - 10:30 AM	0	0	13	1	1	0	0	9	2	1	0	0	11	4	1	0	0	4	2	0
10:30 AM - 10:45 AM	0	1	5	1	0	0	0	7	0	0	0	1	6	7	1	0	0	6	5	0
10:45 AM - 11:00 AM	0	3	6	2	0	0	2	4	0	0	0	0	10	2	0	0	1	2	1	0
11:00 AM - 11:15 AM	0	2	9	3	1	0	2	4	0	0	0	1	20	4	0	0	2	5	1	0
11:15 AM - 11:30 AM	0	5	5	0	2	0	0	3	1	1	0	0	7	4	0	0	0	7	2	0
11:30 AM - 11:45 AM	0	0	5	1	0	0	2	3	1	0	0	0	14	1	0	0	0	8	3	0
11:45 AM - 12:00 PM	0	0	10	0	1	0	1	4	0	0	0	1	3	1	0	0	1	6	0	0
TOTAL	**0**	**11**	**59**	**10**	**5**	**0**	**7**	**36**	**4**	**3**	**0**	**4**	**85**	**24**	**2**	**0**	**4**	**41**	**14**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:15 AM - 11:15 AM	0	6	33	7	2	0	4	24	2	1	0	2	47	17	2	0	3	17	9	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.807	2.9%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

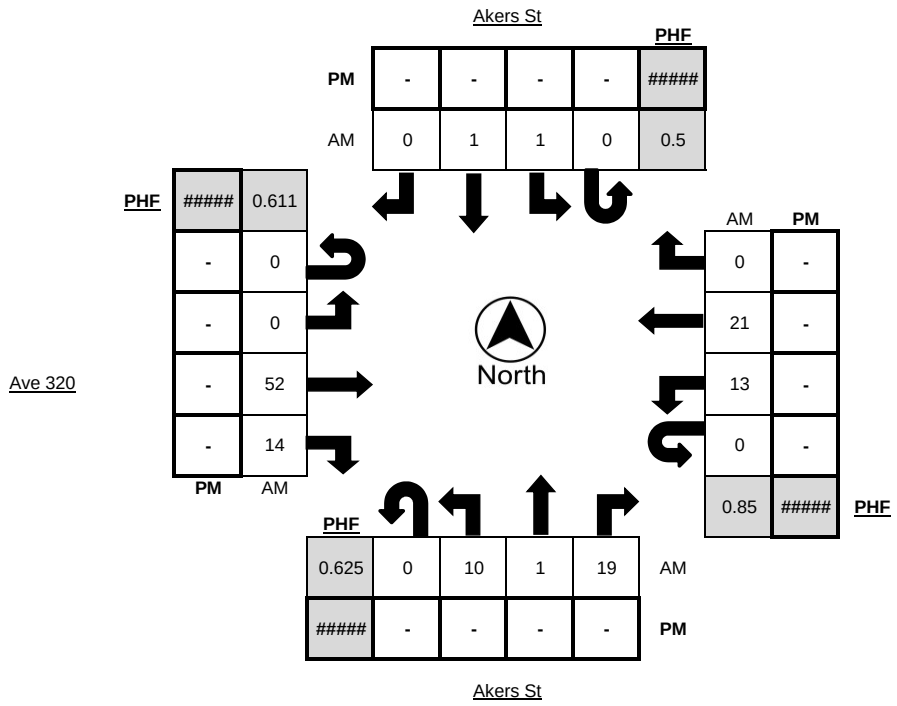
LOCATION Ave 320 @ Akers St
LATITUDE 36.3710
COUNTY Tulare
LONGITUDE -119.3500
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	3	0	5	0	0	0	0	0	0	0	0	17	3	1	0	3	3	0	0
10:15 AM - 10:30 AM	0	2	0	6	0	0	0	0	0	0	0	1	7	4	2	0	2	3	0	0
10:30 AM - 10:45 AM	0	5	0	4	0	0	0	0	0	0	0	0	6	2	1	0	5	6	0	0
10:45 AM - 11:00 AM	0	0	0	4	0	0	1	0	0	0	0	0	9	5	0	0	3	4	0	1
11:00 AM - 11:15 AM	0	1	0	5	0	0	0	1	0	0	0	0	21	6	0	0	2	8	0	0
11:15 AM - 11:30 AM	0	3	1	4	0	0	0	0	0	0	0	0	8	2	0	0	2	5	0	0
11:30 AM - 11:45 AM	0	6	0	6	0	0	0	0	0	0	0	0	14	1	0	0	6	4	0	0
11:45 AM - 12:00 PM	0	1	0	6	0	0	0	0	0	0	0	0	6	0	1	0	1	7	0	1
TOTAL	**0**	**21**	**1**	**40**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**88**	**23**	**5**	**0**	**24**	**40**	**0**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	10	1	19	0	0	1	1	0	0	0	0	52	14	0	0	13	21	0	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.750	0.8%
PM	-	-



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Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

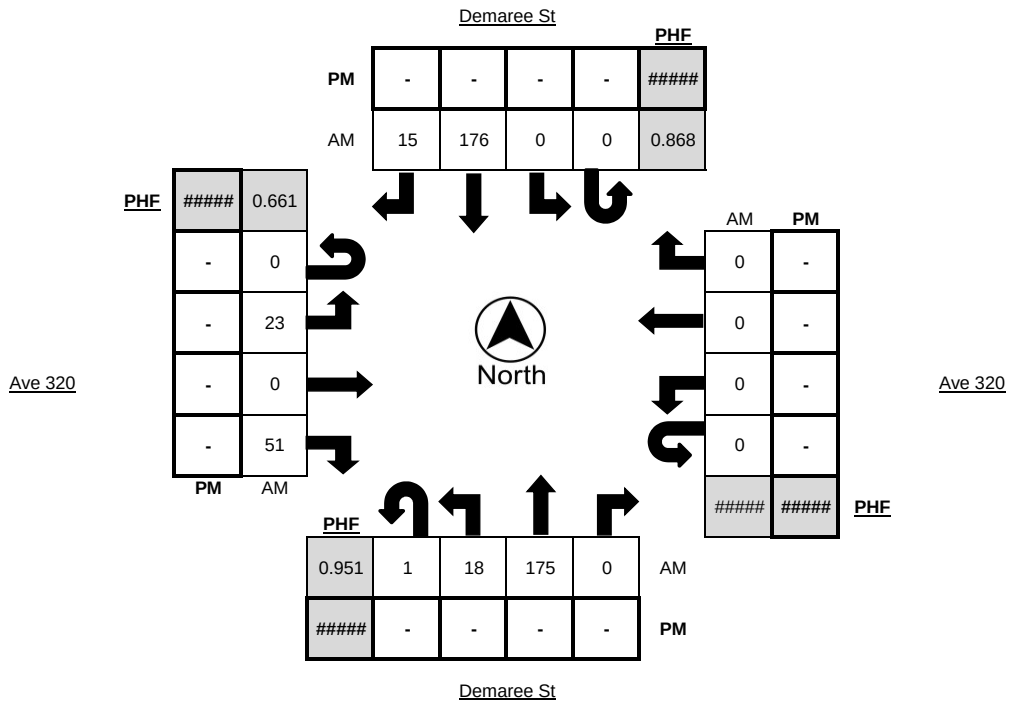
LOCATION Ave 320 @ Demaree St
LATITUDE 36.3710
COUNTY Tulare
LONGITUDE -119.3322
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	1	37	0	1	0	0	46	4	1	0	8	0	11	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	5	43	0	0	0	0	29	4	0	0	4	0	7	1	0	0	0	0	0
10:30 AM - 10:45 AM	0	6	34	0	0	0	0	34	2	0	0	4	0	4	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	2	49	0	2	0	0	41	3	0	0	3	0	12	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	9	39	0	0	0	0	46	2	0	0	12	0	16	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	4	43	0	2	0	0	52	3	0	0	1	0	9	0	0	0	0	0	0
11:30 AM - 11:45 AM	1	3	44	0	1	0	0	37	7	1	0	7	0	14	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	5	37	0	0	0	0	29	2	1	0	7	0	5	1	0	0	0	0	0
TOTAL	**1**	**35**	**326**	**0**	**6**	**0**	**0**	**314**	**27**	**3**	**0**	**46**	**0**	**78**	**2**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	1	18	175	0	5	0	0	176	15	1	0	23	0	51	0	0	0	0	0	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.925	1.3%
PM	-	-



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Turning Movement Report

Prepared For:
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1800 30th St, Ste 260
Bakersfield, CA 93301

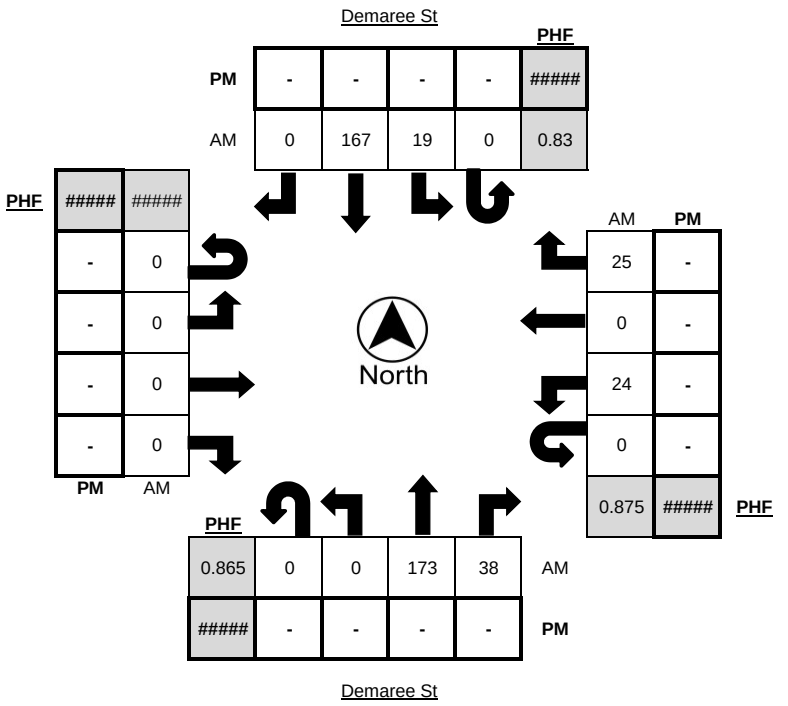
LOCATION Demaree St @ Pratt Rd
LATITUDE 36.3656
COUNTY Tulare
LONGITUDE -119.3321
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	28	4	0	0	8	42	0	0	0	0	0	0	0	0	6	0	4	0
10:15 AM - 10:30 AM	0	0	39	5	0	0	2	34	0	1	0	0	0	0	0	0	5	0	3	0
10:30 AM - 10:45 AM	0	0	39	12	0	0	2	40	0	1	0	0	0	0	0	0	8	0	4	0
10:45 AM - 11:00 AM	0	0	42	9	0	0	3	38	0	1	0	0	0	0	0	0	10	0	4	0
11:00 AM - 11:15 AM	0	0	48	12	0	0	3	48	0	0	0	0	0	0	0	0	5	0	6	0
11:15 AM - 11:30 AM	0	0	33	6	0	0	5	33	0	0	0	0	0	0	0	0	3	0	8	0
11:30 AM - 11:45 AM	0	0	50	11	0	0	8	48	0	0	0	0	0	0	0	0	6	0	7	1
11:45 AM - 12:00 PM	0	0	33	7	0	0	4	47	0	0	0	0	0	0	0	0	5	0	9	0
TOTAL	**0**	**0**	**312**	**66**	**0**	**0**	**35**	**330**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**45**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	0	173	38	0	0	19	167	0	1	0	0	0	0	0	0	24	0	25	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.858	0.4%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

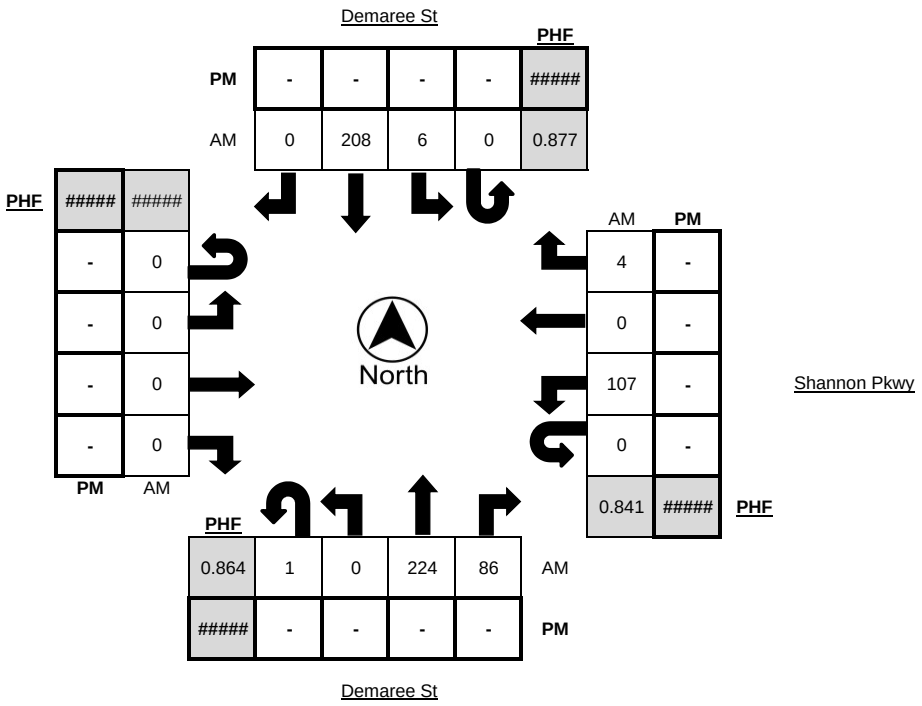
LOCATION Demaree St @ Shannon Pkwy
LATITUDE 36.3616
COUNTY Tulare
LONGITUDE -119.3321
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	38	19	0	0	3	47	0	0	0	0	0	0	0	0	23	0	2	0
10:15 AM - 10:30 AM	0	0	49	17	0	0	2	44	0	1	0	0	0	0	0	0	27	0	1	0
10:30 AM - 10:45 AM	0	0	56	21	0	0	1	49	0	0	0	0	0	0	0	0	25	0	1	0
10:45 AM - 11:00 AM	1	0	54	18	0	0	2	53	0	0	0	0	0	0	0	0	31	0	0	0
11:00 AM - 11:15 AM	0	0	64	18	0	0	1	57	0	1	0	0	0	0	0	0	27	0	2	0
11:15 AM - 11:30 AM	0	0	42	24	0	0	1	39	0	0	0	0	0	0	0	0	32	0	1	0
11:30 AM - 11:45 AM	0	0	64	26	0	0	2	59	0	0	0	0	0	0	0	0	17	0	1	0
11:45 AM - 12:00 PM	0	0	44	23	0	0	0	53	0	0	0	0	0	0	0	0	21	0	0	0
TOTAL	**1**	**0**	**411**	**166**	**0**	**0**	**12**	**401**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**203**	**0**	**8**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	1	0	224	86	0	0	6	208	0	1	0	0	0	0	0	0	107	0	4	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.941	0.2%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

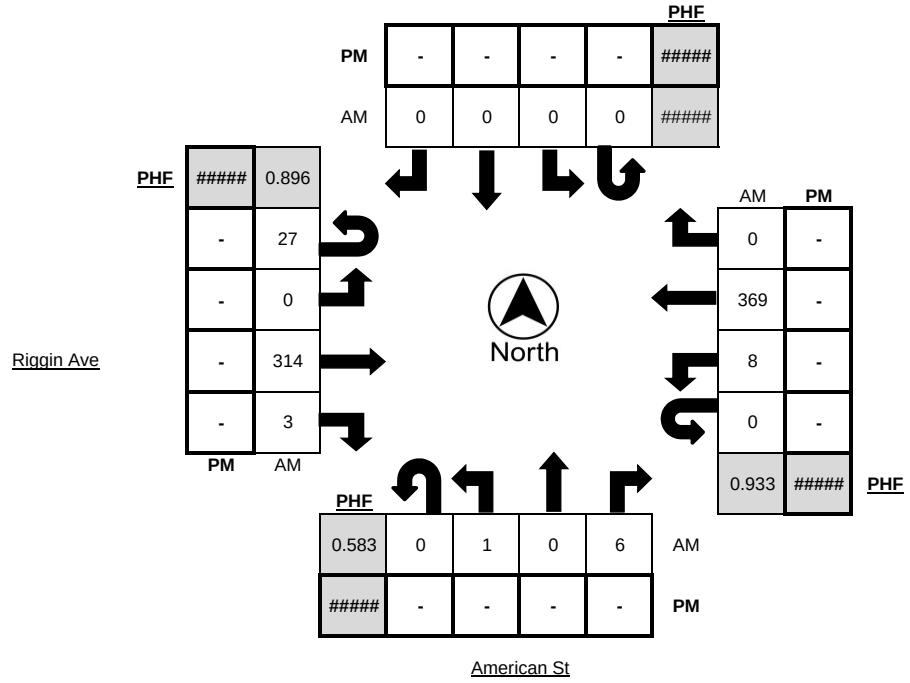
LOCATION Riggin Ave @ American St
LATITUDE 36.3563
COUNTY Tulare
LONGITUDE -119.4035
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	0	1	0	0	0	0	0	0	6	0	78	1	11	0	2	81	0	14
10:15 AM - 10:30 AM	0	1	0	3	2	0	0	0	0	0	6	0	72	0	4	0	2	87	0	14
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	1	0	8	0	76	1	9	0	2	72	0	8
10:45 AM - 11:00 AM	0	0	0	1	0	0	0	0	0	0	3	0	90	0	10	0	4	75	0	4
11:00 AM - 11:15 AM	0	0	0	2	0	0	0	0	0	0	12	0	68	1	6	0	1	96	0	6
11:15 AM - 11:30 AM	0	0	0	3	0	0	0	0	0	0	8	0	87	1	10	0	2	99	0	9
11:30 AM - 11:45 AM	0	1	0	0	1	0	0	0	0	0	4	0	69	1	3	0	1	99	0	13
11:45 AM - 12:00 PM	0	0	0	1	0	0	0	0	0	0	4	0	74	0	5	0	5	82	0	7
TOTAL	**0**	**2**	**0**	**11**	**3**	**0**	**0**	**0**	**1**	**0**	**51**	**0**	**614**	**5**	**58**	**0**	**19**	**691**	**0**	**75**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	1	0	6	1	0	0	0	0	0	27	0	314	3	29	0	8	369	0	32
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.910	8.5%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

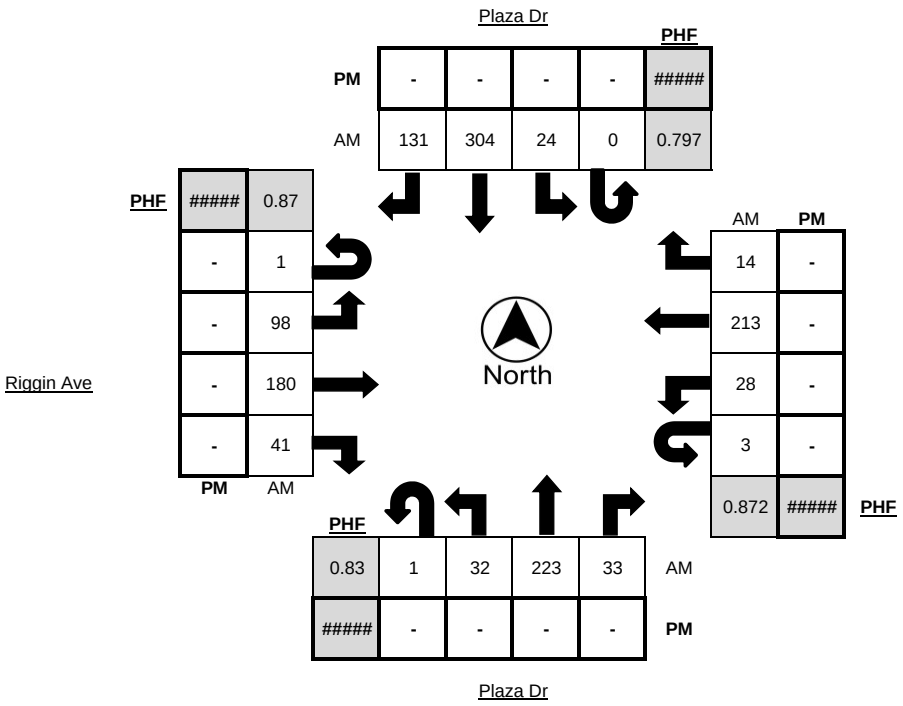
LOCATION Riggin Ave @ Plaza Dr
LATITUDE 36.3564
COUNTY Tulare
LONGITUDE -119.3947
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	7	38	6	9	0	7	71	21	10	1	17	40	19	10	1	14	46	7	20
10:15 AM - 10:30 AM	0	7	59	6	5	0	9	53	20	5	0	21	38	14	4	1	10	57	5	18
10:30 AM - 10:45 AM	0	6	41	5	7	0	4	52	24	8	0	24	42	10	9	1	9	47	7	8
10:45 AM - 11:00 AM	0	9	56	5	8	0	4	73	26	2	0	31	50	11	12	1	7	45	0	7
11:00 AM - 11:15 AM	1	7	43	8	5	0	2	75	28	7	1	17	45	12	5	1	7	62	4	3
11:15 AM - 11:30 AM	0	8	70	9	7	0	11	88	45	9	0	25	44	10	5	1	10	46	6	5
11:30 AM - 11:45 AM	0	8	54	11	3	0	7	68	32	11	0	25	41	8	5	0	4	60	4	7
11:45 AM - 12:00 PM	1	11	53	5	9	0	2	64	36	5	0	30	34	11	3	0	7	41	8	2
TOTAL	**2**	**63**	**414**	**55**	**53**	**0**	**46**	**544**	**232**	**57**	**2**	**190**	**334**	**95**	**53**	**6**	**68**	**404**	**41**	**70**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	1	32	223	33	23	0	24	304	131	29	1	98	180	41	27	3	28	213	14	22
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.889	7.6%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

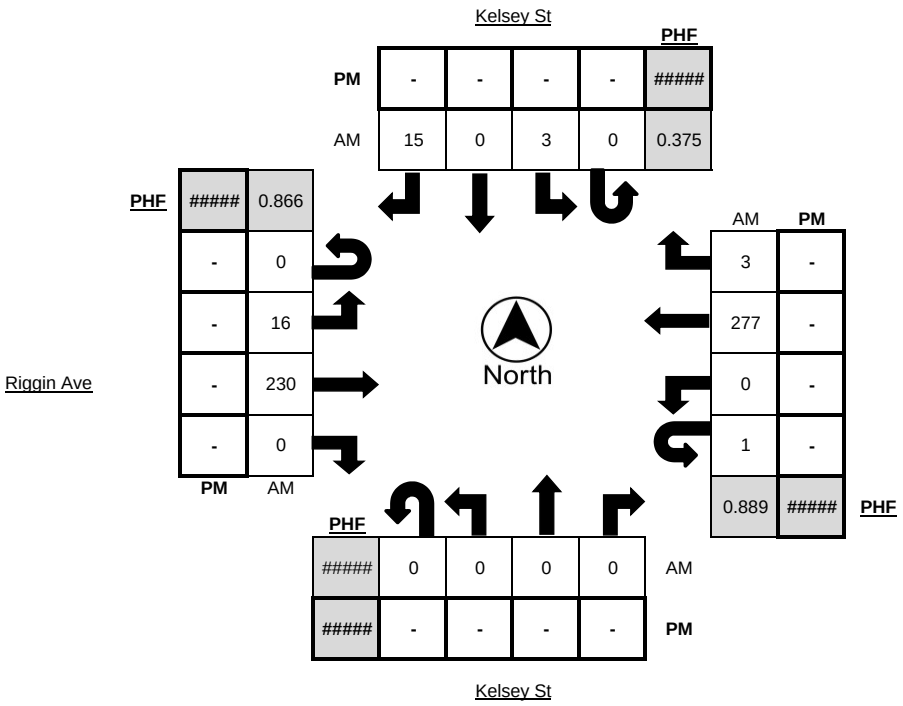
LOCATION Riggin Ave @ Kelsey St
LATITUDE 36.3564
COUNTY Tulare
LONGITUDE -119.3858
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	0	0	0	0	3	0	0	1	0	2	54	0	3	0	0	61	1	4
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	3	2	0	1	56	0	3	0	0	66	0	2
10:30 AM - 10:45 AM	0	0	0	0	0	0	1	0	3	2	0	1	65	0	4	0	0	58	0	2
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	54	0	3	1	0	73	0	1
11:00 AM - 11:15 AM	0	0	0	0	0	0	1	0	3	1	0	3	63	0	2	0	0	64	0	2
11:15 AM - 11:30 AM	0	0	0	0	0	0	1	0	11	0	0	1	53	0	2	0	0	61	3	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	1	0	1	0	0	11	60	0	3	0	0	79	0	2
11:45 AM - 12:00 PM	0	0	0	0	0	0	1	0	2	1	0	3	58	0	5	0	1	60	1	1
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**23**	**7**	**0**	**23**	**463**	**0**	**25**	**1**	**1**	**522**	**5**	**14**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	0	0	0	0	0	3	0	15	1	0	16	230	0	10	1	0	277	3	5
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.896	2.9%
PM	-	-



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1800 30th St, Ste 260
Bakersfield, CA 93301

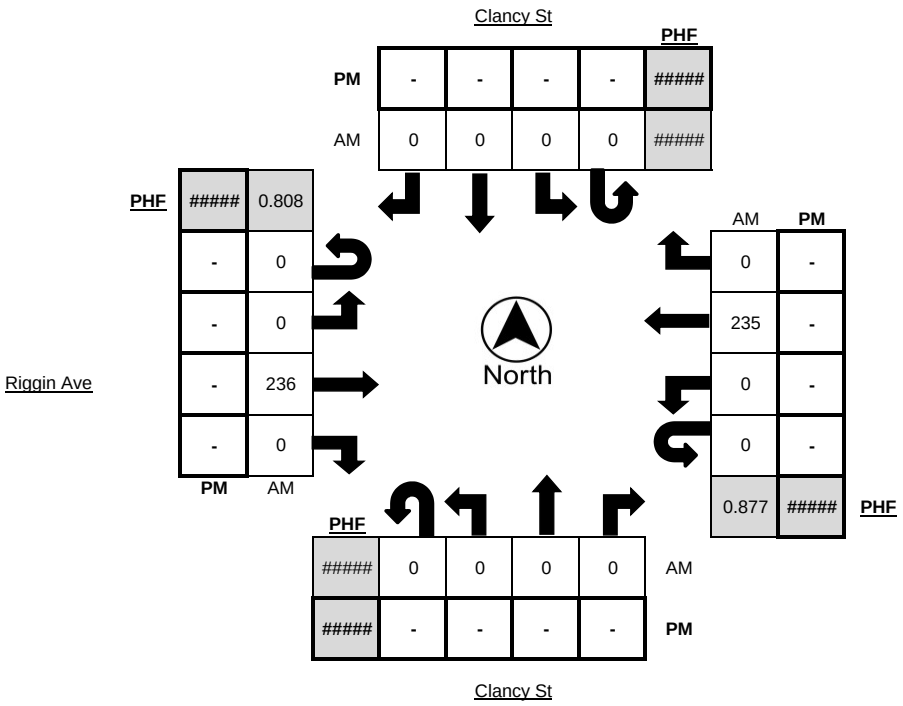
LOCATION Riggin Ave @ Clancy St
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3768
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	48	0	2	0	0	42	1	1
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	54	0	2	0	0	58	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	52	0	2	0	0	56	0	1
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	64	0	4	0	0	49	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	47	0	2	0	0	63	0	1
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	73	0	2	0	0	67	0	2
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	49	0	1	0	0	56	0	5
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	41	0	2	0	0	63	0	1
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**428**	**0**	**17**	**0**	**0**	**454**	**1**	**11**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:30 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	236	0	10	0	0	235	0	4
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.841	3.0%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

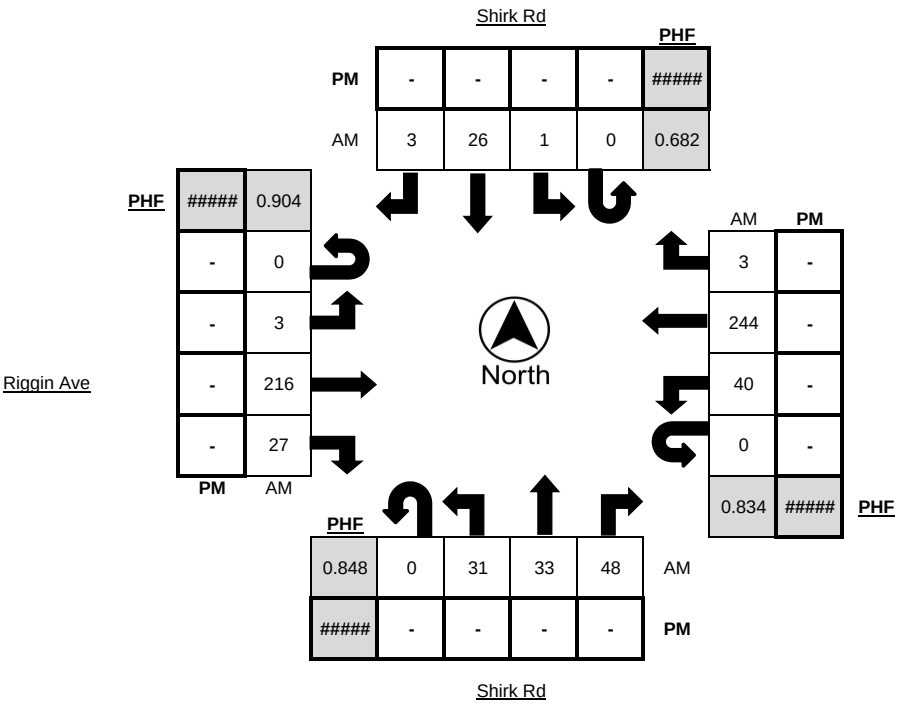
LOCATION Riggin Ave @ Shirk Rd
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3678
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	6	10	7	2	0	0	2	1	0	0	1	53	6	1	0	11	52	0	0
10:15 AM - 10:30 AM	0	9	10	7	1	0	2	8	2	2	0	0	48	6	2	0	6	52	1	2
10:30 AM - 10:45 AM	0	5	8	4	1	0	1	13	0	0	0	1	50	5	2	0	8	51	0	1
10:45 AM - 11:00 AM	0	9	8	16	0	0	0	6	1	0	0	0	57	5	2	0	11	62	1	1
11:00 AM - 11:15 AM	0	8	13	6	3	0	0	9	2	0	0	3	58	7	0	0	8	50	1	0
11:15 AM - 11:30 AM	0	7	7	11	1	0	1	4	0	0	0	0	54	7	3	0	8	60	0	0
11:30 AM - 11:45 AM	0	7	5	15	1	0	0	7	0	1	0	0	47	8	1	0	13	72	1	1
11:45 AM - 12:00 PM	0	12	8	8	1	0	1	4	0	0	0	1	53	6	4	0	7	51	1	1
TOTAL	**0**	**63**	**69**	**74**	**10**	**0**	**5**	**53**	**6**	**3**	**0**	**6**	**420**	**50**	**15**	**0**	**72**	**450**	**5**	**6**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	31	33	48	5	0	1	26	3	1	0	3	216	27	6	0	40	244	3	2
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.959	2.1%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

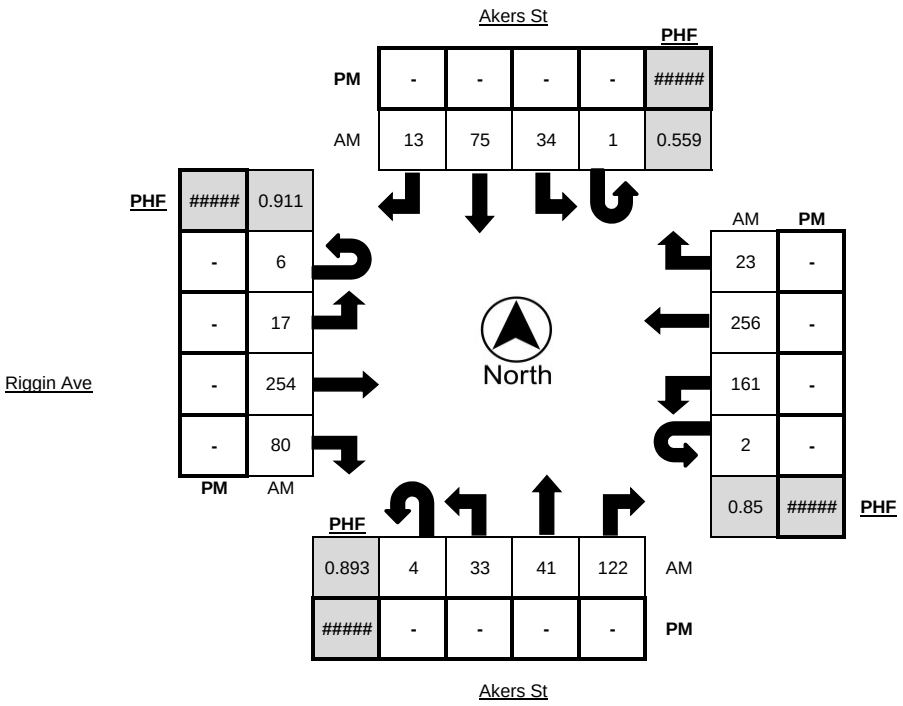
LOCATION Riggin Ave @ Akers St
LATITUDE 36.3566
COUNTY Tulare
LONGITUDE -119.3500
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	10	13	34	1	0	4	11	3	0	1	5	73	40	0	0	38	52	11	0
10:15 AM - 10:30 AM	1	4	12	33	0	1	4	17	3	1	0	7	53	12	2	0	31	66	13	2
10:30 AM - 10:45 AM	1	5	22	40	0	0	7	13	5	1	4	3	58	13	1	0	37	52	8	1
10:45 AM - 11:00 AM	1	8	5	30	1	0	2	10	3	0	0	7	66	12	0	0	48	76	6	2
11:00 AM - 11:15 AM	1	8	14	33	1	0	10	18	3	0	1	5	60	32	0	0	46	55	4	0
11:15 AM - 11:30 AM	1	10	7	34	0	1	7	13	1	0	2	2	69	19	1	0	38	60	9	1
11:30 AM - 11:45 AM	1	7	15	25	1	0	15	34	6	1	3	3	59	17	1	2	29	65	4	2
11:45 AM - 12:00 PM	1	11	14	39	0	0	16	30	11	1	0	6	61	6	3	1	23	48	4	1
TOTAL	**7**	**63**	**102**	**268**	**4**	**2**	**65**	**146**	**35**	**4**	**11**	**38**	**499**	**151**	**8**	**3**	**290**	**474**	**59**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	4	33	41	122	3	1	34	75	13	1	6	17	254	80	2	2	161	256	23	5
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.967	1.0%
PM	-	-



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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

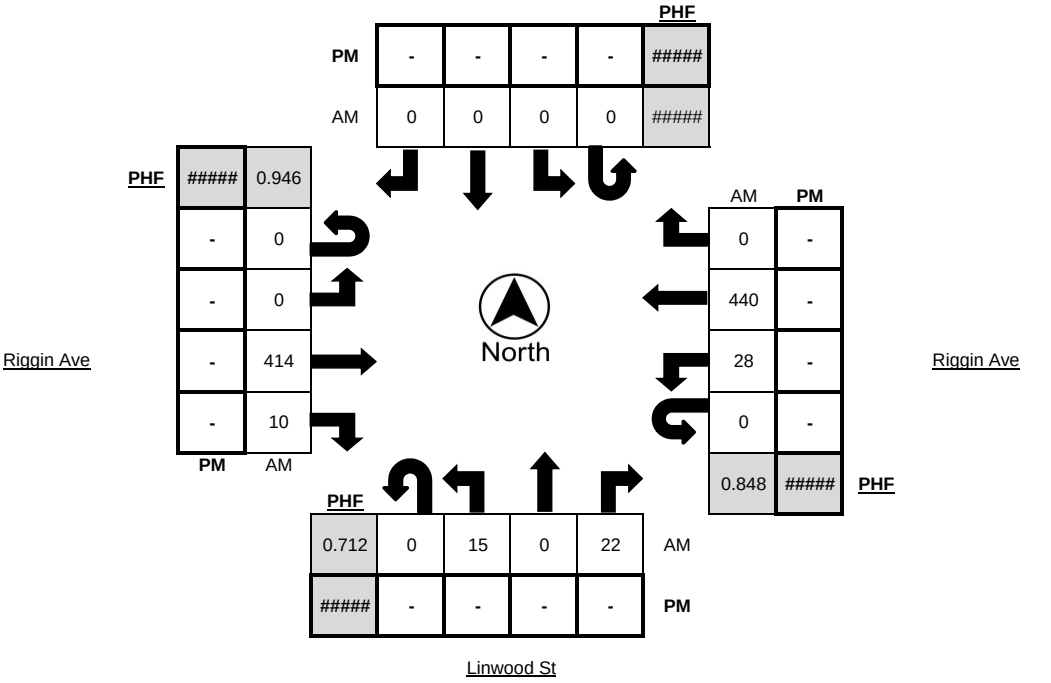
LOCATION Riggin Ave @ Linwood St
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3410
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	2	0	6	0	0	0	0	0	0	0	0	108	4	1	0	3	96	0	0
10:15 AM - 10:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	92	7	3	0	7	104	0	2
10:30 AM - 10:45 AM	0	5	0	8	0	0	0	0	0	0	0	0	107	2	3	0	4	102	0	1
10:45 AM - 11:00 AM	0	4	0	5	0	0	0	0	0	0	0	0	97	2	1	0	4	134	0	2
11:00 AM - 11:15 AM	0	1	0	6	0	0	0	0	0	0	0	0	100	4	1	0	12	106	0	0
11:15 AM - 11:30 AM	0	5	0	3	0	0	0	0	0	0	0	0	110	2	1	0	8	98	0	0
11:30 AM - 11:45 AM	0	7	0	5	1	0	0	0	0	0	0	0	106	2	2	0	8	99	0	2
11:45 AM - 12:00 PM	0	2	0	5	0	0	0	0	0	0	0	0	117	2	2	0	11	76	0	0
TOTAL	**0**	**30**	**0**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**837**	**25**	**14**	**0**	**57**	**815**	**0**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:30 AM - 11:30 AM	0	15	0	22	0	0	0	0	0	0	0	0	414	10	6	0	28	440	0	3
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.944	1.0%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

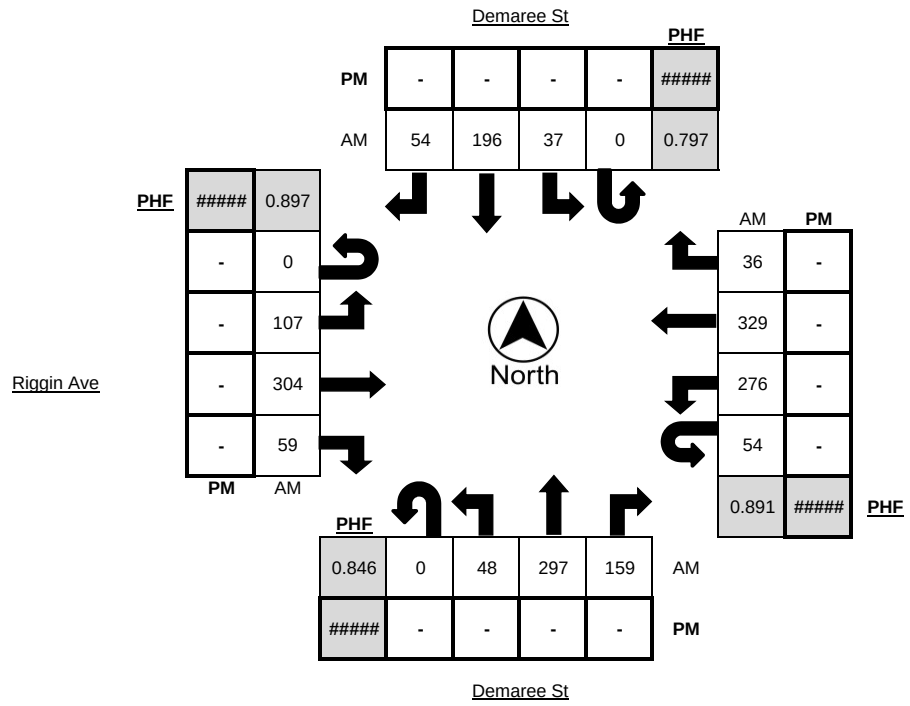
LOCATION Riggin Ave @ Demaree St
LATITUDE 36.3565
COUNTY Tulare
LONGITUDE -119.3320
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	13	43	39	0	1	6	51	16	1	0	18	67	15	2	11	60	54	3	1
10:15 AM - 10:30 AM	0	14	55	35	1	0	6	37	15	0	1	15	53	14	2	8	59	68	10	0
10:30 AM - 10:45 AM	0	14	60	31	1	0	7	37	13	0	0	22	77	10	0	15	56	82	7	2
10:45 AM - 11:00 AM	0	11	58	36	1	0	15	38	21	0	0	20	63	15	1	5	57	68	7	1
11:00 AM - 11:15 AM	0	8	65	39	0	0	19	53	18	0	0	28	89	14	1	13	67	86	12	2
11:15 AM - 11:30 AM	0	13	69	33	1	0	4	56	13	0	0	18	74	18	1	6	67	81	6	4
11:30 AM - 11:45 AM	0	11	96	42	1	0	5	51	11	0	0	32	82	14	1	19	76	58	9	1
11:45 AM - 12:00 PM	0	16	67	45	2	0	9	36	12	0	0	29	59	13	1	16	66	104	9	1
TOTAL	**0**	**100**	**513**	**300**	**7**	**1**	**71**	**359**	**119**	**1**	**1**	**182**	**564**	**113**	**9**	**93**	**508**	**601**	**63**	**12**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	48	297	159	4	0	37	196	54	0	0	107	304	59	4	54	276	329	36	8
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.957	0.8%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

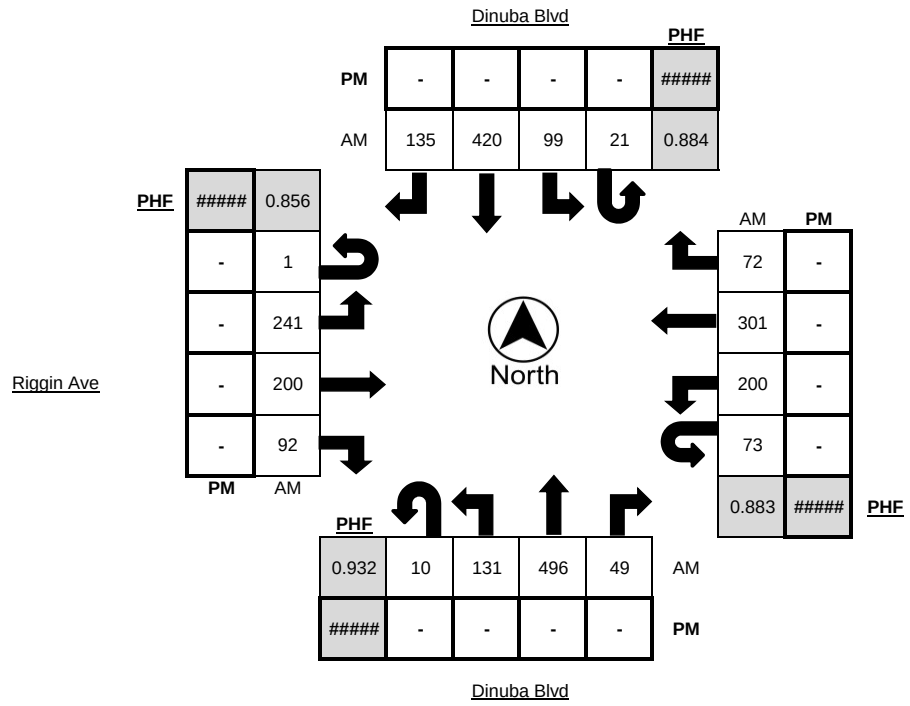
LOCATION Riggin Ave @ Dinuba Blvd
LATITUDE 36.3562
COUNTY Tulare
LONGITUDE -119.2970
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	33	91	15	0	1	24	59	25	3	0	48	47	13	0	20	42	67	21	0
10:15 AM - 10:30 AM	4	29	131	7	3	1	29	109	44	3	0	64	40	11	2	19	40	64	13	0
10:30 AM - 10:45 AM	4	29	104	9	1	2	33	85	31	0	0	57	62	21	2	16	35	71	18	3
10:45 AM - 11:00 AM	7	23	136	12	1	4	36	100	27	2	0	41	61	23	3	21	45	80	19	2
11:00 AM - 11:15 AM	6	27	126	16	4	4	28	123	36	0	0	63	41	20	1	17	37	54	8	0
11:15 AM - 11:30 AM	1	29	121	9	2	3	20	112	31	0	0	56	48	19	4	27	53	86	13	2
11:30 AM - 11:45 AM	1	27	144	12	1	5	24	87	34	2	0	69	60	27	1	14	51	77	26	2
11:45 AM - 12:00 PM	2	48	105	12	3	9	27	98	34	3	1	53	51	26	0	15	59	84	25	1
TOTAL	**25**	**245**	**958**	**92**	**15**	**29**	**221**	**773**	**262**	**13**	**1**	**451**	**410**	**160**	**13**	**149**	**362**	**583**	**143**	**10**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	10	131	496	49	10	21	99	420	135	5	1	241	200	92	6	73	200	301	72	5
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.965	1.0%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

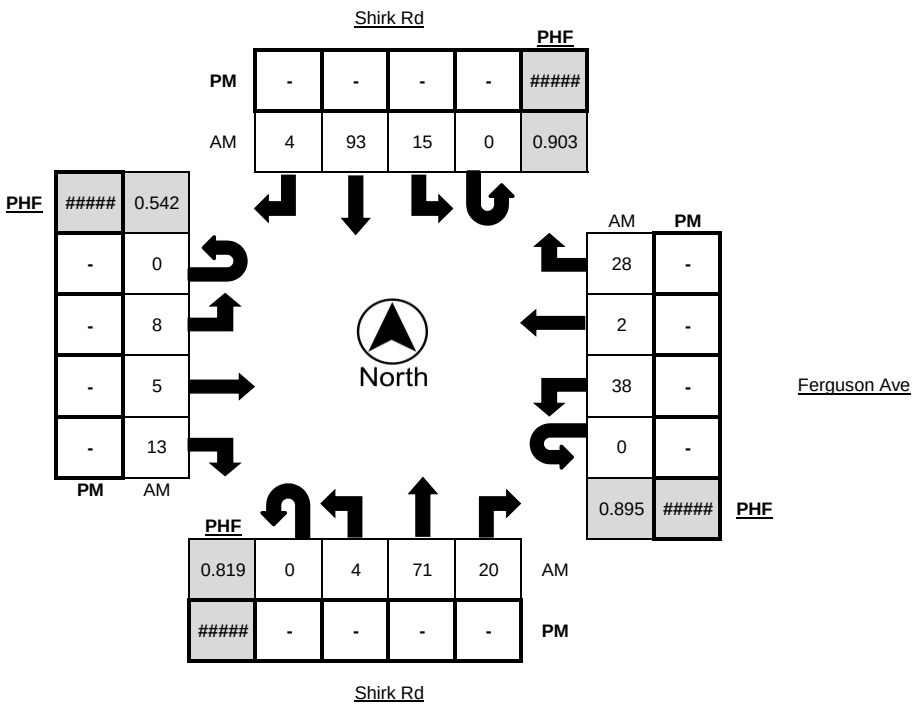
LOCATION Ferguson Ave @ Shirk Rd
LATITUDE 36.3510
COUNTY Tulare
LONGITUDE -119.3678
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	1	23	9	1	0	3	25	0	1	0	1	1	0	0	0	7	0	3	0
10:15 AM - 10:30 AM	0	0	18	4	1	0	1	22	1	0	0	3	0	3	0	0	9	1	5	0
10:30 AM - 10:45 AM	0	2	13	4	1	0	7	23	1	1	0	3	3	6	0	0	8	1	7	0
10:45 AM - 11:00 AM	0	1	21	7	0	0	4	22	2	3	0	1	1	4	0	0	10	0	8	0
11:00 AM - 11:15 AM	0	1	19	5	3	0	3	26	0	0	0	1	1	0	0	0	11	0	8	1
11:15 AM - 11:30 AM	0	0	22	5	2	0	3	16	0	1	0	0	0	2	0	0	7	0	5	1
11:30 AM - 11:45 AM	0	2	21	2	1	0	6	22	0	1	0	0	2	0	0	0	9	0	5	0
11:45 AM - 12:00 PM	0	1	16	9	2	0	2	13	0	1	0	0	0	1	0	0	3	0	11	0
TOTAL	**0**	**8**	**153**	**45**	**11**	**0**	**29**	**169**	**4**	**8**	**0**	**9**	**8**	**16**	**0**	**0**	**64**	**2**	**52**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:15 AM - 11:15 AM	0	4	71	20	5	0	15	93	4	4	0	8	5	13	0	0	38	2	28	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.929	3.3%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

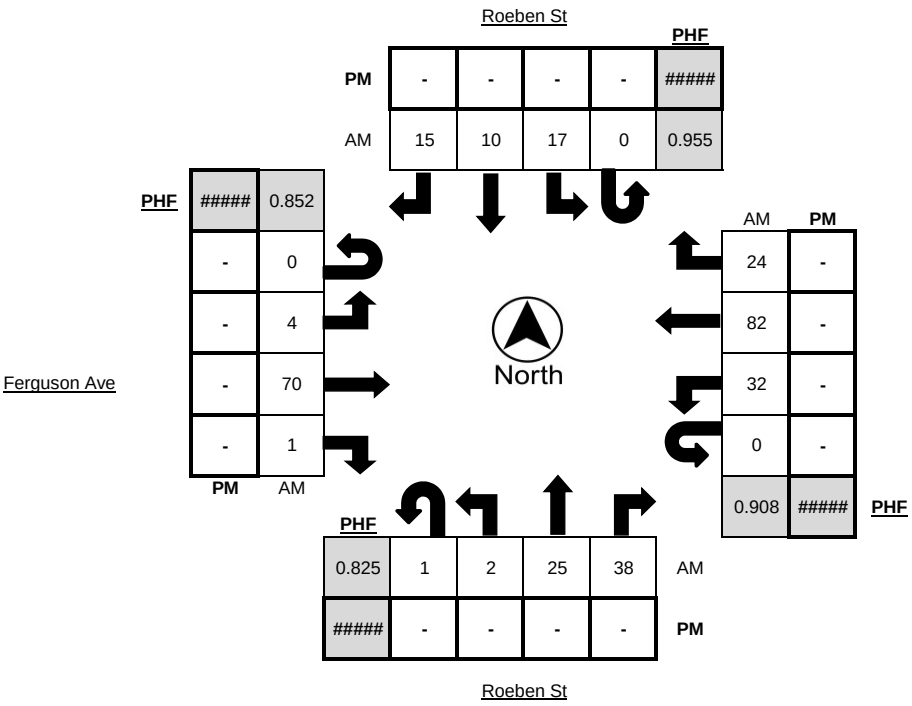
LOCATION Ferguson Ave @ Roeben St
LATITUDE 36.3511
COUNTY Tulare
LONGITUDE -119.3589
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	1	9	10	0	0	4	3	3	0	0	0	21	1	0	0	12	18	6	0
10:15 AM - 10:30 AM	0	1	6	8	0	0	3	5	3	0	0	2	14	0	0	0	5	19	7	0
10:30 AM - 10:45 AM	0	0	6	8	0	0	3	2	5	0	0	2	15	0	0	0	8	23	7	0
10:45 AM - 11:00 AM	1	0	4	12	0	0	7	0	4	0	0	0	20	0	0	0	7	22	4	0
11:00 AM - 11:15 AM	0	1	5	9	0	0	6	5	3	0	0	3	14	2	0	0	6	23	1	1
11:15 AM - 11:30 AM	0	2	3	7	1	0	13	2	2	0	0	3	18	0	0	0	5	13	1	0
11:30 AM - 11:45 AM	0	2	5	8	0	0	0	3	3	0	0	4	15	0	0	0	8	14	5	0
11:45 AM - 12:00 PM	0	1	3	7	0	0	8	8	1	0	0	3	19	1	0	0	8	19	4	0
TOTAL	**1**	**8**	**41**	**69**	**1**	**0**	**44**	**28**	**24**	**0**	**0**	**17**	**136**	**4**	**0**	**0**	**59**	**151**	**35**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	1	2	25	38	0	0	17	10	15	0	0	4	70	1	0	0	32	82	24	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.912	0.0%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

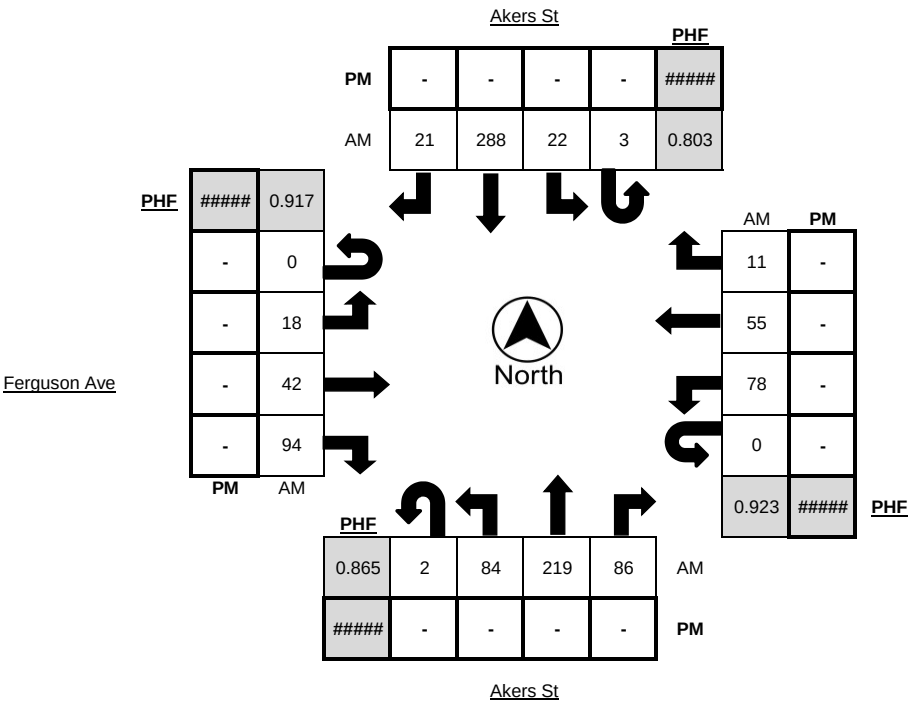
LOCATION Ferguson Ave @ Akers St
LATITUDE 36.3492
COUNTY Tulare
LONGITUDE -119.3500
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	29	44	16	2	0	8	108	10	1	0	1	18	20	0	0	18	10	3	1
10:15 AM - 10:30 AM	0	16	51	14	0	2	5	66	6	0	0	1	13	27	1	0	21	15	3	0
10:30 AM - 10:45 AM	0	24	69	20	0	0	3	57	3	0	0	5	9	21	1	0	15	14	3	0
10:45 AM - 11:00 AM	1	24	40	20	0	0	5	75	8	1	0	5	8	23	0	0	23	12	2	0
11:00 AM - 11:15 AM	1	20	59	32	2	1	9	90	4	1	0	7	12	23	0	0	19	14	3	1
11:15 AM - 11:30 AM	0	26	49	25	0	0	1	62	4	1	0	3	8	22	0	0	16	10	3	0
11:30 AM - 11:45 AM	0	22	50	20	1	0	2	48	5	0	1	1	17	25	0	0	17	15	2	0
11:45 AM - 12:00 PM	0	34	52	16	1	0	0	60	5	1	0	6	10	27	0	0	23	21	1	1
TOTAL	**2**	**195**	**414**	**163**	**6**	**3**	**33**	**566**	**45**	**5**	**1**	**29**	**95**	**188**	**2**	**0**	**152**	**111**	**20**	**3**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:15 AM - 11:15 AM	2	84	219	86	2	3	22	288	21	2	0	18	42	94	2	0	78	55	11	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.870	0.7%
PM	-	-



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Bakersfield, CA 93301

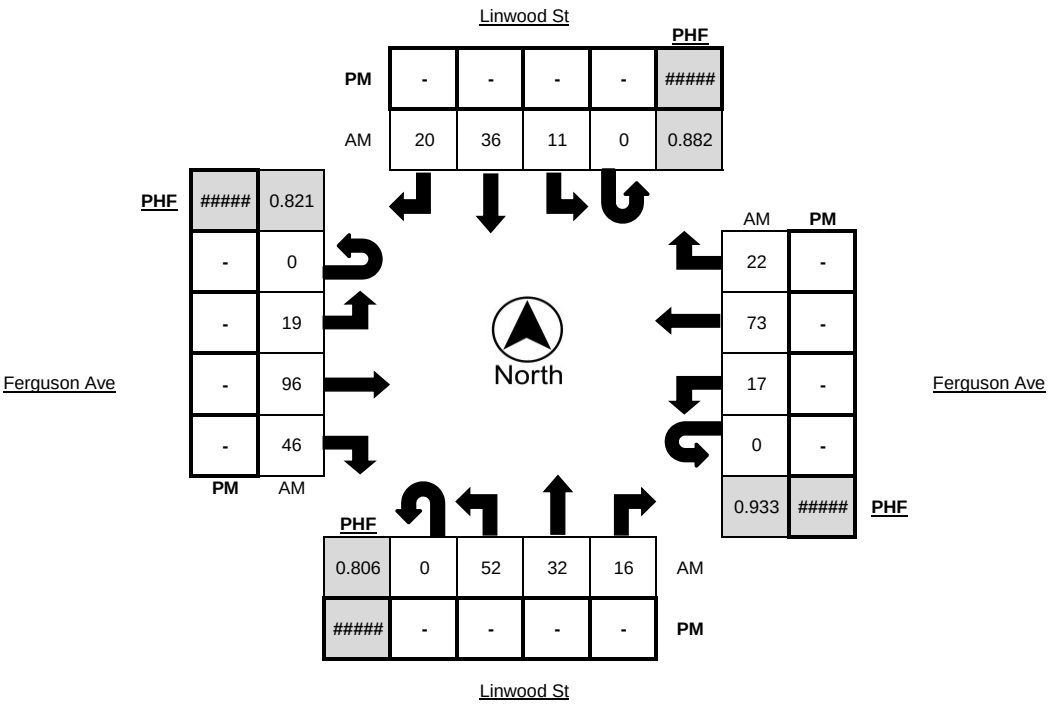
LOCATION Ferguson Ave @ Linwood St
LATITUDE 36.3490
COUNTY Tulare
LONGITUDE -119.3410
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	14	2	6	0	0	2	8	3	0	0	3	37	18	1	0	3	14	0	1
10:15 AM - 10:30 AM	0	8	8	0	0	0	2	12	3	0	0	2	22	13	1	0	5	24	1	0
10:30 AM - 10:45 AM	0	7	5	1	0	0	4	10	1	0	0	5	16	13	0	0	6	21	3	0
10:45 AM - 11:00 AM	0	11	5	5	0	0	2	5	7	0	0	5	21	8	0	0	4	18	0	0
11:00 AM - 11:15 AM	0	17	8	3	1	0	5	9	2	0	0	4	29	16	0	0	6	18	6	0
11:15 AM - 11:30 AM	0	6	9	6	0	0	0	10	3	0	0	7	24	6	0	0	3	18	6	0
11:30 AM - 11:45 AM	0	7	7	6	0	0	3	9	7	0	0	8	28	13	1	0	5	17	4	0
11:45 AM - 12:00 PM	0	22	8	1	0	0	3	8	8	0	0	0	15	11	0	0	3	20	6	0
TOTAL	**0**	**92**	**52**	**28**	**1**	**0**	**21**	**71**	**34**	**0**	**0**	**34**	**192**	**98**	**3**	**0**	**35**	**150**	**26**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	52	32	16	1	0	11	36	20	0	0	19	96	46	1	0	17	73	22	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.894	0.5%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

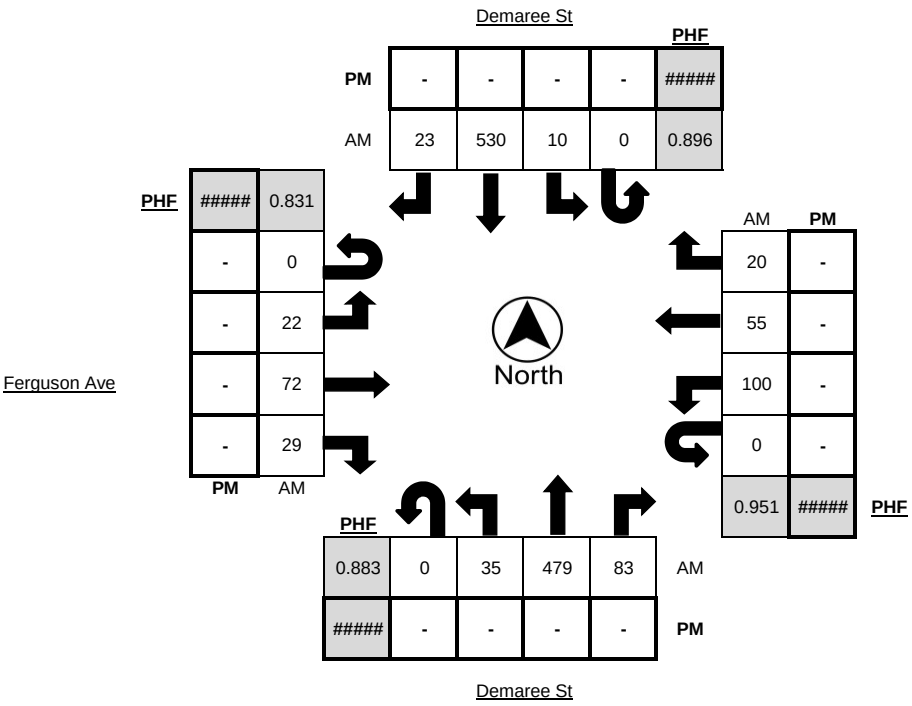
LOCATION Ferguson Ave @ Demaree St
LATITUDE 36.3491
COUNTY Tulare
LONGITUDE -119.3319
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	5	99	23	0	0	4	135	6	2	0	7	24	12	0	0	24	7	3	0
10:15 AM - 10:30 AM	0	11	109	21	1	0	2	106	3	1	0	8	9	9	1	0	19	14	6	0
10:30 AM - 10:45 AM	0	8	103	23	1	0	3	105	7	1	0	3	12	5	0	0	26	11	2	0
10:45 AM - 11:00 AM	0	4	114	20	0	0	5	104	3	0	0	7	16	6	0	0	33	14	8	1
11:00 AM - 11:15 AM	0	9	104	25	0	0	4	132	7	2	0	3	22	12	0	0	26	15	5	0
11:15 AM - 11:30 AM	0	8	109	18	1	0	2	135	6	1	0	5	23	4	0	0	28	12	5	0
11:30 AM - 11:45 AM	0	7	144	18	0	0	3	148	6	1	0	8	18	10	0	0	22	14	4	0
11:45 AM - 12:00 PM	0	11	122	22	2	0	1	115	4	0	0	6	9	3	0	0	24	14	6	1
TOTAL	**0**	**63**	**904**	**170**	**5**	**0**	**24**	**980**	**42**	**8**	**0**	**47**	**133**	**61**	**1**	**0**	**202**	**101**	**39**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	35	479	83	3	0	10	530	23	4	0	22	72	29	0	0	100	55	20	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.907	0.5%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

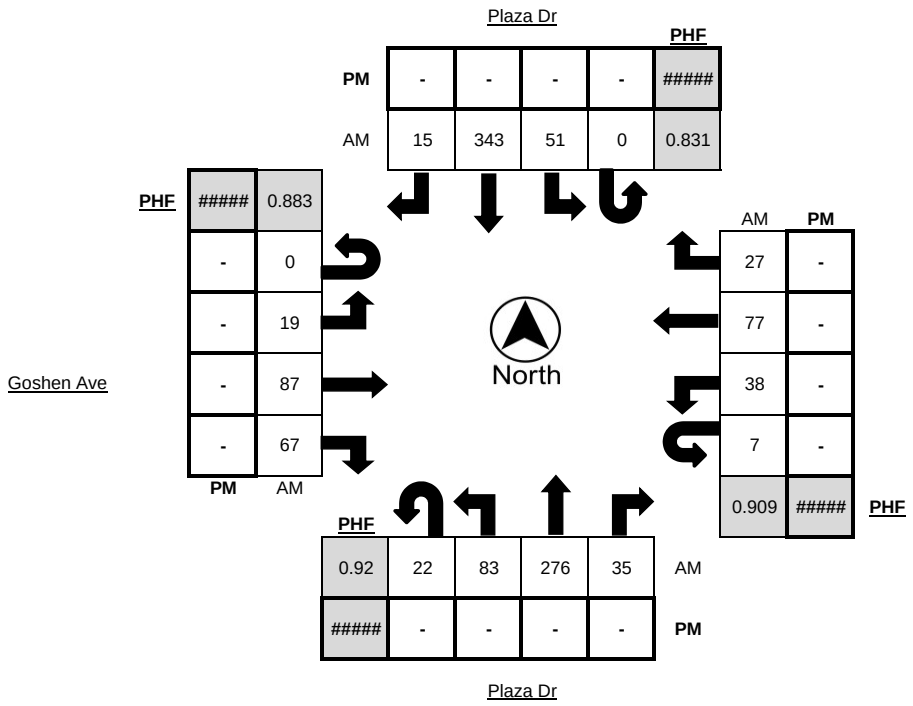
LOCATION Goshen Ave @ Plaza Dr
LATITUDE 36.3420
COUNTY Tulare
LONGITUDE -119.3945
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	6	19	68	6	10	0	11	95	8	12	0	2	18	27	2	5	4	14	4	1
10:15 AM - 10:30 AM	8	25	62	9	10	0	8	72	6	16	0	4	31	25	1	1	10	11	15	2
10:30 AM - 10:45 AM	6	17	49	10	7	0	7	68	4	10	0	4	28	13	2	4	11	14	6	1
10:45 AM - 11:00 AM	8	29	66	10	12	0	7	83	2	10	0	0	21	13	2	1	12	18	8	4
11:00 AM - 11:15 AM	7	20	60	6	8	0	22	96	5	9	0	4	28	17	1	2	8	20	8	2
11:15 AM - 11:30 AM	5	19	75	11	9	0	10	62	6	4	0	6	21	19	1	2	11	21	7	2
11:30 AM - 11:45 AM	2	15	75	8	8	0	12	102	2	9	0	9	17	18	2	2	7	18	4	1
11:45 AM - 12:00 PM	7	13	51	10	10	0	5	79	4	1	0	1	16	24	1	3	5	20	9	2
TOTAL	**49**	**157**	**506**	**70**	**74**	**0**	**82**	**657**	**37**	**71**	**0**	**30**	**180**	**156**	**12**	**20**	**68**	**136**	**61**	**15**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	22	83	276	35	37	0	51	343	15	32	0	19	87	67	6	7	38	77	27	9
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.946	7.3%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

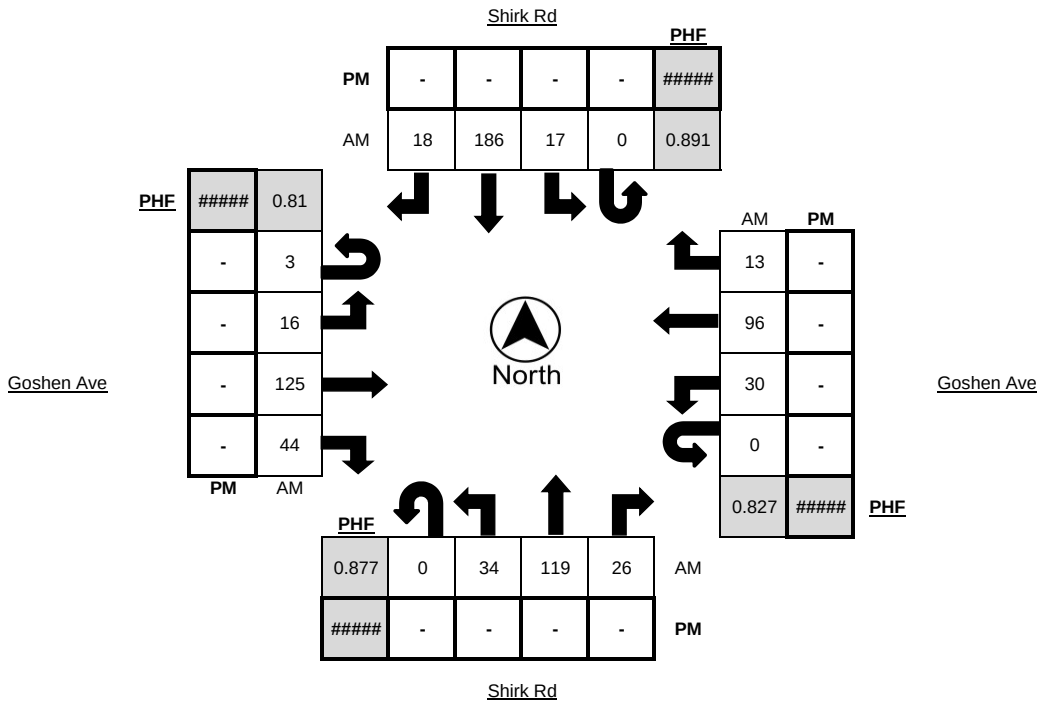
LOCATION Goshen Ave @ Shirk Rd
LATITUDE 36.3420
COUNTY Tulare
LONGITUDE -119.3678
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	8	36	7	3	0	5	49	5	3	1	2	29	10	0	0	6	17	3	2
10:15 AM - 10:30 AM	0	6	29	7	4	0	4	54	4	5	0	3	27	11	0	0	4	27	1	1
10:30 AM - 10:45 AM	0	14	26	5	2	0	3	50	4	0	1	6	29	11	2	0	7	27	5	1
10:45 AM - 11:00 AM	0	6	28	7	2	0	5	33	5	2	1	5	40	12	2	0	13	25	4	0
11:00 AM - 11:15 AM	1	5	28	7	3	0	2	41	7	5	0	3	30	10	2	0	4	21	6	0
11:15 AM - 11:30 AM	0	4	30	8	5	0	4	27	4	2	0	4	28	24	2	0	11	26	4	0
11:30 AM - 11:45 AM	1	11	36	2	5	1	6	33	4	2	0	6	28	5	2	0	3	28	2	2
11:45 AM - 12:00 PM	1	8	36	10	3	0	4	32	7	2	0	5	21	7	2	0	6	24	2	0
TOTAL	**3**	**62**	**249**	**53**	**27**	**1**	**33**	**319**	**40**	**21**	**3**	**34**	**232**	**90**	**12**	**0**	**54**	**195**	**27**	**6**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	0	34	119	26	11	0	17	186	18	10	3	16	125	44	4	0	30	96	13	4
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.967	4.0%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

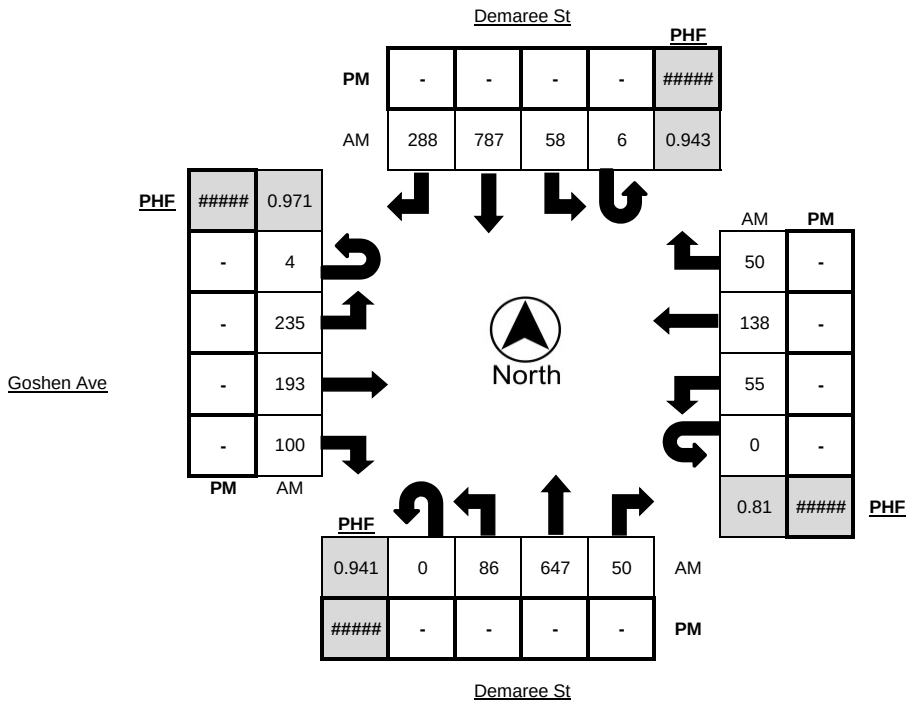
LOCATION Goshen Ave @ Demaree St
LATITUDE 36.3388
COUNTY Tulare
LONGITUDE -119.3320
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	23	172	14	0	4	9	189	69	4	0	61	36	17	1	0	8	26	11	1
10:15 AM - 10:30 AM	0	18	190	11	2	2	9	174	55	1	2	57	43	24	3	0	13	32	12	0
10:30 AM - 10:45 AM	0	18	164	12	2	1	10	211	80	0	1	63	42	27	1	0	12	25	15	1
10:45 AM - 11:00 AM	0	26	150	9	1	1	18	183	69	2	0	61	48	26	3	0	16	47	12	0
11:00 AM - 11:15 AM	0	24	159	13	5	1	14	194	66	4	0	51	50	26	0	0	12	28	11	1
11:15 AM - 11:30 AM	0	18	174	16	1	3	16	199	73	3	3	60	53	21	1	0	15	38	12	0
11:30 AM - 11:45 AM	0	18	159	13	1	2	12	174	51	2	0	82	47	23	3	0	14	24	16	0
11:45 AM - 12:00 PM	0	14	193	18	1	3	10	191	55	3	0	57	49	23	1	0	13	11	13	2
TOTAL	**0**	**159**	**1361**	**106**	**13**	**17**	**98**	**1515**	**518**	**19**	**6**	**492**	**368**	**187**	**13**	**0**	**103**	**231**	**102**	**5**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:30 AM - 11:30 AM	0	86	647	50	9	6	58	787	288	9	4	235	193	100	5	0	55	138	50	2
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.962	0.9%
PM	-	-



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Bakersfield, CA 93301

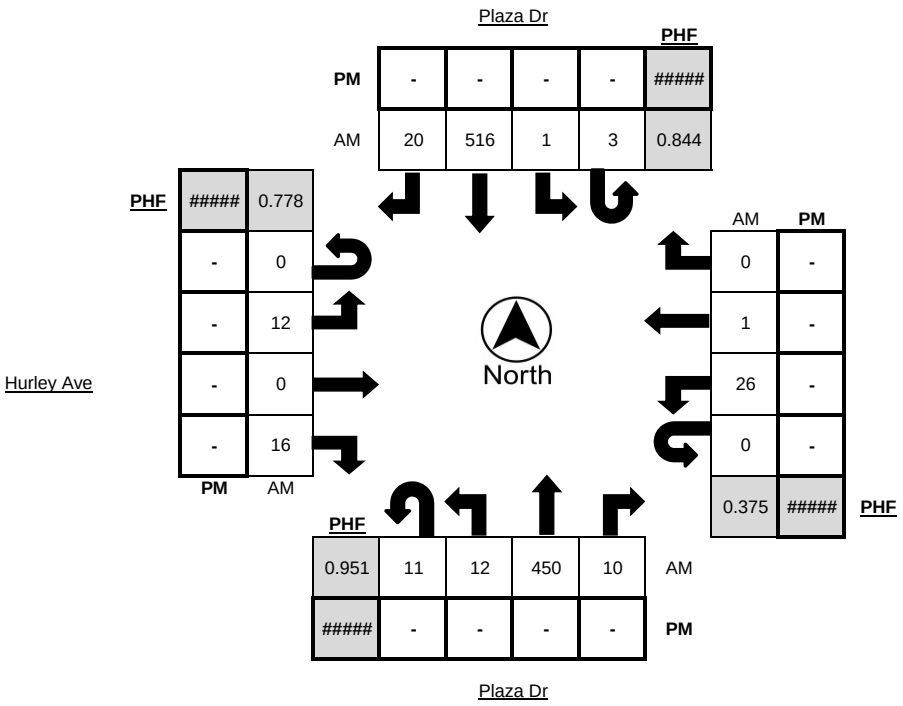
LOCATION Hurley Ave @ Plaza Dr
LATITUDE 36.3336
COUNTY Tulare
LONGITUDE -119.3934
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	8	0	96	4	11	1	0	130	5	10	0	3	2	2	0	0	9	1	1	0
10:15 AM - 10:30 AM	2	1	107	0	11	1	1	124	2	14	0	2	1	2	0	0	2	0	1	0
10:30 AM - 10:45 AM	3	1	85	3	9	0	1	112	4	10	0	1	0	1	0	0	20	0	2	0
10:45 AM - 11:00 AM	1	2	114	3	14	2	1	109	5	11	0	6	0	3	1	0	17	1	0	2
11:00 AM - 11:15 AM	5	1	106	2	15	0	0	156	4	7	0	1	0	4	2	0	5	0	0	0
11:15 AM - 11:30 AM	1	4	117	0	11	1	0	110	2	3	0	4	0	2	0	0	4	0	0	1
11:30 AM - 11:45 AM	4	5	113	5	10	0	0	141	9	12	0	1	0	7	0	0	0	0	0	0
11:45 AM - 12:00 PM	5	3	85	1	10	1	0	123	5	4	0	5	0	7	0	0	1	0	0	0
TOTAL	**29**	**17**	**823**	**18**	**91**	**6**	**3**	**1005**	**36**	**71**	**0**	**23**	**3**	**28**	**3**	**0**	**58**	**2**	**4**	**3**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	11	12	450	10	50	3	1	516	20	33	0	12	0	16	3	0	26	1	0	3
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.946	8.3%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

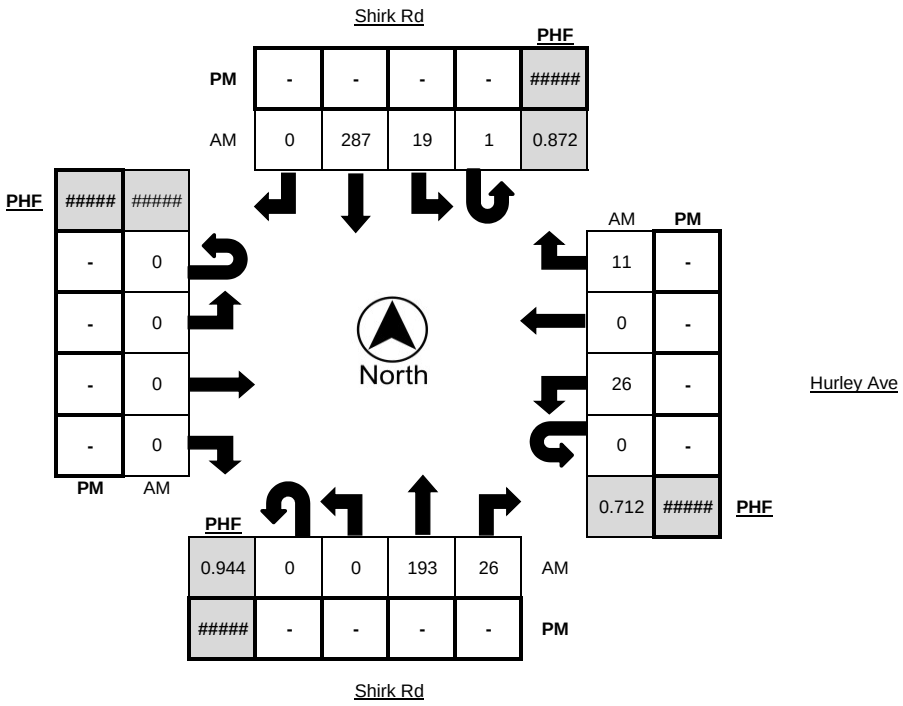
LOCATION Hurley Ave @ Shirk Rd
LATITUDE 36.3346
COUNTY Tulare
LONGITUDE -119.3676
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	51	7	4	0	5	83	0	7	0	0	0	0	0	0	9	0	4	0
10:15 AM - 10:30 AM	0	0	44	9	4	1	6	69	0	5	0	0	0	0	0	0	7	0	1	1
10:30 AM - 10:45 AM	0	0	46	6	3	0	4	76	0	0	0	0	0	0	0	0	4	0	4	0
10:45 AM - 11:00 AM	0	0	52	4	2	0	4	59	0	5	0	0	0	0	0	0	6	0	2	0
11:00 AM - 11:15 AM	0	0	37	6	4	0	4	68	0	5	0	0	0	0	0	0	6	0	4	0
11:15 AM - 11:30 AM	0	0	46	7	5	0	10	60	0	3	0	0	0	0	0	0	10	0	1	0
11:30 AM - 11:45 AM	0	0	50	8	5	0	4	51	0	1	0	0	0	0	0	0	8	0	3	0
11:45 AM - 12:00 PM	0	0	50	5	4	0	2	51	0	2	0	0	0	0	0	0	8	0	5	0
TOTAL	**0**	**0**	**376**	**52**	**31**	**1**	**39**	**517**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**24**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	0	0	193	26	13	1	19	287	0	17	0	0	0	0	0	0	26	0	11	1
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.885	5.5%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

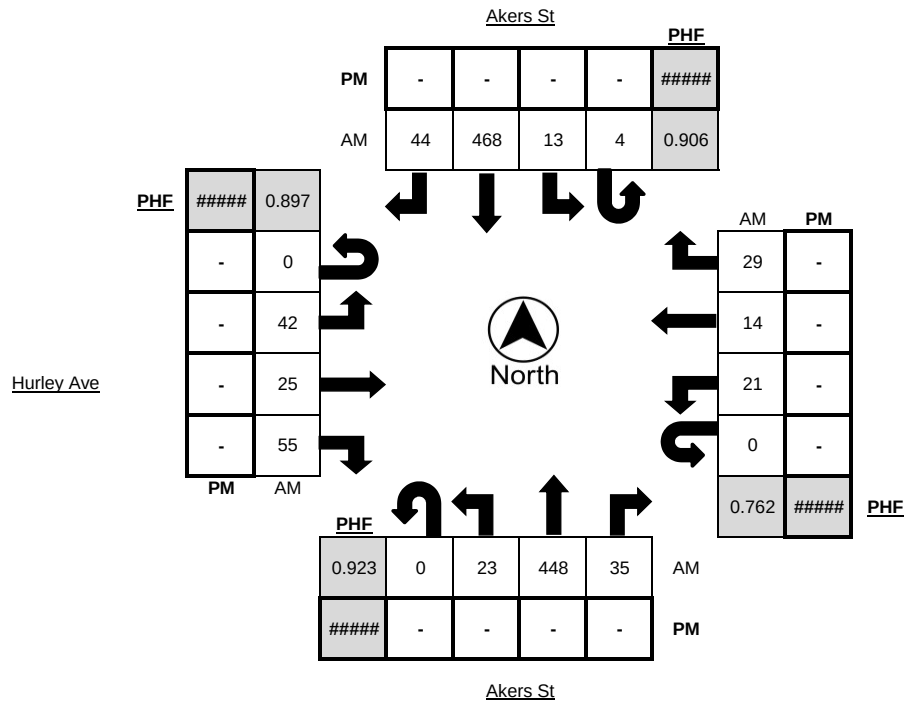
LOCATION Hurley Ave @ Akers St
LATITUDE 36.3345
COUNTY Tulare
LONGITUDE -119.3498
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	6	121	10	1	1	2	133	10	1	0	13	5	16	0	0	4	6	5	0
10:15 AM - 10:30 AM	0	5	110	7	2	2	2	113	14	2	0	6	10	15	1	0	4	2	7	0
10:30 AM - 10:45 AM	0	6	116	6	1	1	3	104	8	1	0	11	6	12	0	0	7	3	11	0
10:45 AM - 11:00 AM	0	6	101	12	3	0	6	118	12	2	0	12	4	12	1	0	6	3	6	0
11:00 AM - 11:15 AM	0	14	81	7	3	1	5	128	16	1	0	14	4	8	0	0	3	4	14	2
11:15 AM - 11:30 AM	1	10	111	6	0	1	2	128	17	3	0	6	8	8	1	0	3	6	6	0
11:30 AM - 11:45 AM	0	7	109	8	2	0	3	126	7	1	0	8	6	12	0	0	6	5	9	0
11:45 AM - 12:00 PM	0	3	110	11	0	0	2	115	6	1	0	6	7	6	0	0	4	9	7	0
TOTAL	**1**	**57**	**859**	**67**	**12**	**6**	**25**	**965**	**90**	**12**	**0**	**76**	**50**	**89**	**3**	**0**	**37**	**38**	**65**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	0	23	448	35	7	4	13	468	44	6	0	42	25	55	2	0	21	14	29	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.919	1.2%
PM	-	-



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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

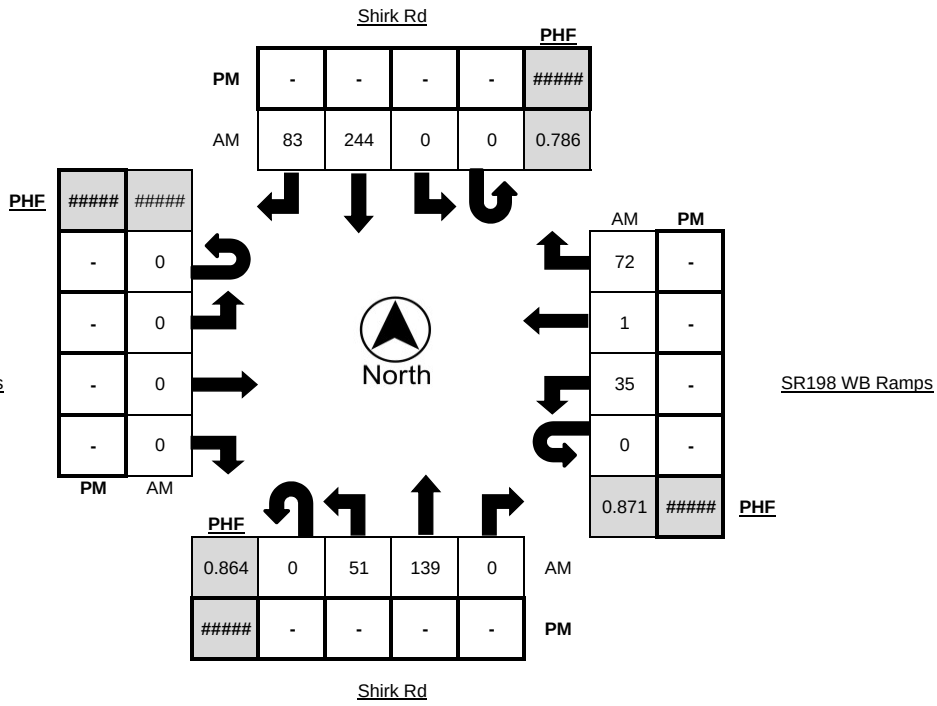
LOCATION Shirk Rd @ SR 198 Westbound Ramps
LATITUDE 36.3281
COUNTY Tulare
LONGITUDE -119.3677
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	15	34	0	3	0	0	84	20	3	0	0	0	0	0	0	8	0	20	2
10:15 AM - 10:30 AM	0	10	37	0	3	0	0	49	17	3	0	0	0	0	0	0	5	1	14	1
10:30 AM - 10:45 AM	0	12	27	0	2	0	0	56	29	1	0	0	0	0	0	0	8	0	21	3
10:45 AM - 11:00 AM	0	14	41	0	1	0	0	55	17	5	0	0	0	0	0	0	14	0	17	1
11:00 AM - 11:15 AM	0	11	53	0	3	0	0	46	25	1	0	0	0	0	0	0	6	0	17	1
11:15 AM - 11:30 AM	0	10	47	0	3	0	0	42	21	5	0	0	0	0	0	0	6	0	23	0
11:30 AM - 11:45 AM	0	13	42	0	3	0	0	48	15	1	0	0	0	0	0	0	2	0	17	3
11:45 AM - 12:00 PM	0	14	39	0	1	0	0	53	21	2	0	0	0	0	0	0	2	0	22	1
TOTAL	**0**	**99**	**320**	**0**	**19**	**0**	**0**	**433**	**165**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**1**	**151**	**12**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	0	51	139	0	9	0	0	244	83	12	0	0	0	0	0	0	35	1	72	7
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.863	4.5%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

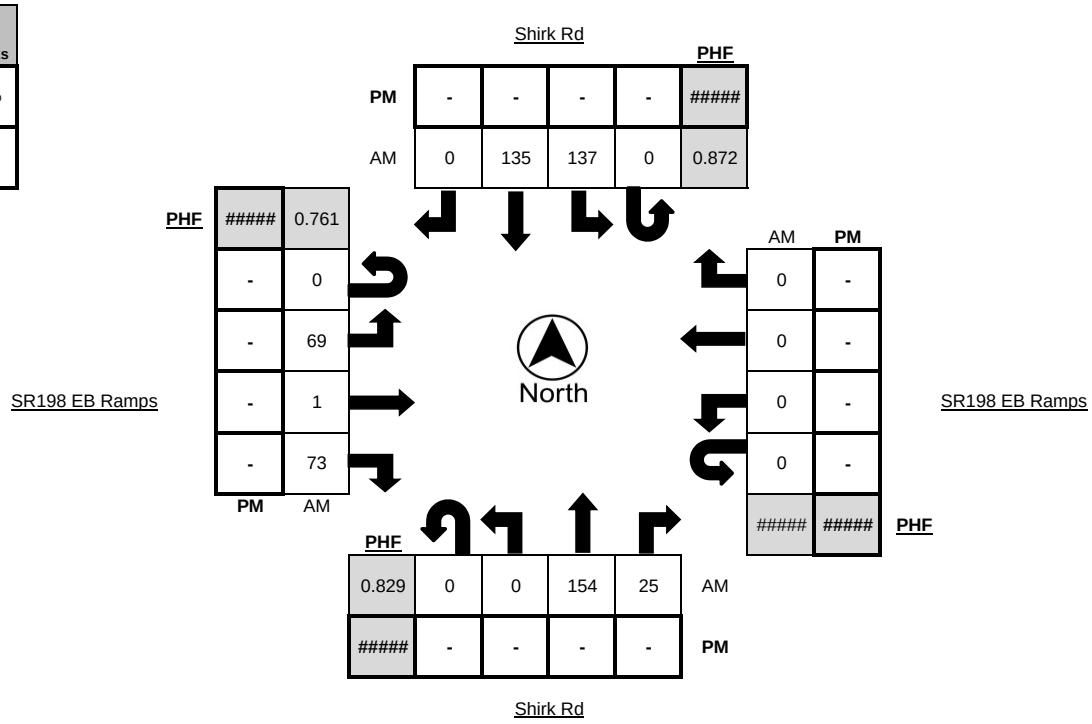
LOCATION Shirk Rd @ SR 198 Eastbound Ramps
LATITUDE 36.3265
COUNTY Tulare
LONGITUDE -119.3677
COLLECTION DATE Saturday, September 17, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	33	2	1	0	38	40	0	4	0	18	1	13	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	41	8	1	0	42	29	0	4	0	18	0	12	3	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	48	6	0	0	33	33	0	1	0	15	0	19	4	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	32	9	0	0	24	33	0	2	0	18	0	29	2	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	30	10	1	0	35	32	0	0	0	14	0	17	2	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	25	15	0	0	20	30	0	1	0	26	0	12	5	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	30	6	0	0	26	23	0	0	0	25	0	20	1	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	31	7	1	0	25	32	0	1	0	21	0	12	3	0	0	0	0	0
TOTAL	**0**	**0**	**270**	**63**	**4**	**0**	**243**	**252**	**0**	**13**	**0**	**155**	**1**	**134**	**20**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	0	0	154	25	2	0	137	135	0	11	0	69	1	73	9	0	0	0	0	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.964	3.7%
PM	-	-



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

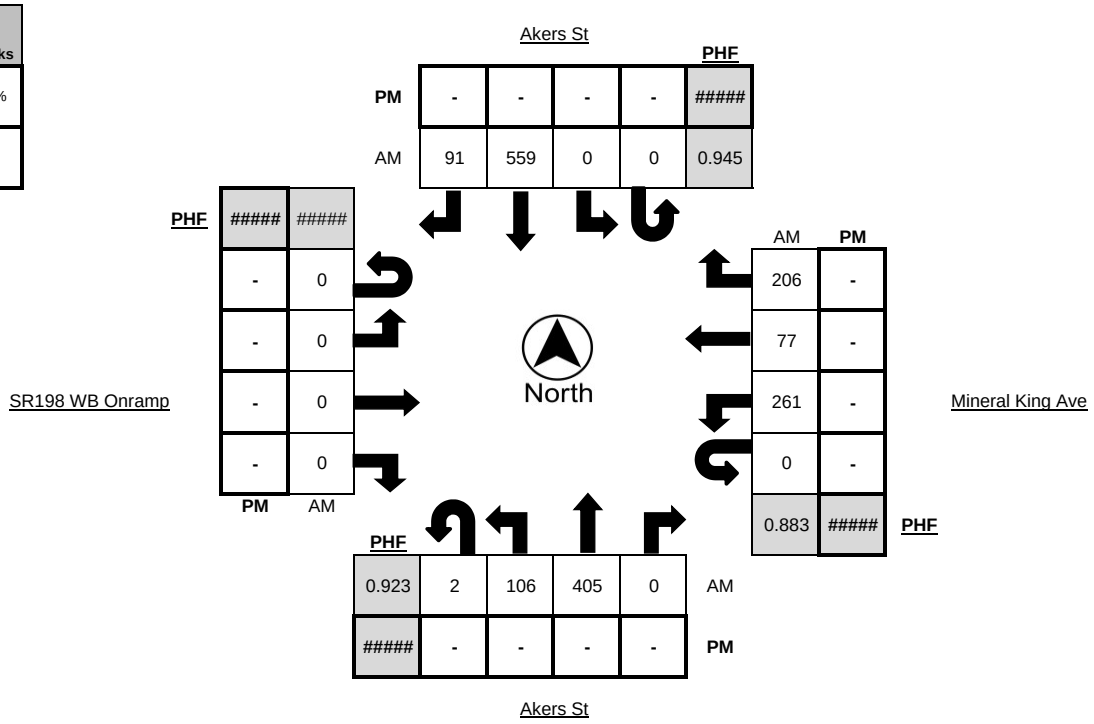
LOCATION Akers St @ Mineral King Ave / SR 198 Westbound Onramp
LATITUDE 36.3279
COUNTY Tulare
LONGITUDE -119.3497
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	20	91	0	3	0	0	147	25	6	0	0	0	0	0	0	80	22	52	1
10:15 AM - 10:30 AM	1	31	107	0	7	0	0	143	22	3	0	0	0	0	0	0	53	20	55	2
10:30 AM - 10:45 AM	0	27	111	0	5	0	0	133	24	4	0	0	0	0	0	0	55	23	45	3
10:45 AM - 11:00 AM	1	28	96	0	4	0	0	136	20	4	0	0	0	0	0	0	73	12	54	1
11:00 AM - 11:15 AM	3	23	91	0	3	0	0	130	21	4	0	0	0	0	0	0	70	23	55	0
11:15 AM - 11:30 AM	1	28	98	0	3	0	0	149	25	2	0	0	0	0	0	0	52	15	51	0
11:30 AM - 11:45 AM	0	28	102	0	3	0	0	141	18	6	0	0	0	0	0	0	64	11	43	0
11:45 AM - 12:00 PM	1	31	100	0	4	0	0	123	19	4	0	0	0	0	0	0	61	16	48	0
TOTAL	**7**	**216**	**796**	**0**	**32**	**0**	**0**	**1102**	**174**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**508**	**142**	**403**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 11:00 AM	2	106	405	0	19	0	0	559	91	17	0	0	0	0	0	0	261	77	206	7
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.977	2.5%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

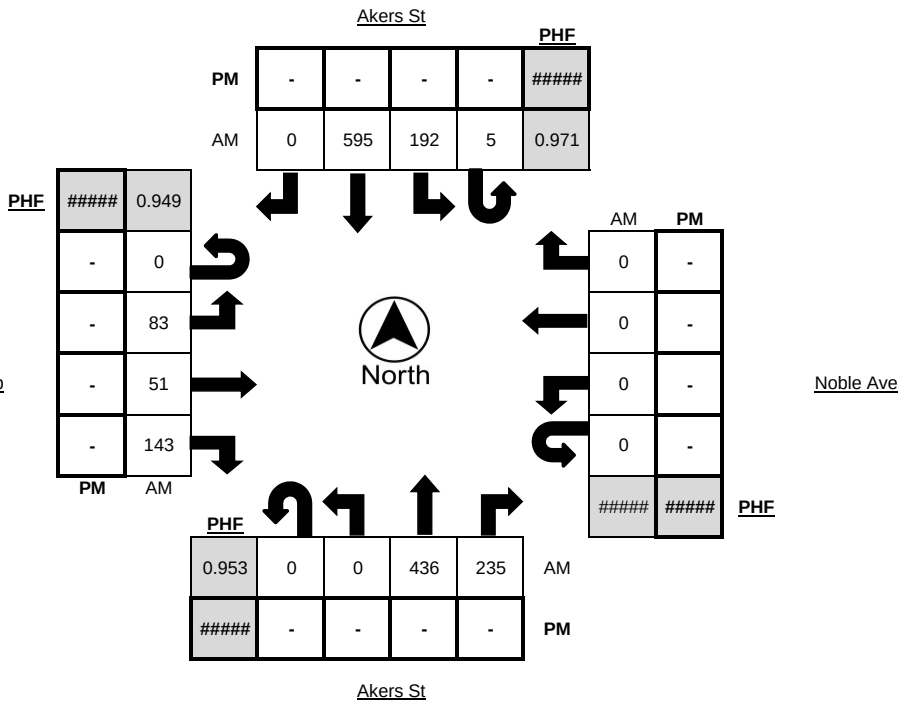
LOCATION Akers St @ Noble Ave / SR 198 Eastbound Offramp
LATITUDE 36.3266
COUNTY Tulare
LONGITUDE -119.3497
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	91	35	3	1	64	157	0	5	0	19	5	37	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	110	49	4	1	50	138	0	4	0	21	9	38	4	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	112	64	4	1	47	141	0	3	0	27	8	32	1	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	104	53	2	1	50	153	0	3	0	24	14	35	3	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	103	59	2	2	43	154	0	2	0	14	16	38	2	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	117	59	2	1	52	147	0	2	0	18	13	38	2	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	118	42	2	0	50	152	0	4	0	25	11	29	1	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	108	64	3	1	46	138	0	3	0	21	14	40	1	0	0	0	0	0
TOTAL	**0**	**0**	**863**	**425**	**22**	**8**	**402**	**1180**	**0**	**26**	**0**	**169**	**90**	**287**	**14**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:30 AM - 11:30 AM	0	0	436	235	10	5	192	595	0	10	0	83	51	143	8	0	0	0	0	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.978	1.6%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

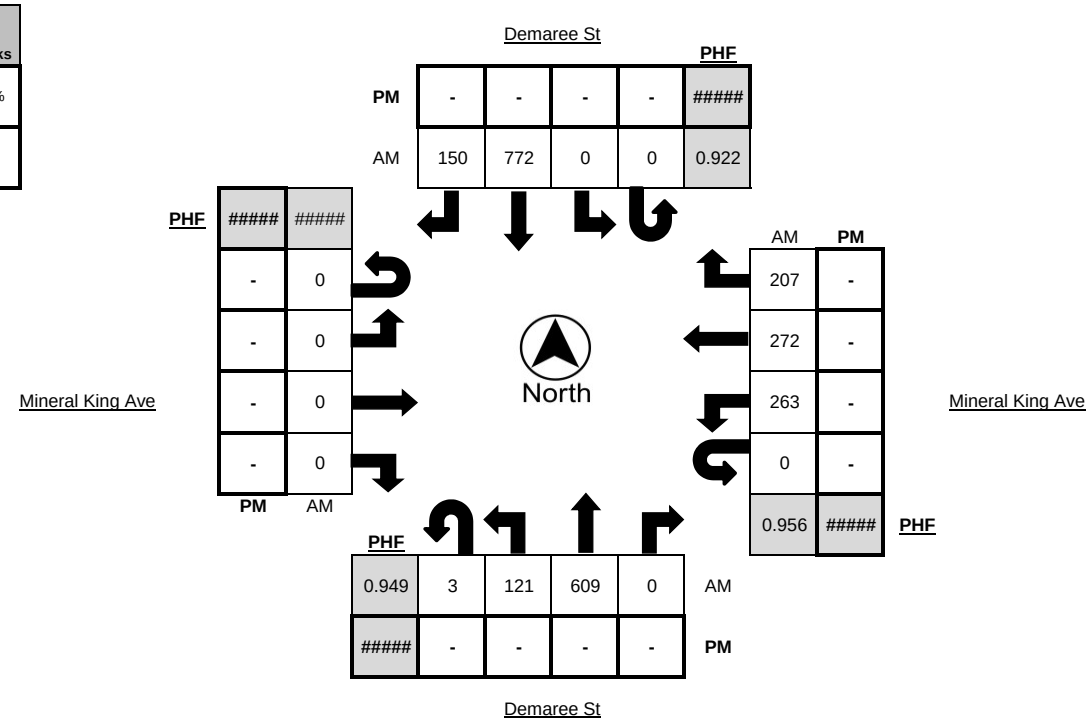
LOCATION Demaree St @ Mineral King Ave
LATITUDE 36.3276
COUNTY Tulare
LONGITUDE -119.3318
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	42	167	0	2	0	0	173	43	1	0	0	0	0	0	0	49	61	46	4
10:15 AM - 10:30 AM	0	46	157	0	2	0	0	181	41	0	0	0	0	0	0	0	61	45	57	2
10:30 AM - 10:45 AM	1	25	135	0	5	0	0	175	40	0	0	0	0	0	0	0	70	78	44	1
10:45 AM - 11:00 AM	0	42	125	0	0	0	0	210	40	2	0	0	0	0	0	0	46	73	54	0
11:00 AM - 11:15 AM	1	28	149	0	5	0	0	182	41	2	0	0	0	0	0	0	69	72	47	0
11:15 AM - 11:30 AM	2	36	135	0	0	0	0	204	46	1	0	0	0	0	0	0	65	79	47	4
11:30 AM - 11:45 AM	0	30	159	0	1	0	0	188	37	0	0	0	0	0	0	0	68	54	47	0
11:45 AM - 12:00 PM	0	27	166	0	1	0	0	198	26	1	0	0	0	0	0	0	61	67	66	0
TOTAL	**4**	**276**	**1193**	**0**	**16**	**0**	**0**	**1511**	**314**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**489**	**529**	**408**	**11**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	3	121	609	0	7	0	0	772	150	4	0	0	0	0	0	0	263	272	207	4
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.976	0.6%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

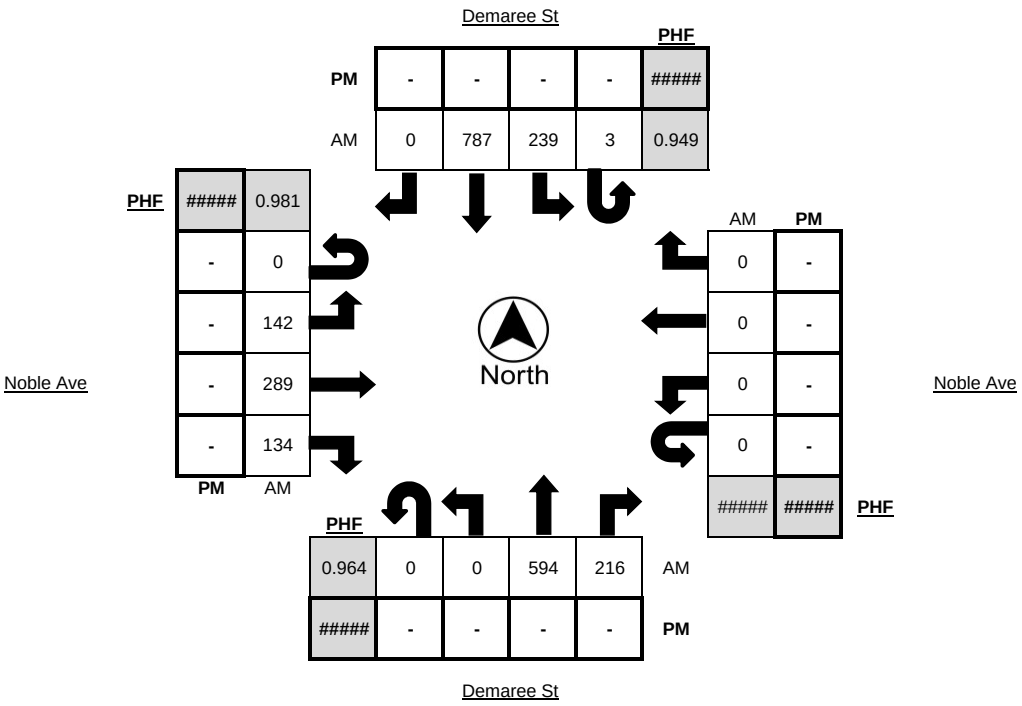
LOCATION Demaree St @ Noble Ave
LATITUDE 36.3266
COUNTY Tulare
LONGITUDE -119.3317
COLLECTION DATE Saturday, October 01, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	145	64	1	0	57	168	0	3	0	34	64	31	2	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	164	47	3	0	46	186	0	0	0	38	64	29	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	126	59	2	1	72	183	0	1	0	29	63	36	2	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	137	57	0	0	66	185	0	1	0	32	83	33	1	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	151	50	3	0	49	195	0	1	0	30	65	42	1	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	138	58	1	1	61	209	0	2	0	29	87	26	1	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	147	56	1	0	65	186	0	0	0	43	66	33	2	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	158	52	1	2	64	197	0	1	0	40	71	33	0	0	0	0	0	0
TOTAL	**0**	**0**	**1166**	**443**	**12**	**4**	**480**	**1509**	**0**	**9**	**0**	**275**	**563**	**263**	**9**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	0	594	216	6	3	239	787	0	4	0	142	289	134	4	0	0	0	0	0
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.974	0.6%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 80 **LATITUDE** 36.3854

COUNTY Tulare **LONGITUDE** -119.3947

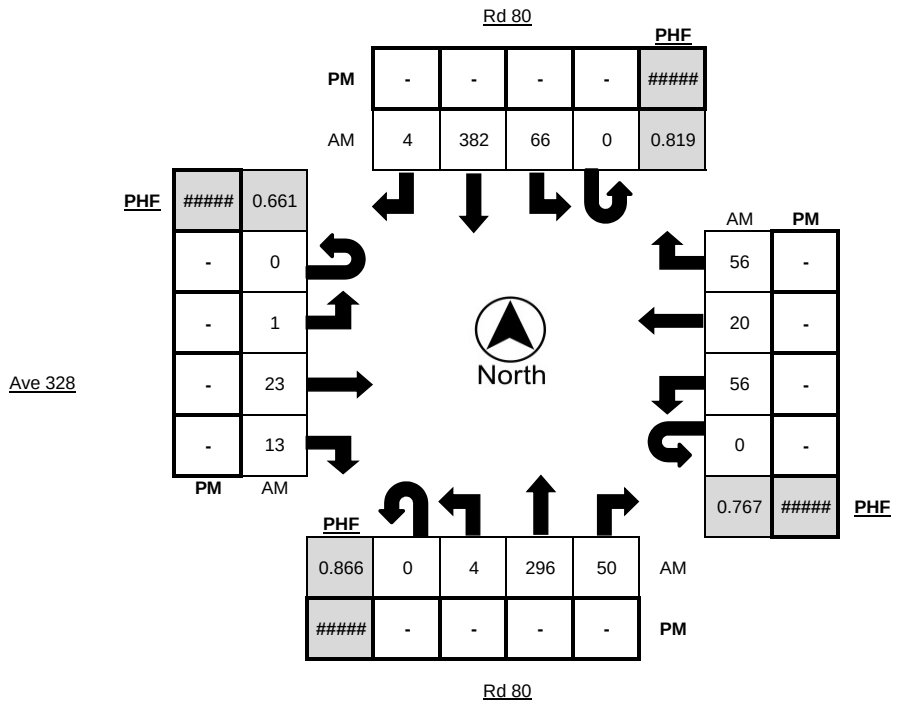
COLLECTION DATE Saturday, September 24, 2022 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	2	47	11	9	0	9	66	3	8	0	3	5	2	3	0	8	5	24	4
10:15 AM - 10:30 AM	0	4	77	7	4	0	21	67	0	6	0	0	7	3	0	0	9	1	17	1
10:30 AM - 10:45 AM	1	2	59	11	5	0	13	60	0	5	0	0	3	0	0	0	8	8	10	2
10:45 AM - 11:00 AM	0	1	64	14	15	0	11	102	1	9	0	0	6	4	4	0	7	2	16	1
11:00 AM - 11:15 AM	0	1	67	7	3	0	15	83	1	3	0	0	5	6	0	0	10	3	9	3
11:15 AM - 11:30 AM	0	1	80	9	11	0	17	120	1	7	0	1	10	3	1	0	13	7	15	6
11:30 AM - 11:45 AM	0	0	78	23	4	0	14	96	1	7	0	0	4	2	2	0	16	1	15	3
11:45 AM - 12:00 PM	0	2	71	11	7	0	20	83	1	4	0	0	4	2	0	0	17	9	17	5
TOTAL	**1**	**13**	**543**	**93**	**58**	**0**	**120**	**677**	**8**	**49**	**0**	**4**	**44**	**22**	**10**	**0**	**88**	**36**	**123**	**25**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	4	296	50	25	0	66	382	4	21	0	1	23	13	3	0	56	20	56	17
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.876	6.8%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 92 **LATITUDE** 36.3854

COUNTY Tulare **LONGITUDE** -119.3680

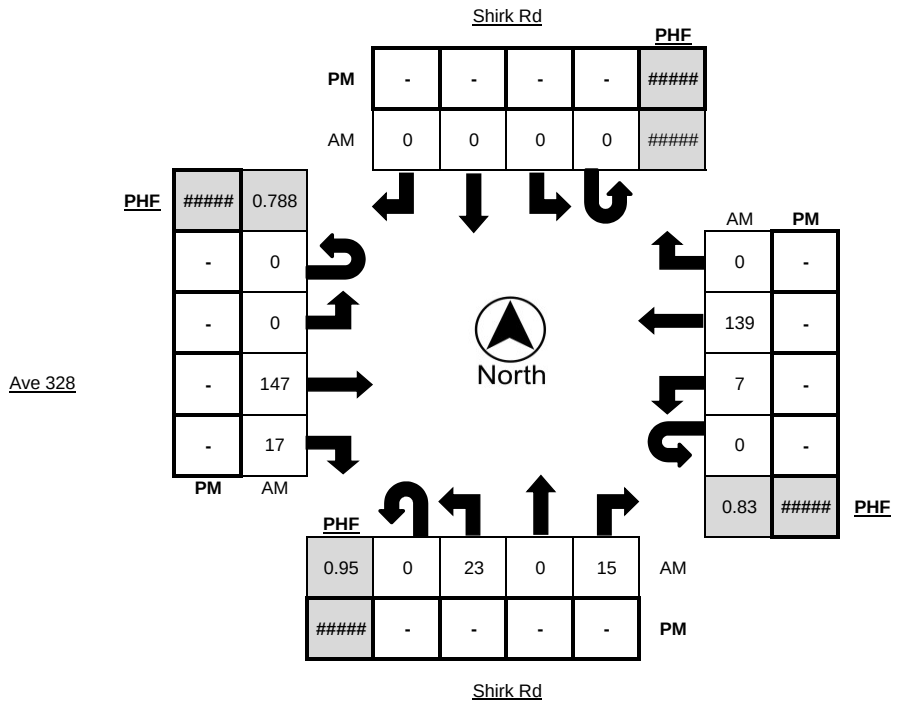
COLLECTION DATE Saturday, September 17, 2022 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	28	2	2	0	1	44	0	3
10:15 AM - 10:30 AM	0	13	0	3	0	0	0	1	0	0	0	0	24	5	3	0	3	38	0	5
10:30 AM - 10:45 AM	0	4	0	5	0	0	0	0	0	0	0	0	43	9	6	0	0	28	0	5
10:45 AM - 11:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	29	3	7	0	1	35	0	6
11:00 AM - 11:15 AM	0	5	0	5	1	0	0	0	0	0	0	0	36	3	3	0	3	35	0	6
11:15 AM - 11:30 AM	0	5	0	4	2	0	0	0	0	0	0	0	39	2	4	0	3	41	0	8
11:30 AM - 11:45 AM	0	4	0	3	1	0	0	1	0	0	0	0	38	4	5	0	1	24	0	1
11:45 AM - 12:00 PM	0	7	0	6	1	0	0	0	0	0	0	0	28	2	0	0	4	39	0	1
TOTAL	**0**	**50**	**0**	**28**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**265**	**30**	**30**	**0**	**16**	**284**	**0**	**35**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:30 AM - 11:30 AM	0	23	0	15	3	0	0	0	0	0	0	0	147	17	20	0	7	139	0	25
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.926	13.8%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 108 **LATITUDE** 36.3855

COUNTY Tulare **LONGITUDE** -119.3322

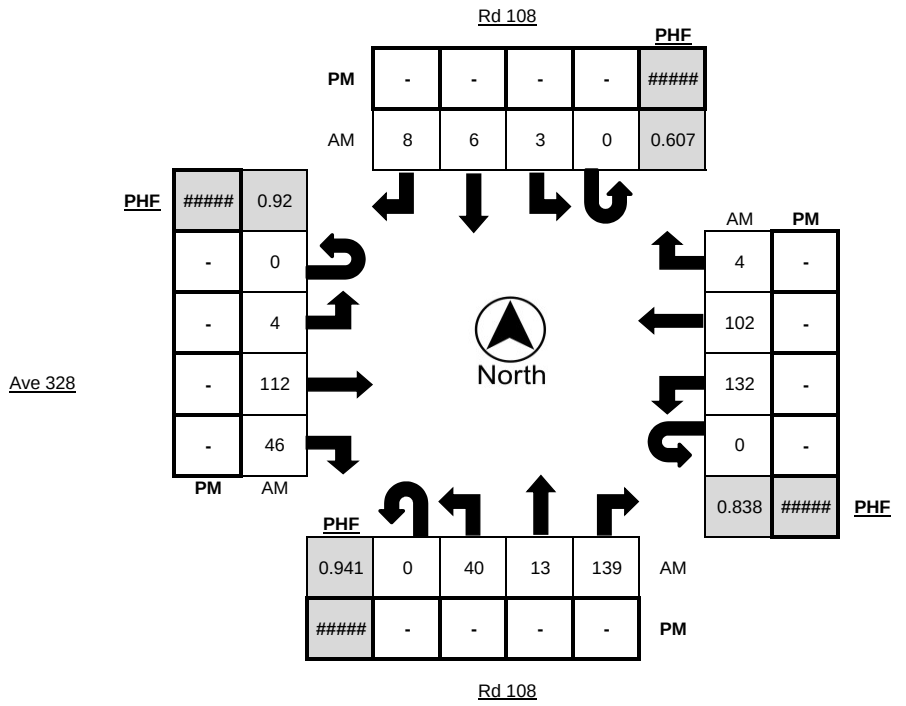
COLLECTION DATE Saturday, September 17, 2022 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	7	3	36	1	0	2	5	0	0	0	4	20	7	2	0	33	30	0	2
10:15 AM - 10:30 AM	0	15	1	29	0	0	2	1	0	0	0	0	20	7	2	0	22	25	0	4
10:30 AM - 10:45 AM	0	8	2	28	0	0	0	2	1	1	0	0	32	8	5	0	30	23	1	5
10:45 AM - 11:00 AM	0	13	3	35	1	0	1	2	2	2	0	1	28	10	8	0	34	22	1	5
11:00 AM - 11:15 AM	0	12	2	35	0	0	0	0	4	0	0	1	27	10	4	0	35	27	0	6
11:15 AM - 11:30 AM	0	9	4	28	2	0	1	4	2	1	0	0	29	15	5	0	37	33	1	7
11:30 AM - 11:45 AM	0	6	4	41	0	0	1	0	0	0	0	2	28	11	5	0	26	20	2	1
11:45 AM - 12:00 PM	0	12	1	25	0	0	1	0	0	0	0	2	24	9	1	0	32	26	0	4
TOTAL	**0**	**82**	**20**	**257**	**4**	**0**	**8**	**14**	**9**	**4**	**0**	**10**	**208**	**77**	**32**	**0**	**249**	**206**	**5**	**34**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	40	13	139	3	0	3	6	8	3	0	4	112	46	22	0	132	102	4	19
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.934	7.7%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Ave 328 @ Rd 112 **LATITUDE** 36.3855

COUNTY Tulare **LONGITUDE** -119.3232

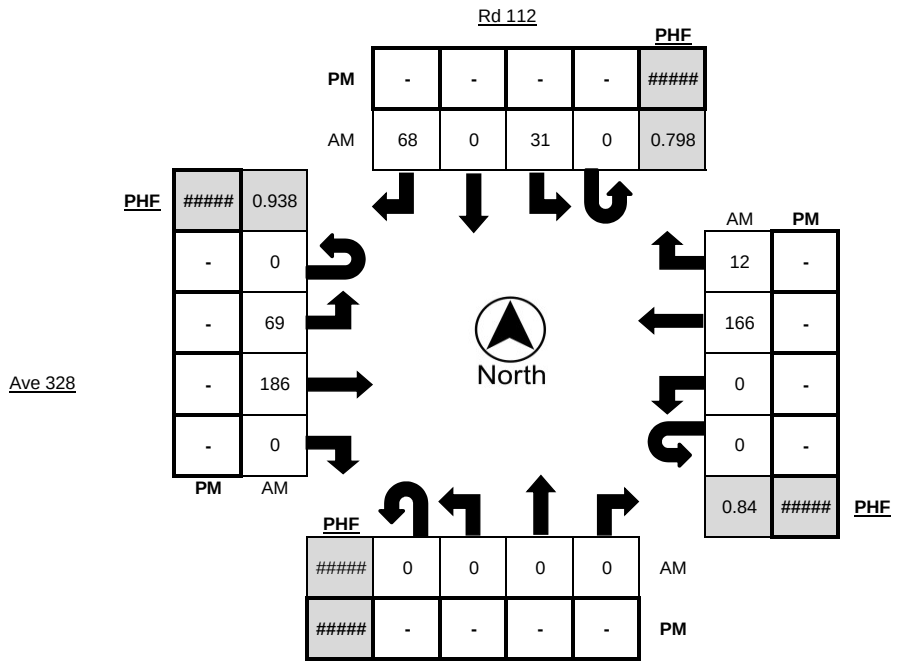
COLLECTION DATE Saturday, September 17, 2022 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	0	0	0	0	8	0	15	2	0	15	43	0	2	0	0	50	4	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	4	0	11	2	0	12	43	0	2	0	0	35	5	4
10:30 AM - 10:45 AM	0	0	0	0	0	0	11	0	16	2	0	11	43	0	4	0	0	34	4	1
10:45 AM - 11:00 AM	0	0	0	0	0	0	7	0	24	5	0	19	46	0	9	0	0	34	2	3
11:00 AM - 11:15 AM	0	0	0	0	0	0	8	0	13	0	0	15	50	0	4	0	0	47	6	1
11:15 AM - 11:30 AM	0	0	0	0	0	0	9	0	20	2	0	17	40	0	7	0	0	45	3	4
11:30 AM - 11:45 AM	0	0	0	0	0	0	7	0	11	3	0	18	50	0	6	0	0	40	1	1
11:45 AM - 12:00 PM	0	0	0	0	0	0	6	0	17	1	0	12	39	0	2	0	0	42	5	3
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**127**	**17**	**0**	**119**	**354**	**0**	**36**	**0**	**0**	**327**	**30**	**17**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	0	0	0	0	0	31	0	68	10	0	69	186	0	26	0	0	166	12	9
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.957	8.5%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

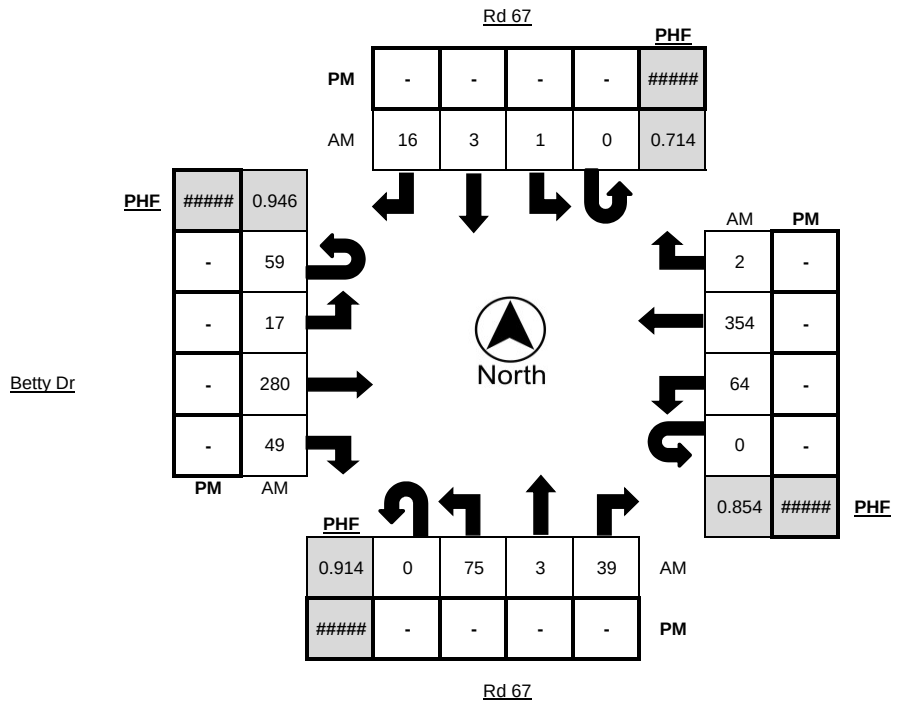
LOCATION Ave 312 (Betty Dr) @ Rd 67 (Nutmeg Rd)
LATITUDE 36.3516
COUNTY Tulare
LONGITUDE -119.4241
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	22	0	9	6	0	1	0	2	2	17	3	78	9	16	0	16	63	2	12
10:15 AM - 10:30 AM	0	13	0	10	5	0	0	0	1	1	14	1	53	11	7	0	12	84	0	19
10:30 AM - 10:45 AM	0	31	0	9	10	0	4	0	1	2	11	3	72	8	14	0	16	77	2	8
10:45 AM - 11:00 AM	0	17	0	10	8	0	0	1	3	2	11	3	75	15	12	0	11	80	0	6
11:00 AM - 11:15 AM	0	18	3	10	10	0	0	1	4	3	18	5	59	12	11	0	14	79	1	7
11:15 AM - 11:30 AM	0	22	0	10	7	0	0	0	4	4	15	4	77	11	17	0	22	100	1	8
11:30 AM - 11:45 AM	0	18	0	9	5	0	1	1	5	3	15	5	69	11	12	0	17	95	0	15
11:45 AM - 12:00 PM	0	14	1	7	7	0	1	0	6	3	17	3	74	12	11	0	6	76	3	4
TOTAL	**0**	**155**	**4**	**74**	**58**	**0**	**7**	**3**	**26**	**20**	**118**	**27**	**557**	**89**	**100**	**0**	**114**	**654**	**9**	**79**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	75	3	39	30	0	1	3	16	12	59	17	280	49	52	0	64	354	2	36
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.904	13.5%
PM	-	-



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Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Riggin Ave @ Rd 72 **LATITUDE** 36.3563

COUNTY Tulare **LONGITUDE** -119.4125

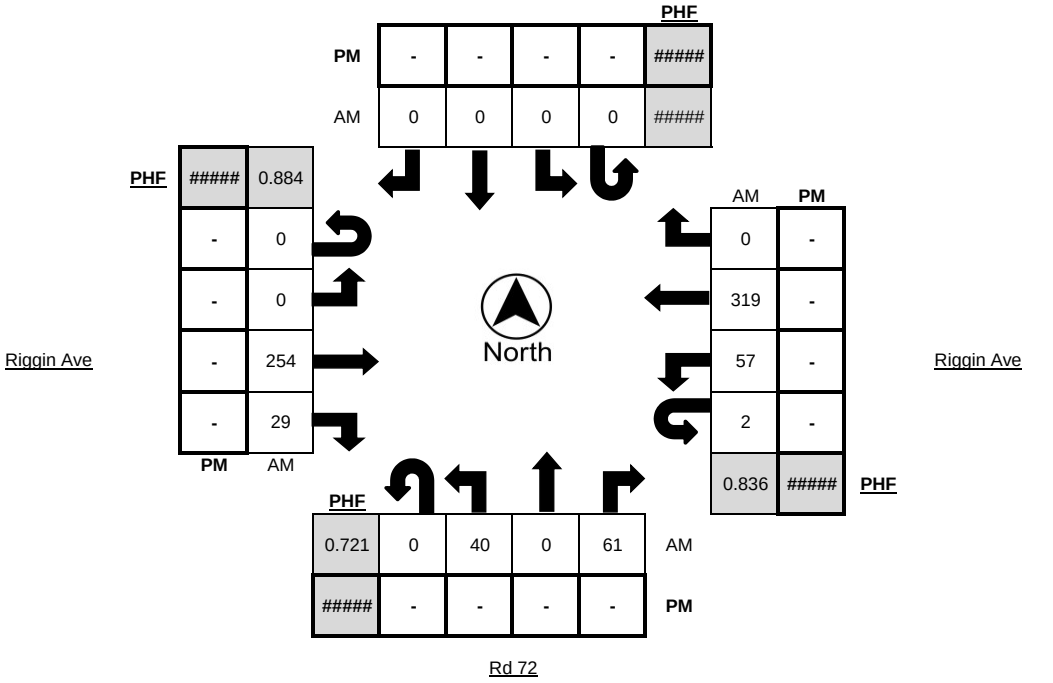
COLLECTION DATE Saturday, September 24, 2022 **WEATHER** Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	6	0	14	0	0	0	0	0	0	0	0	60	10	10	0	9	73	0	13
10:15 AM - 10:30 AM	0	7	0	19	0	0	0	0	0	0	0	0	52	7	4	0	7	77	0	15
10:30 AM - 10:45 AM	0	8	0	15	0	0	0	0	0	0	0	0	61	6	9	0	9	70	0	8
10:45 AM - 11:00 AM	0	16	0	19	1	0	0	0	0	0	0	0	71	4	9	2	8	59	0	4
11:00 AM - 11:15 AM	0	7	0	13	1	0	0	0	0	0	0	0	55	4	6	0	20	73	0	6
11:15 AM - 11:30 AM	0	8	0	17	1	0	0	0	0	0	0	0	70	10	10	0	16	97	0	8
11:30 AM - 11:45 AM	0	9	0	12	1	0	0	0	0	0	0	0	58	11	4	0	13	90	0	14
11:45 AM - 12:00 PM	0	8	0	8	1	0	0	0	0	0	0	0	66	9	5	0	11	67	0	5
TOTAL	**0**	**69**	**0**	**117**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**493**	**61**	**57**	**2**	**93**	**606**	**0**	**73**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	40	0	61	4	0	0	0	0	0	0	0	254	29	29	2	57	319	0	32
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.874	8.5%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

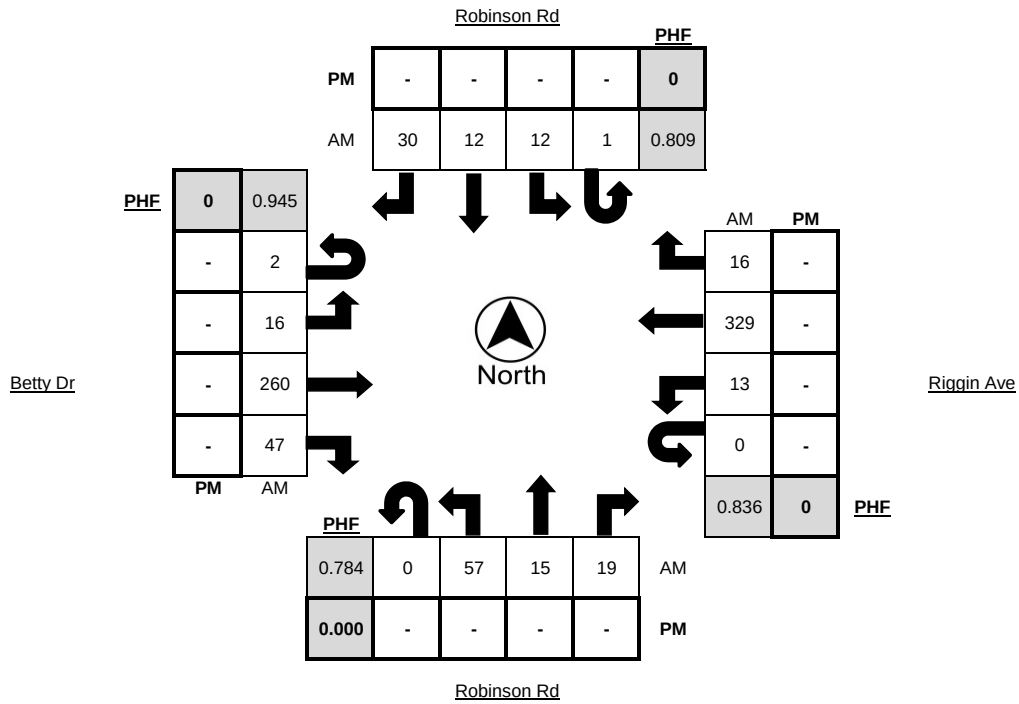
LOCATION Betty Dr / Riggin Ave @ Robinson Rd
LATITUDE 36.3549
COUNTY Tulare
LONGITUDE -119.4189
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	8	3	1	0	0	3	2	5	1	1	5	69	13	10	0	5	68	3	13
10:15 AM - 10:30 AM	0	14	3	3	1	0	1	4	3	0	0	4	51	7	5	0	3	81	1	17
10:30 AM - 10:45 AM	0	12	4	2	1	0	0	3	6	2	0	8	65	15	12	0	1	81	1	8
10:45 AM - 11:00 AM	0	13	5	4	1	0	2	2	8	0	0	3	69	13	9	0	3	66	5	5
11:00 AM - 11:15 AM	0	13	5	6	2	0	2	2	7	0	1	3	54	12	4	0	2	72	5	6
11:15 AM - 11:30 AM	0	22	1	6	1	1	3	6	7	0	0	6	70	10	11	0	3	99	5	8
11:30 AM - 11:45 AM	0	9	4	3	1	0	5	2	8	1	1	4	67	12	5	0	5	92	1	15
11:45 AM - 12:00 PM	0	13	7	1	1	0	3	4	4	1	1	2	66	13	7	1	2	69	3	6
TOTAL	**0**	**104**	**32**	**26**	**8**	**1**	**19**	**25**	**48**	**5**	**4**	**35**	**511**	**95**	**63**	**1**	**24**	**628**	**24**	**78**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:45 AM - 11:45 AM	0	57	15	19	5	1	12	12	30	1	2	16	260	47	29	0	13	329	16	34
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.867	8.3%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

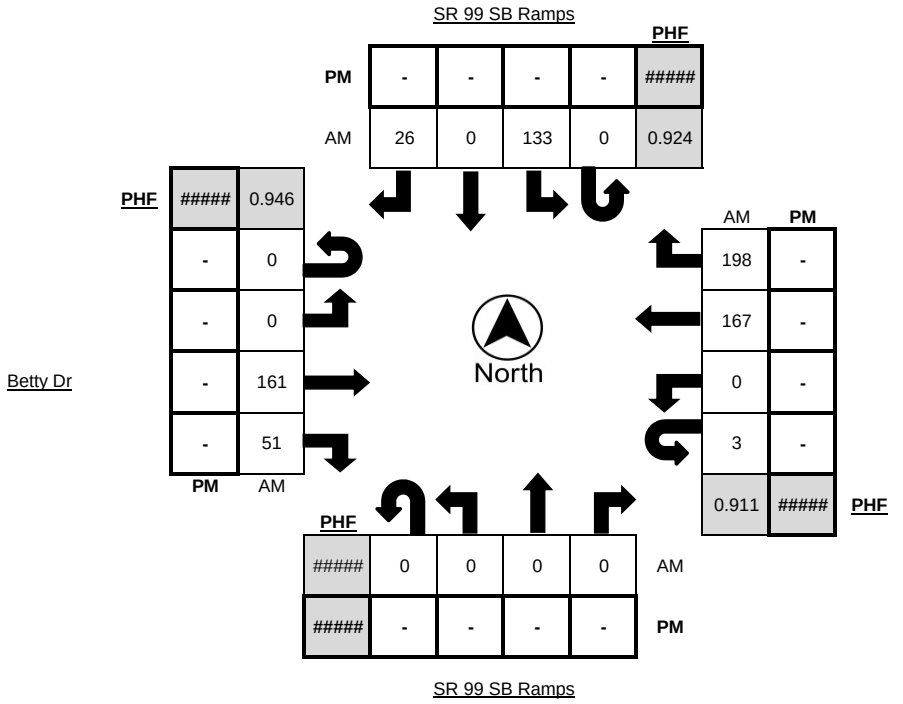
LOCATION Betty Dr @ SR99 SB Offramp
LATITUDE 36.3507
COUNTY Tulare
LONGITUDE -119.4288
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	0	0	0	0	0	22	0	7	9	0	0	36	13	5	1	0	24	39	12
10:15 AM - 10:30 AM	0	0	0	0	0	0	29	0	5	7	0	0	23	12	6	0	0	28	37	16
10:30 AM - 10:45 AM	0	0	0	0	0	0	26	0	8	6	0	0	31	11	3	0	0	29	53	12
10:45 AM - 11:00 AM	0	0	0	0	0	0	35	0	9	4	0	0	33	14	4	0	0	21	41	7
11:00 AM - 11:15 AM	0	0	0	0	0	0	27	0	8	5	0	0	44	12	8	0	0	50	34	12
11:15 AM - 11:30 AM	0	0	0	0	0	0	34	0	6	8	0	0	39	16	7	2	0	36	63	12
11:30 AM - 11:45 AM	0	0	0	0	0	0	36	0	5	12	0	0	39	9	2	0	0	49	50	17
11:45 AM - 12:00 PM	0	0	0	0	0	0	36	0	7	5	0	0	39	14	2	1	0	32	51	13
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**0**	**55**	**56**	**0**	**0**	**284**	**101**	**37**	**4**	**0**	**269**	**368**	**101**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	0	0	0	0	0	133	0	26	30	0	0	161	51	19	3	0	167	198	54
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.943	13.9%
PM	-	-



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

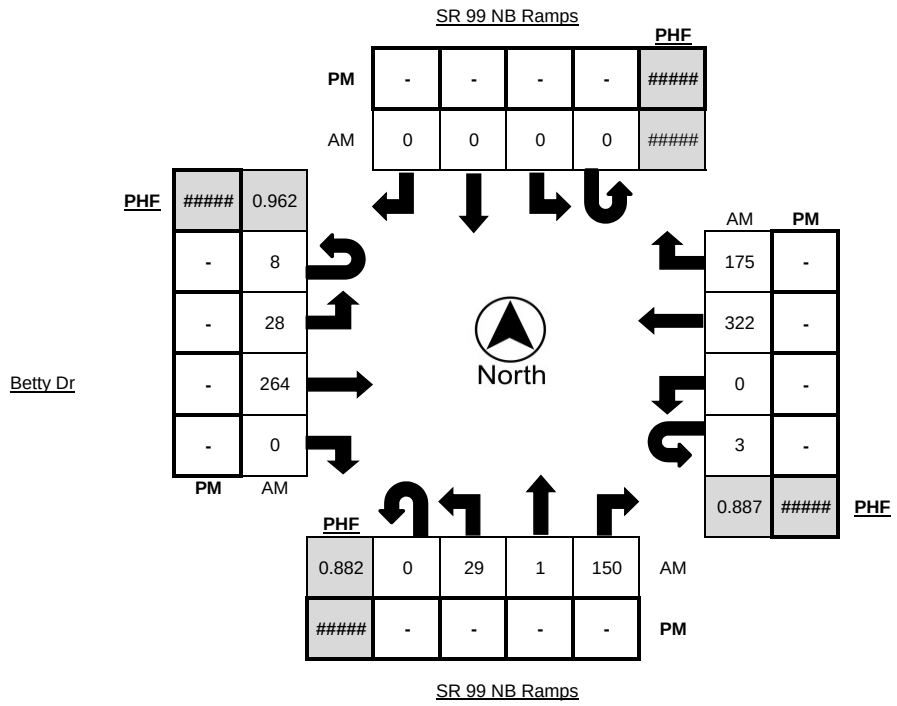
LOCATION Betty Dr @ SR99 NB Ramps
LATITUDE 36.3509
COUNTY Tulare
LONGITUDE -119.4263
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	3	0	45	13	0	0	0	0	0	0	4	54	0	11	0	0	58	44	15
10:15 AM - 10:30 AM	0	6	0	29	3	0	0	0	0	0	0	5	58	0	12	0	0	60	54	23
10:30 AM - 10:45 AM	0	7	0	44	10	0	0	0	0	0	0	4	52	0	10	1	0	75	44	17
10:45 AM - 11:00 AM	0	4	0	39	14	0	0	0	0	0	1	3	66	0	8	0	0	62	48	14
11:00 AM - 11:15 AM	0	6	0	32	10	0	0	0	0	0	1	3	67	0	7	0	0	74	44	17
11:15 AM - 11:30 AM	0	8	0	43	13	0	0	0	0	0	1	13	64	0	10	2	0	94	45	18
11:30 AM - 11:45 AM	0	9	1	35	7	0	0	0	0	0	6	4	66	0	13	0	0	80	49	22
11:45 AM - 12:00 PM	0	6	0	40	9	0	0	0	0	0	0	8	67	0	7	1	0	74	37	16
TOTAL	**0**	**49**	**1**	**307**	**79**	**0**	**0**	**0**	**0**	**0**	**9**	**44**	**494**	**0**	**78**	**4**	**0**	**577**	**365**	**142**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 12:00 PM	0	29	1	150	39	0	0	0	0	0	8	28	264	0	37	3	0	322	175	73
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.907	15.2%
PM	-	-



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Bakersfield, CA 93301

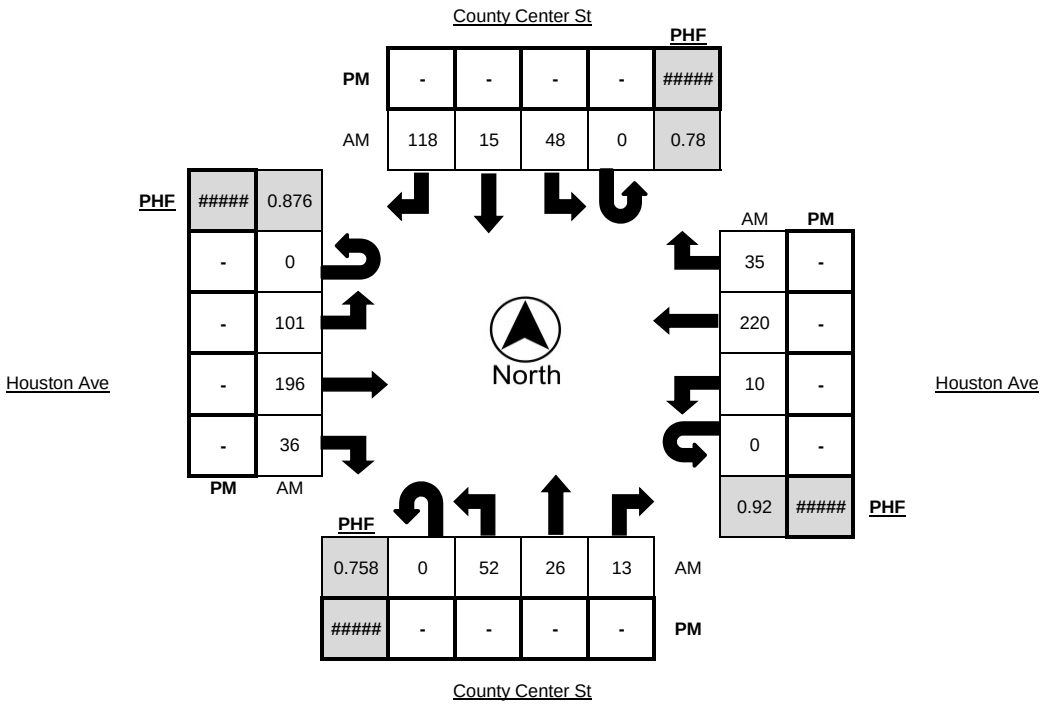
LOCATION County Center St @ Houston Ave
LATITUDE 36.3420
COUNTY Tulare
LONGITUDE -119.3231
COLLECTION DATE Saturday, September 24, 2022
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:00 AM - 10:15 AM	0	11	4	3	0	0	8	1	28	0	0	19	36	7	0	0	4	57	11	1
10:15 AM - 10:30 AM	0	10	6	3	0	0	15	6	37	0	0	26	51	9	1	0	1	56	12	0
10:30 AM - 10:45 AM	0	13	3	3	0	0	8	4	33	0	0	22	51	11	2	0	1	48	7	1
10:45 AM - 11:00 AM	0	14	4	5	0	0	11	3	25	0	0	19	41	8	1	0	4	57	11	1
11:00 AM - 11:15 AM	0	15	13	2	1	0	14	2	23	1	0	34	53	8	0	0	4	59	5	1
11:15 AM - 11:30 AM	0	12	1	8	0	0	15	4	36	0	0	24	53	11	1	0	2	40	6	0
11:30 AM - 11:45 AM	0	9	11	6	0	0	18	4	27	1	0	22	49	5	2	0	7	36	12	0
11:45 AM - 12:00 PM	0	15	2	9	0	0	11	8	30	0	0	23	40	8	0	0	8	53	8	1
TOTAL	**0**	**99**	**44**	**39**	**1**	**0**	**100**	**32**	**239**	**2**	**0**	**189**	**374**	**67**	**7**	**0**	**31**	**406**	**72**	**5**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
10:15 AM - 11:15 AM	0	52	26	13	1	0	48	15	118	1	0	101	196	36	4	0	10	220	35	3
4:00 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.938	1.0%
PM	-	-



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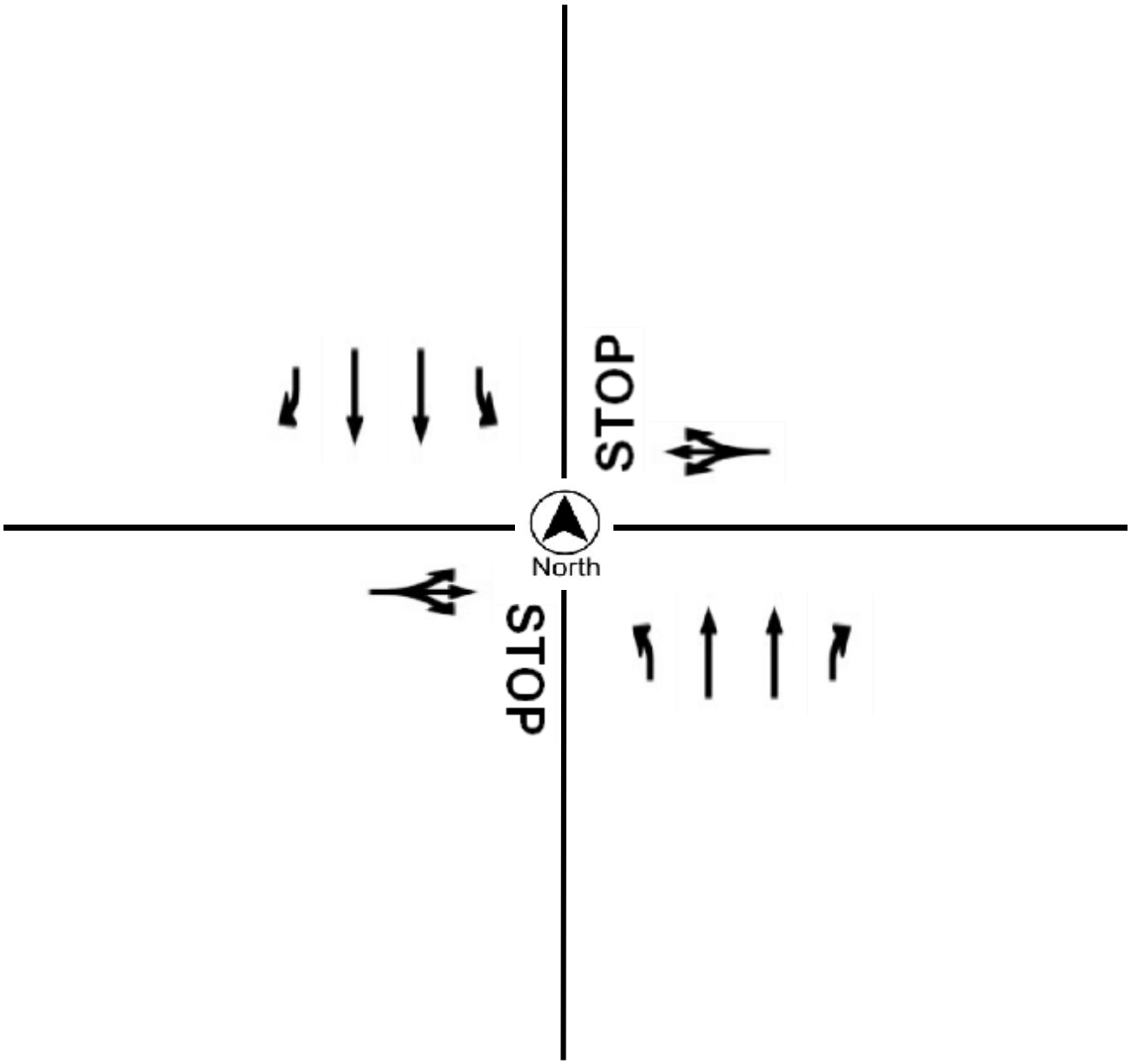
Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 320 @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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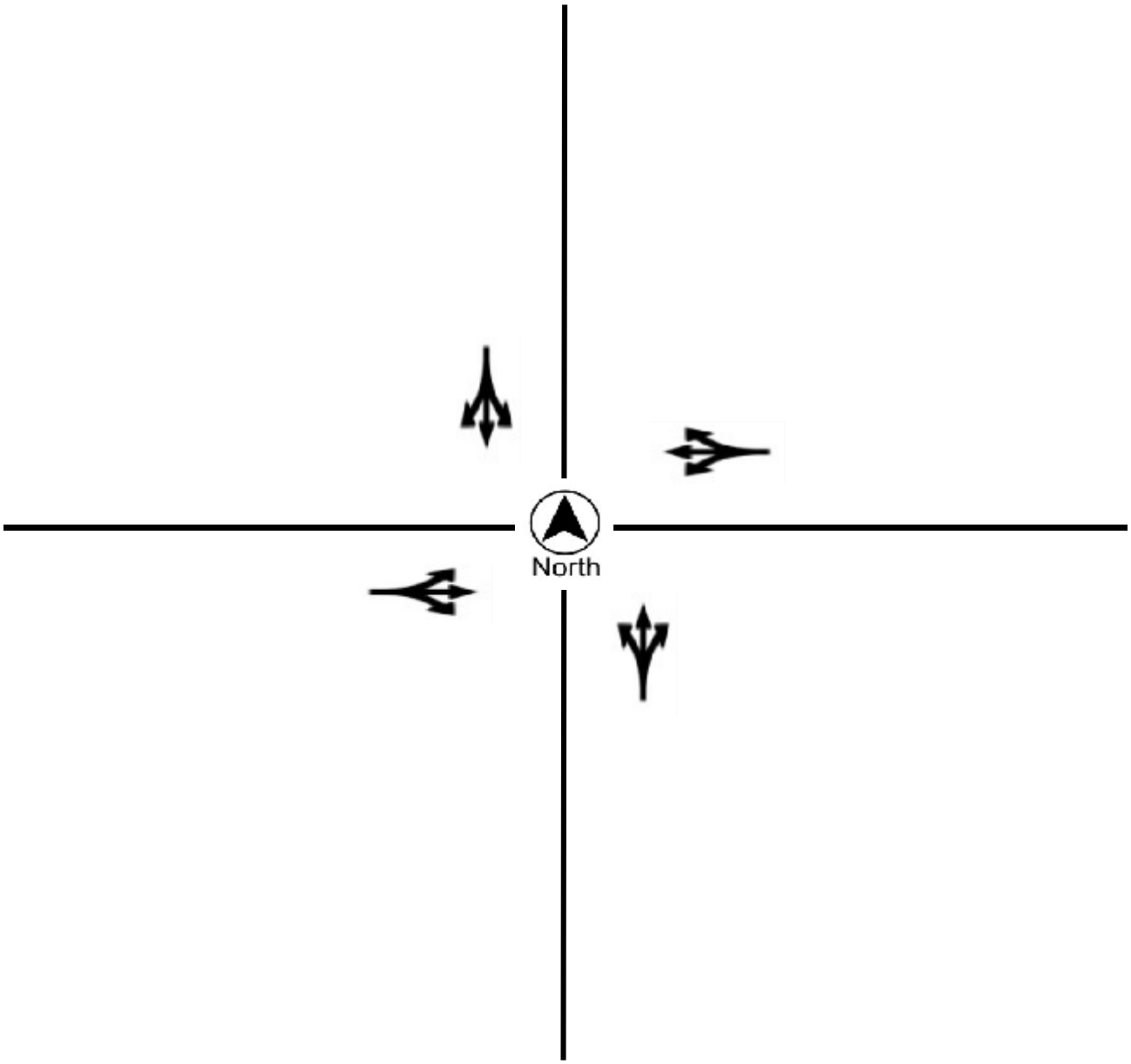
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 320 @ Kelsey St	**N/S STREET**	Kelsey St / Kelsey St
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	None

COMMENTS



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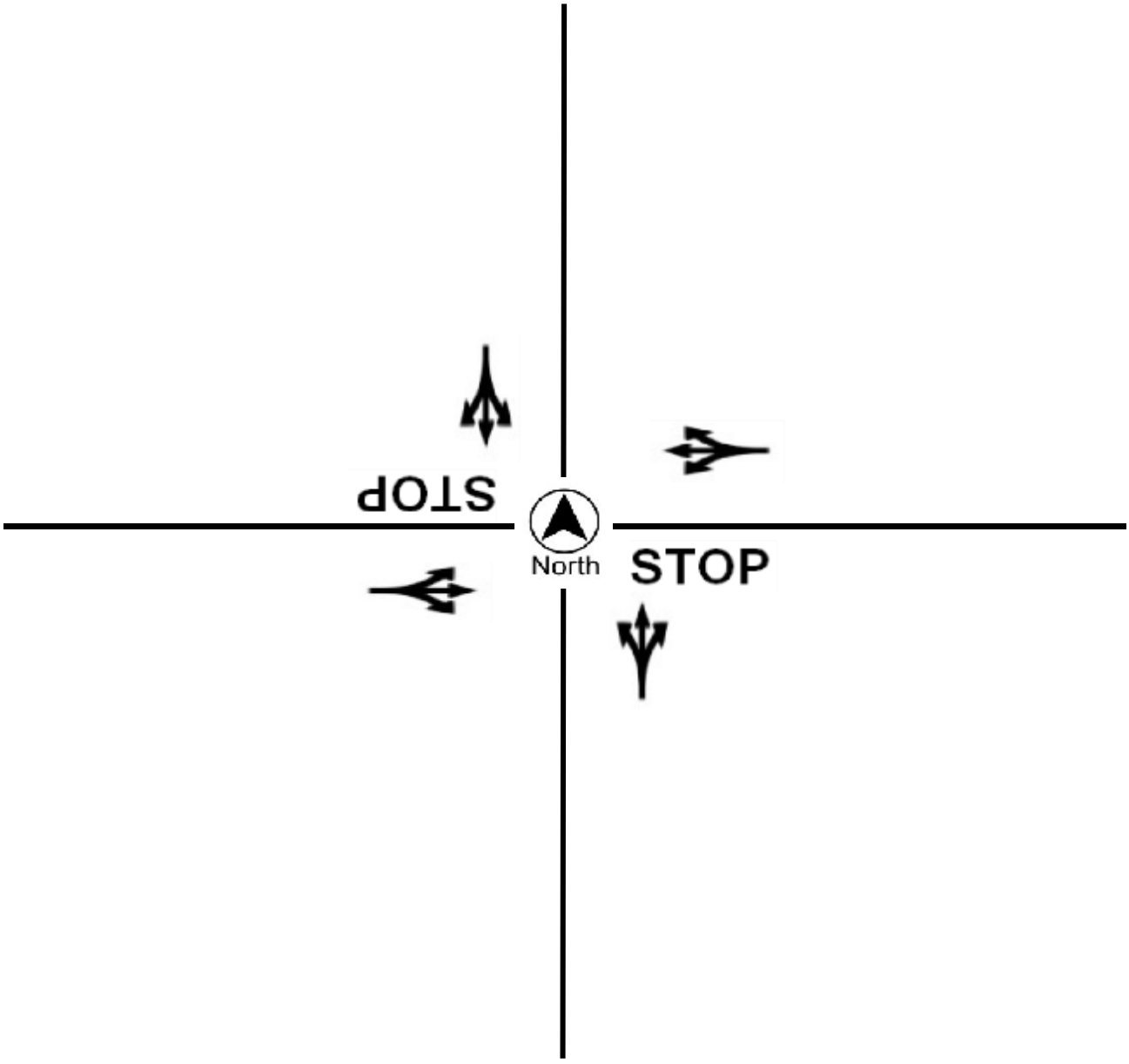
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 320 @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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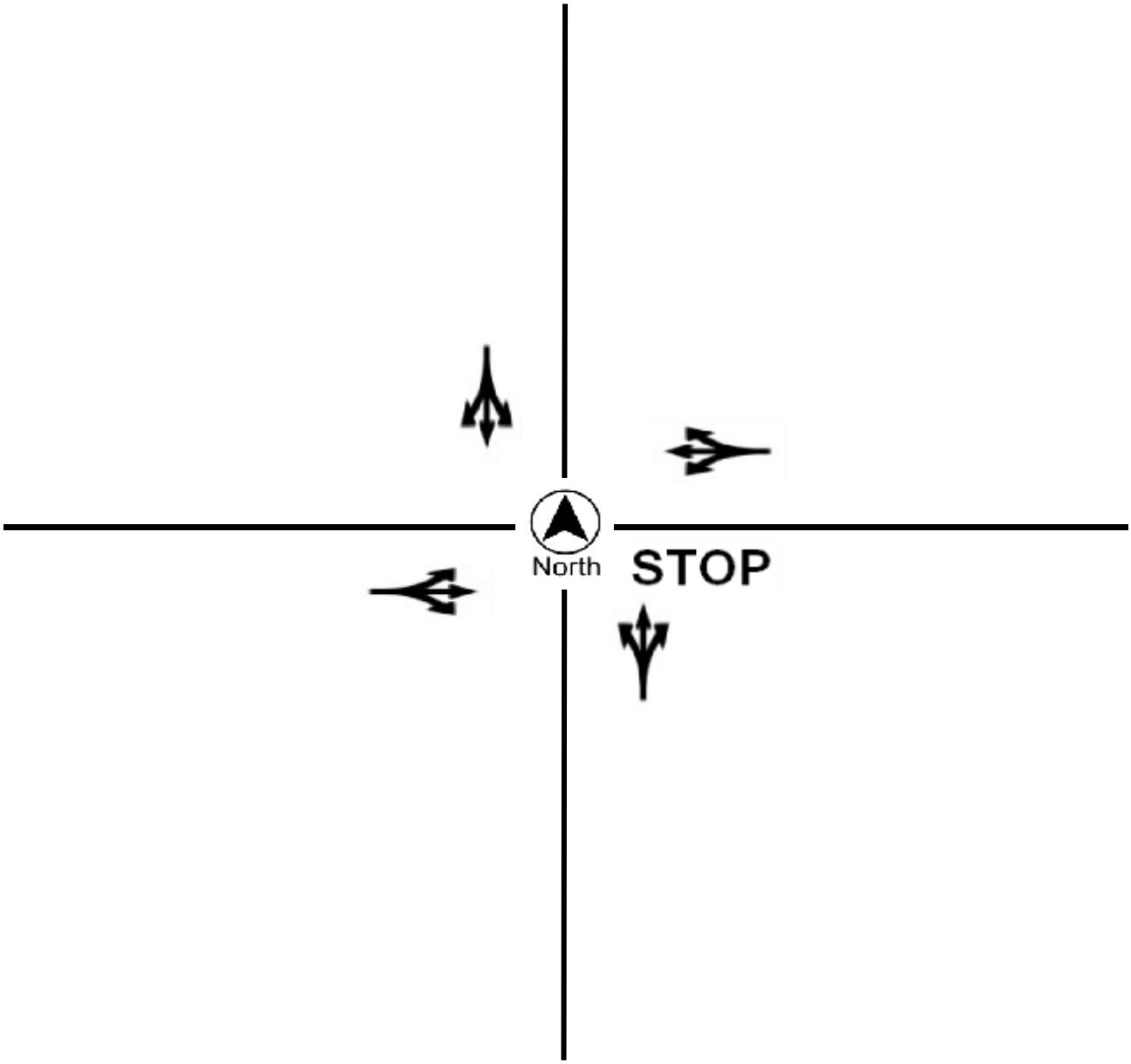
LOCATION	Ave 320 @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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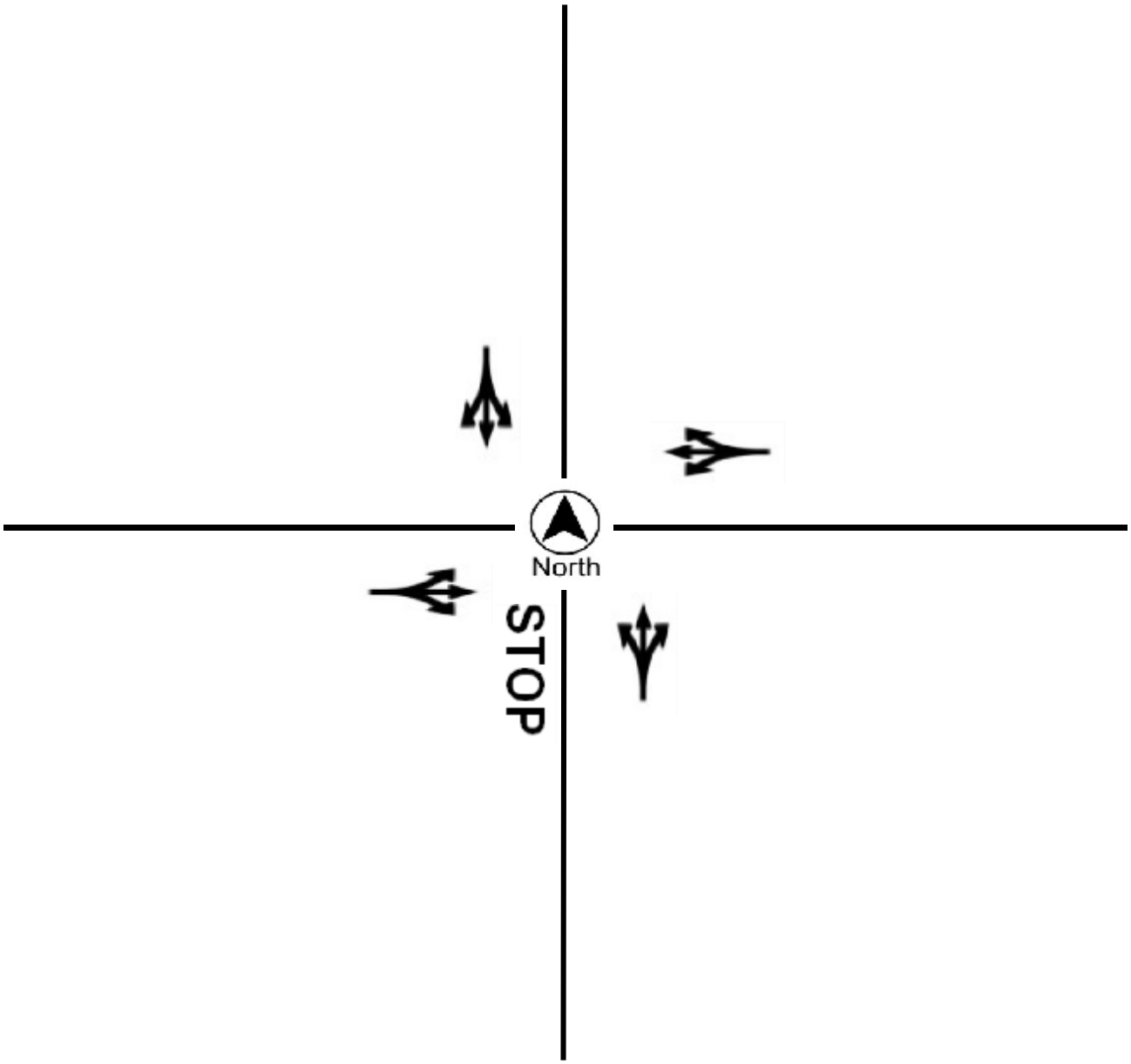
LOCATION	Ave 320 @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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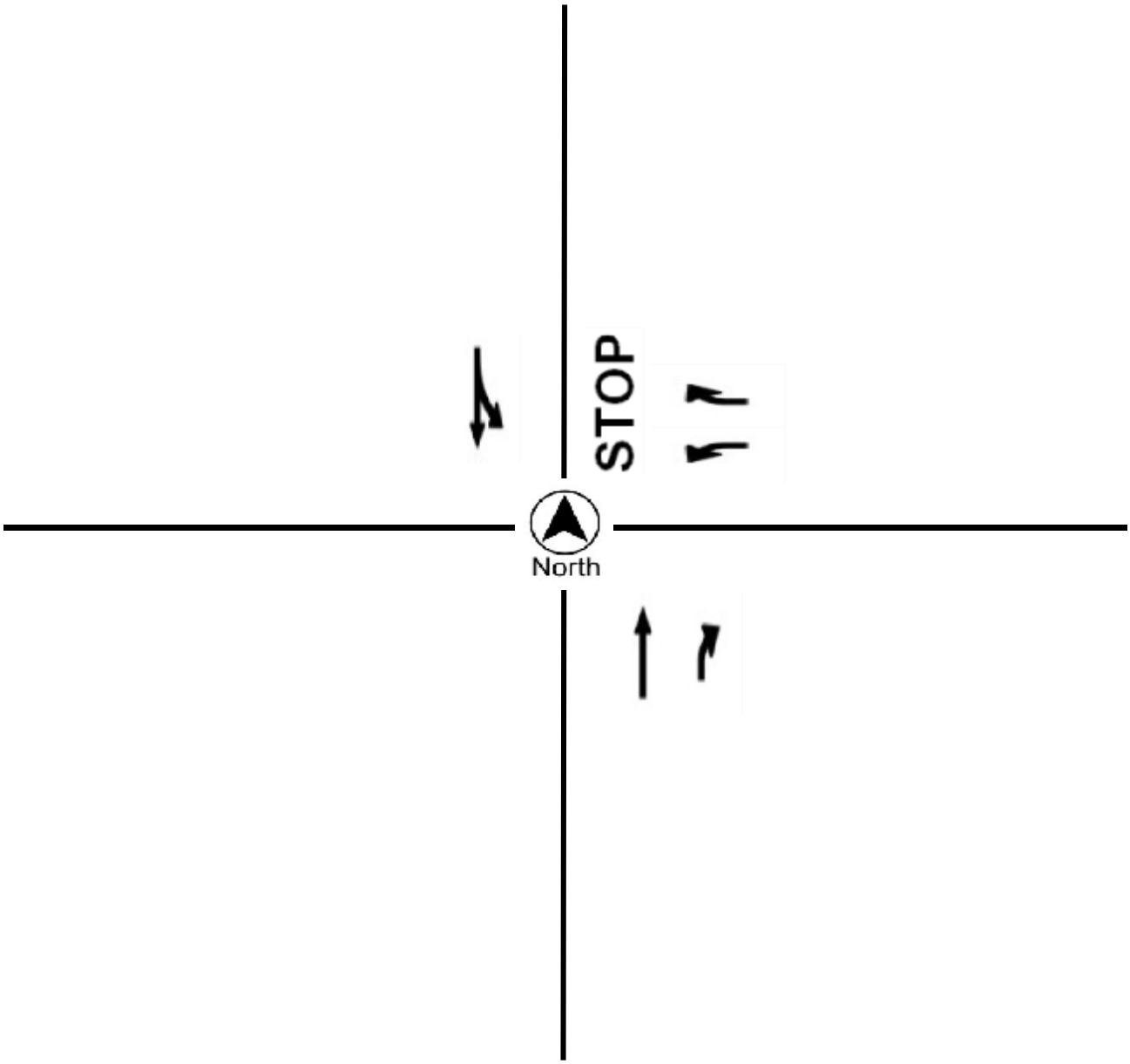
LOCATION	Demaree St @ Pratt Rd	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Pratt Rd /
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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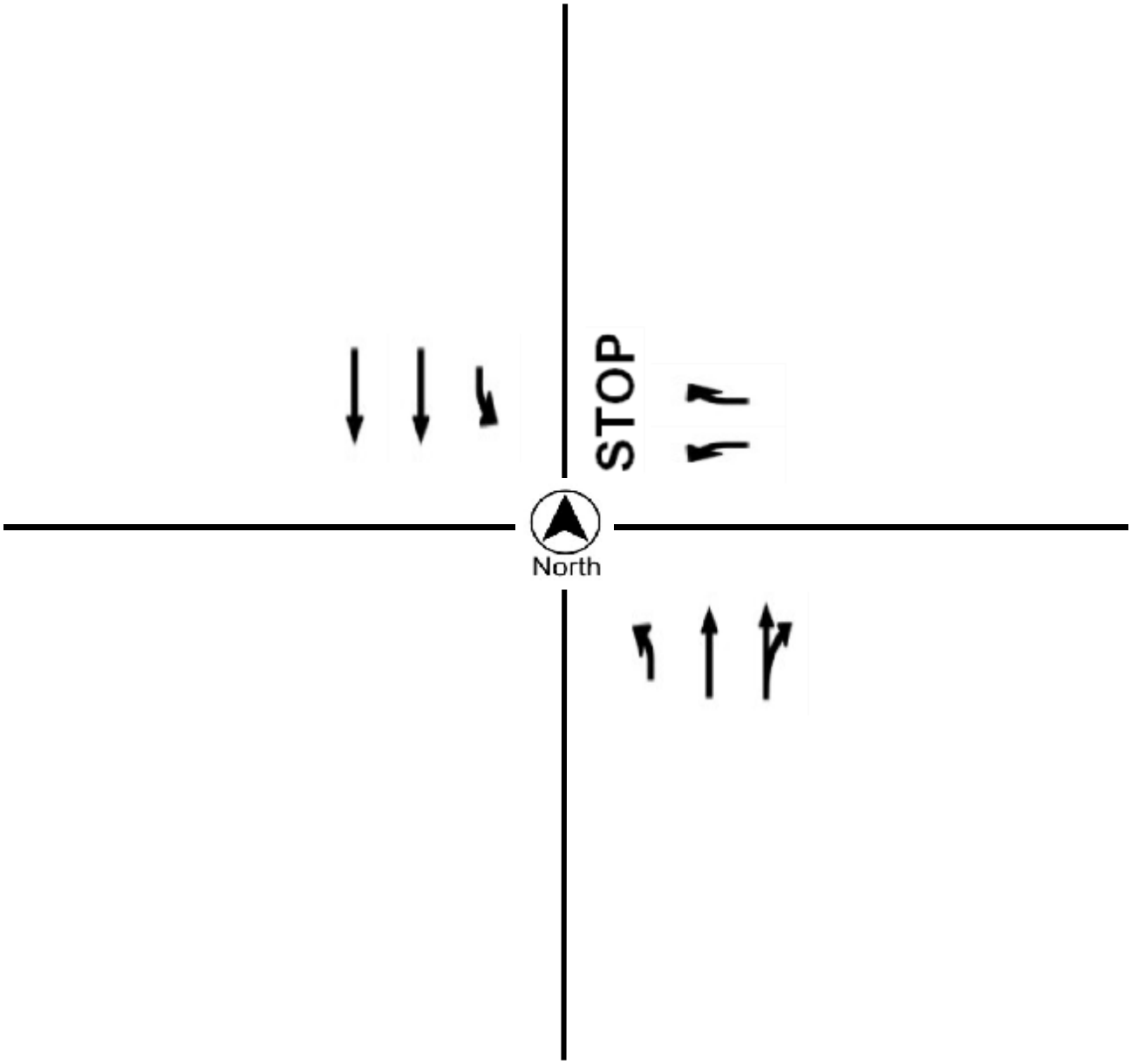
LOCATION	Demaree St @ Shannon Pkwy	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Shannon Pkwy /
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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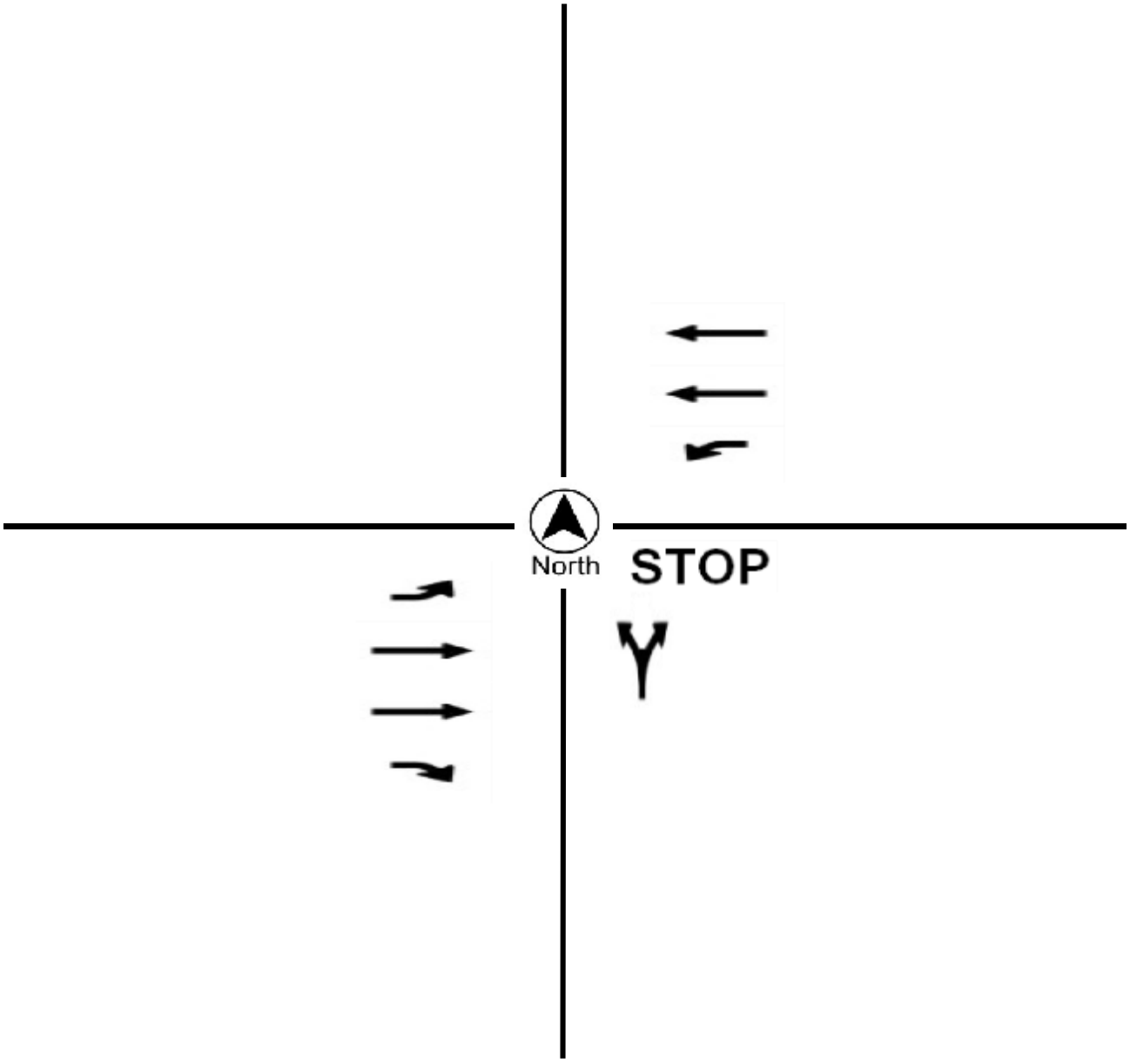
LOCATION	Riggin Ave @ American St	**N/S STREET**	/ American St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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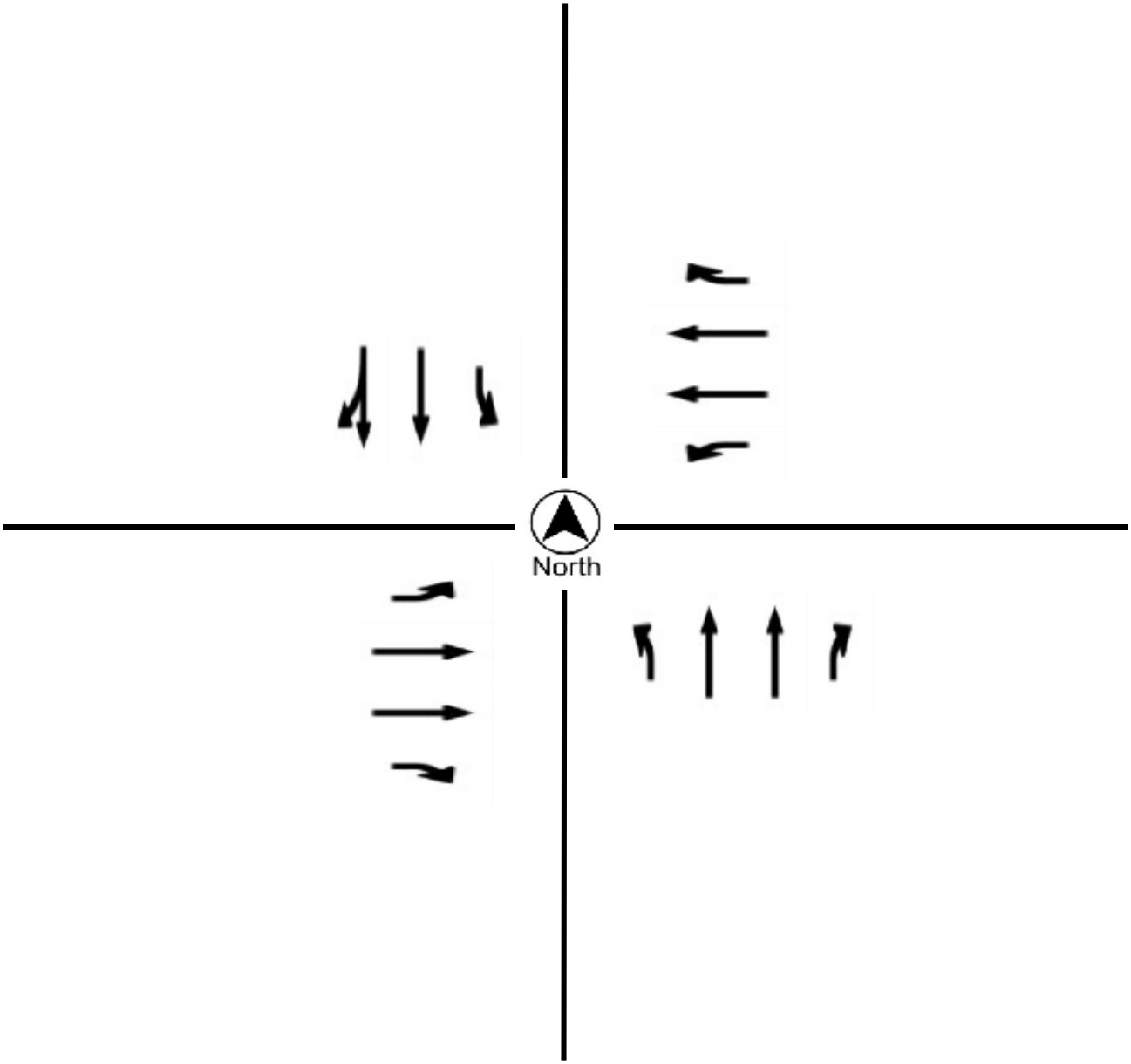
LOCATION	Riggin Ave @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	194 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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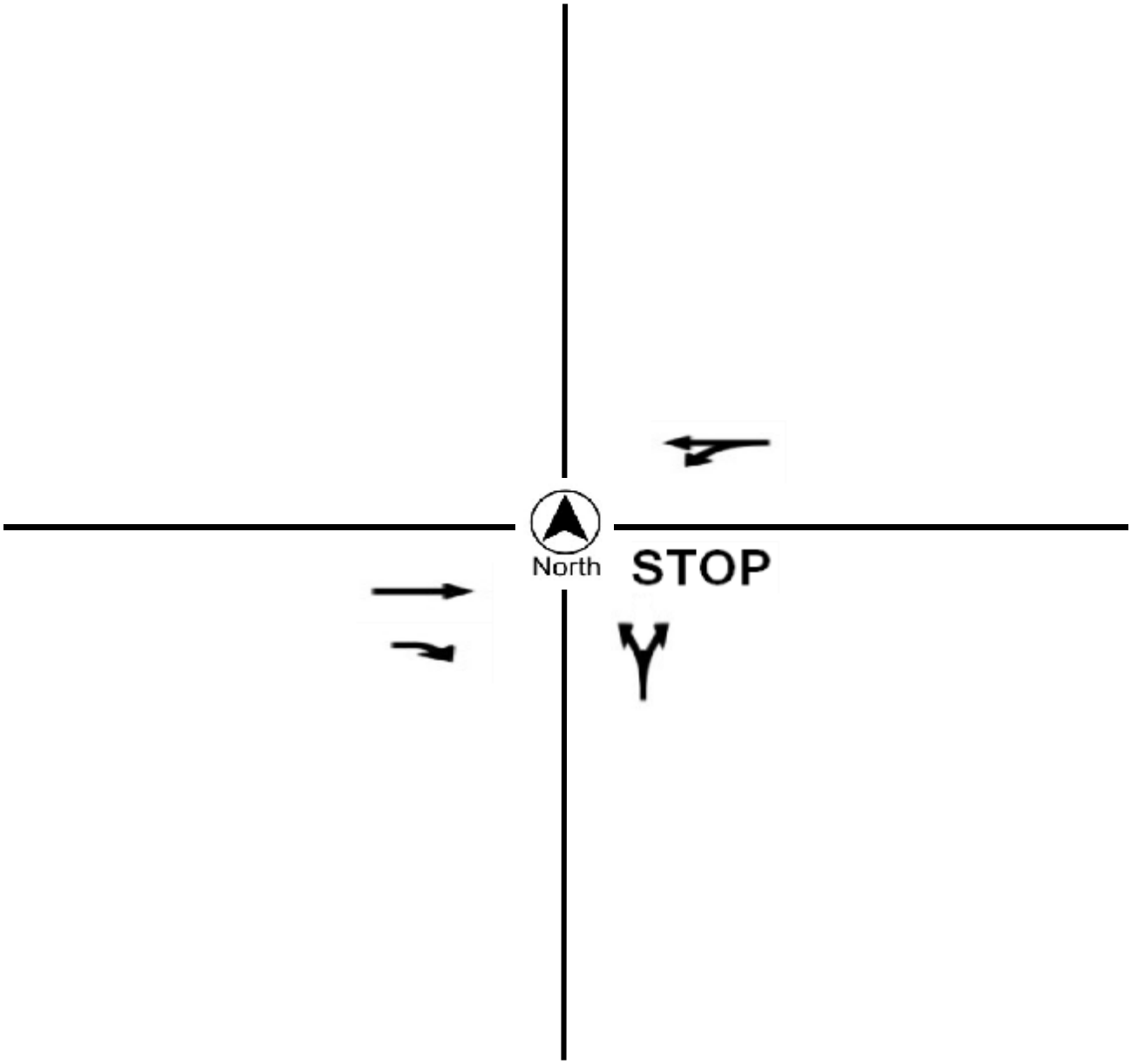
LOCATION	Riggin Ave @ Kelsey St	**N/S STREET**	Kelsey St / Kelsey St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS North leg currently being developed.



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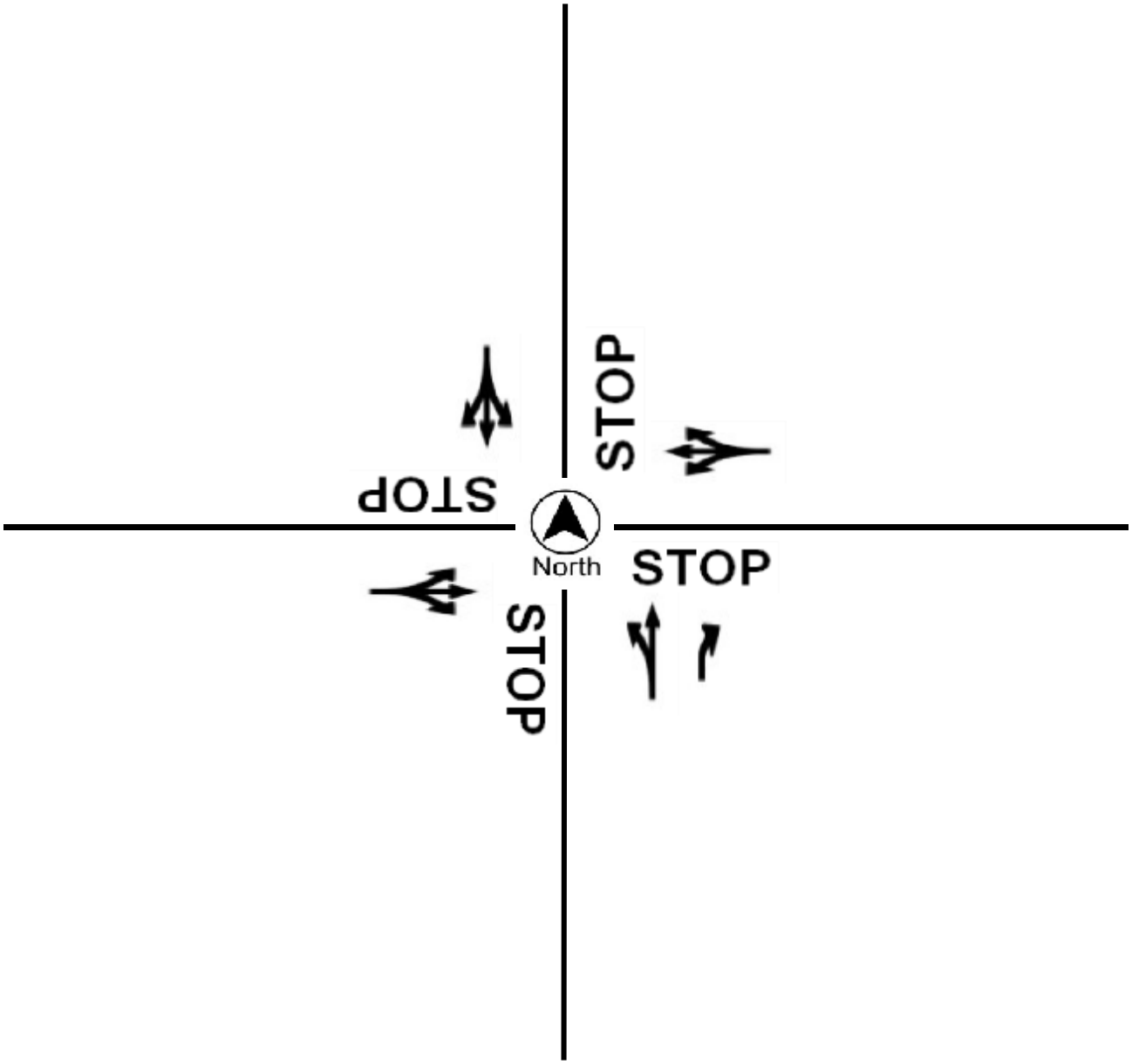
LOCATION	Riggin Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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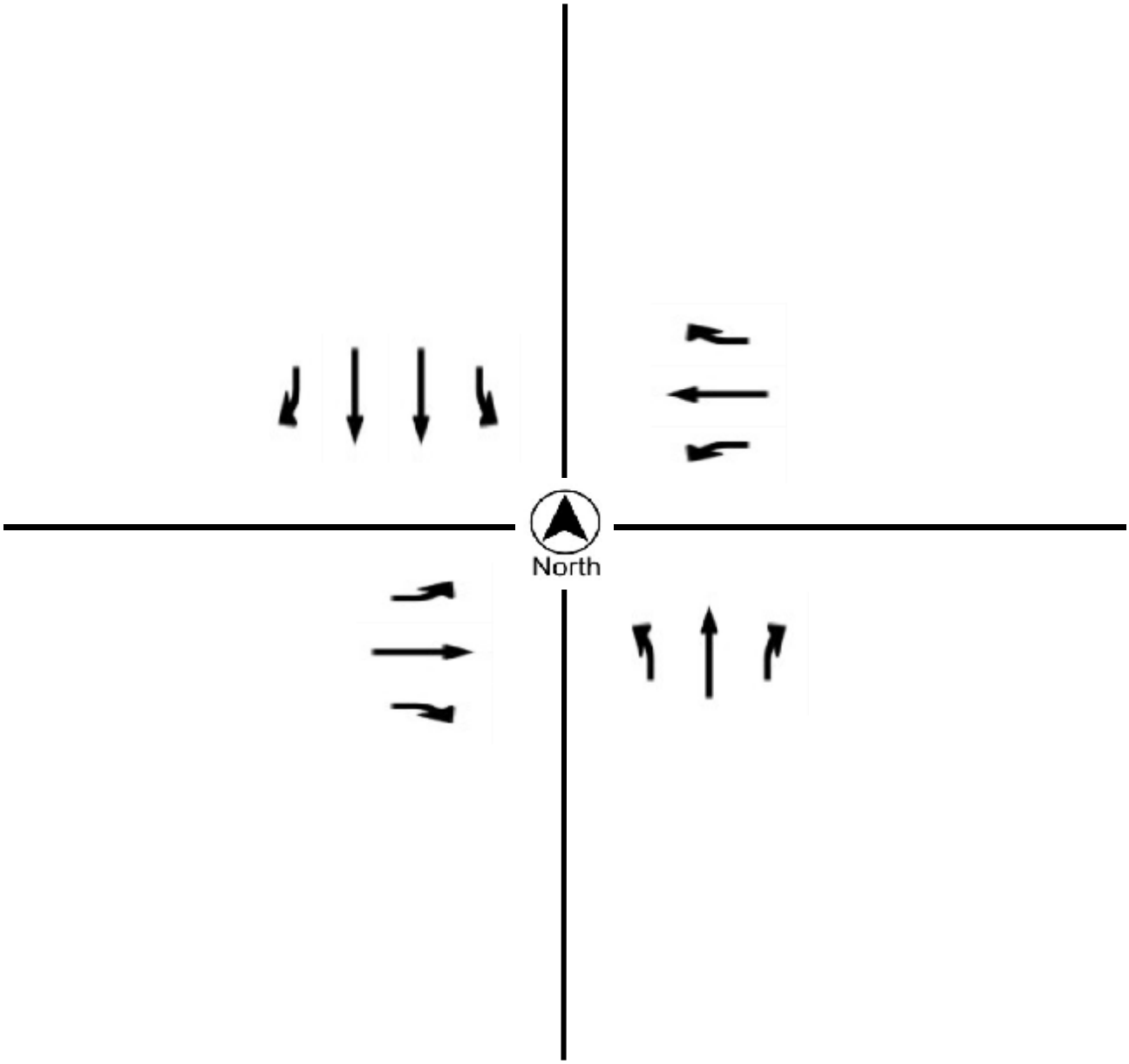
LOCATION	Riggin Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	90 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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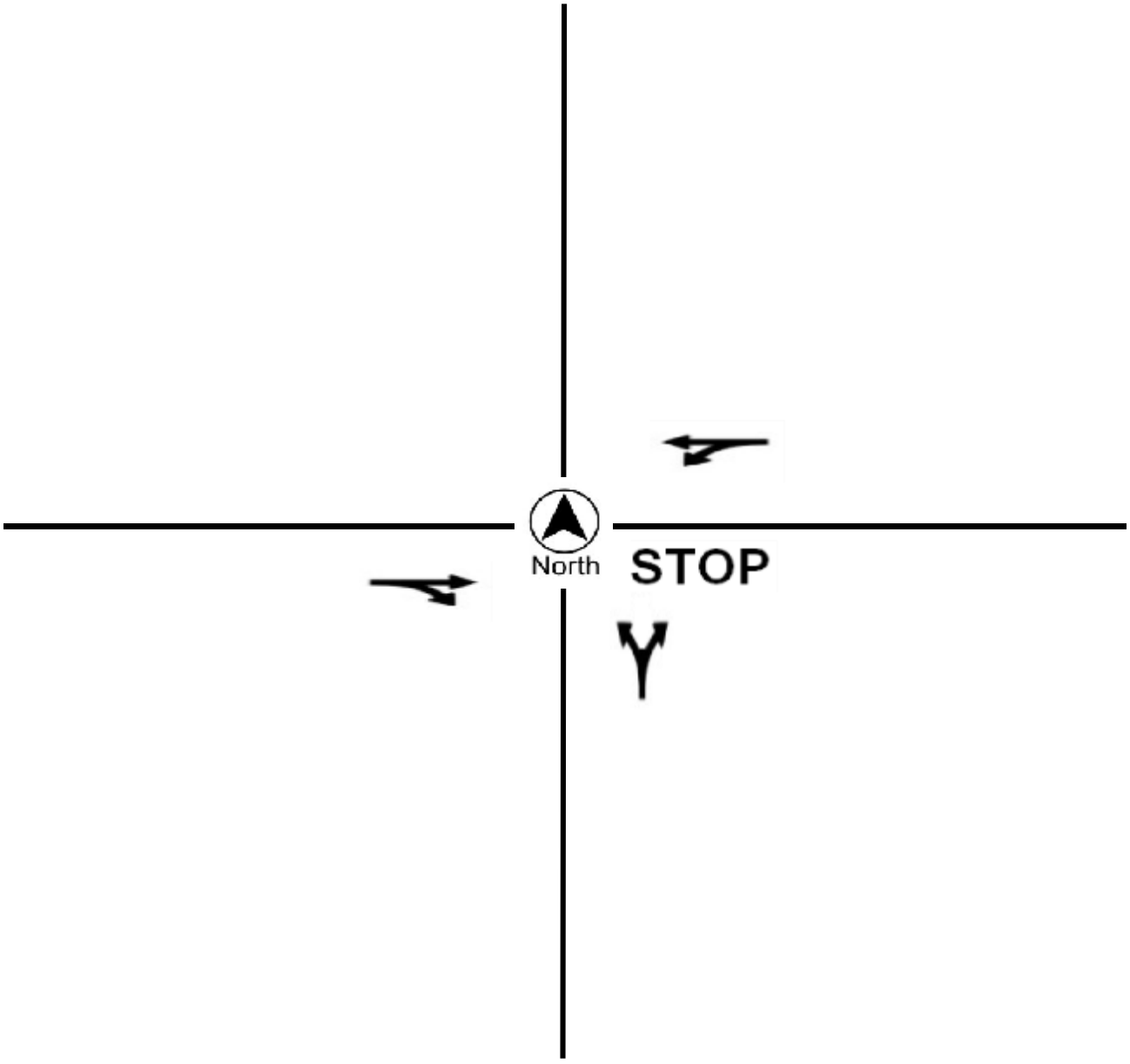
LOCATION	Riggin Ave @ Linwood St	**N/S STREET**	/ Linwood St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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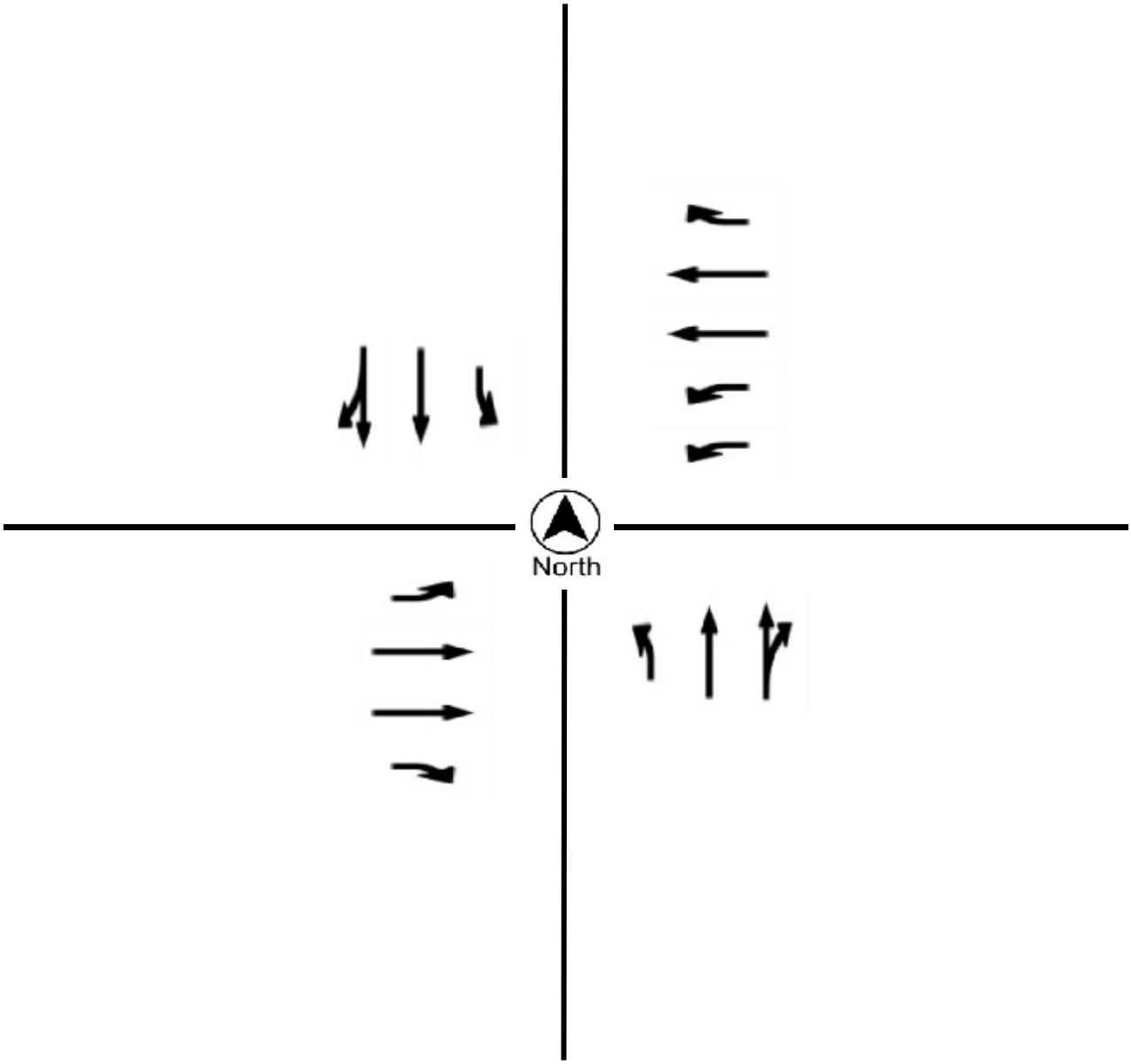
LOCATION	Riggin Ave @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	106 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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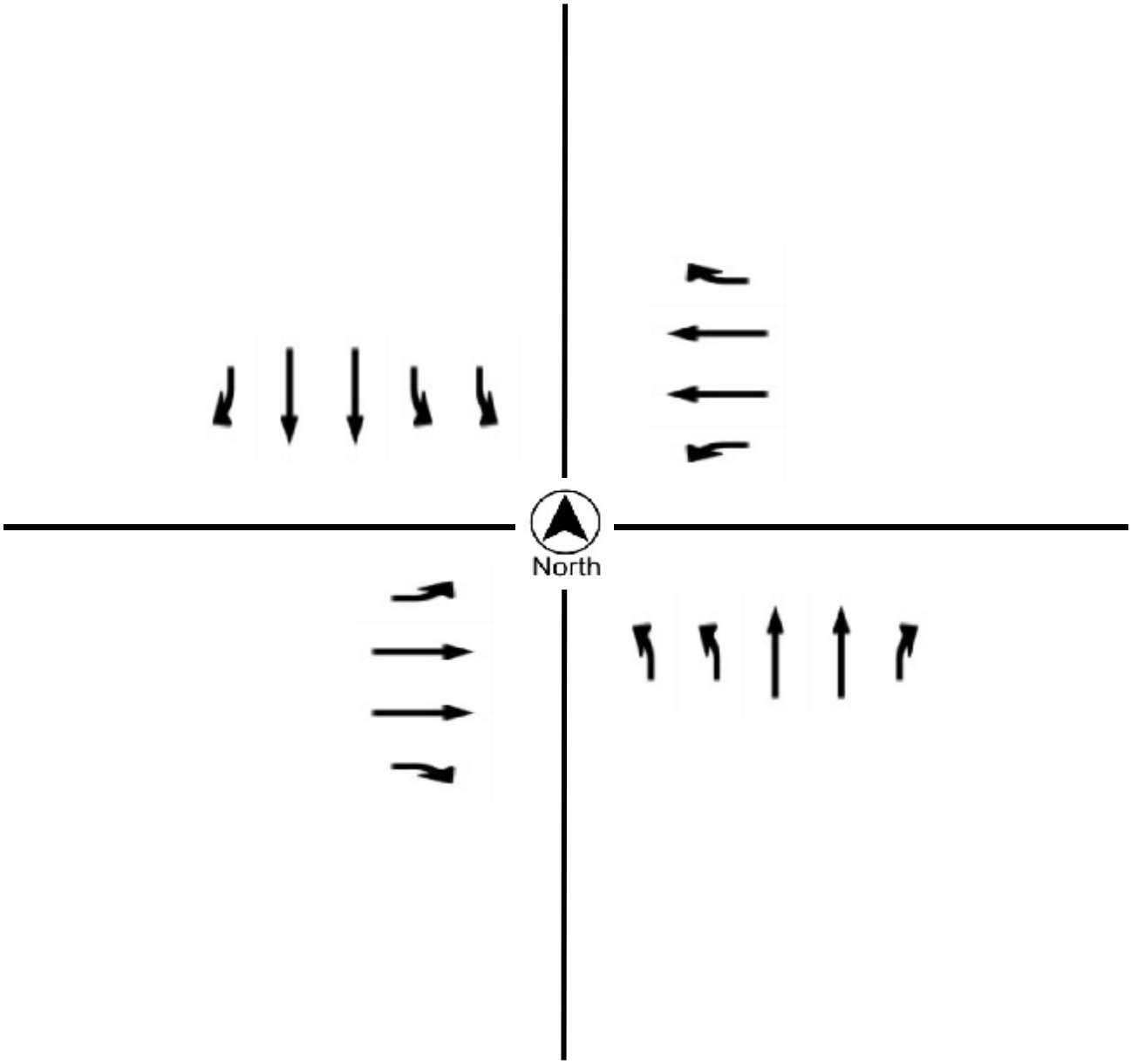
LOCATION	Riggin Ave @ Dinuba Blvd	**N/S STREET**	Dinuba Blvd / Dinuba Blvd
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	109 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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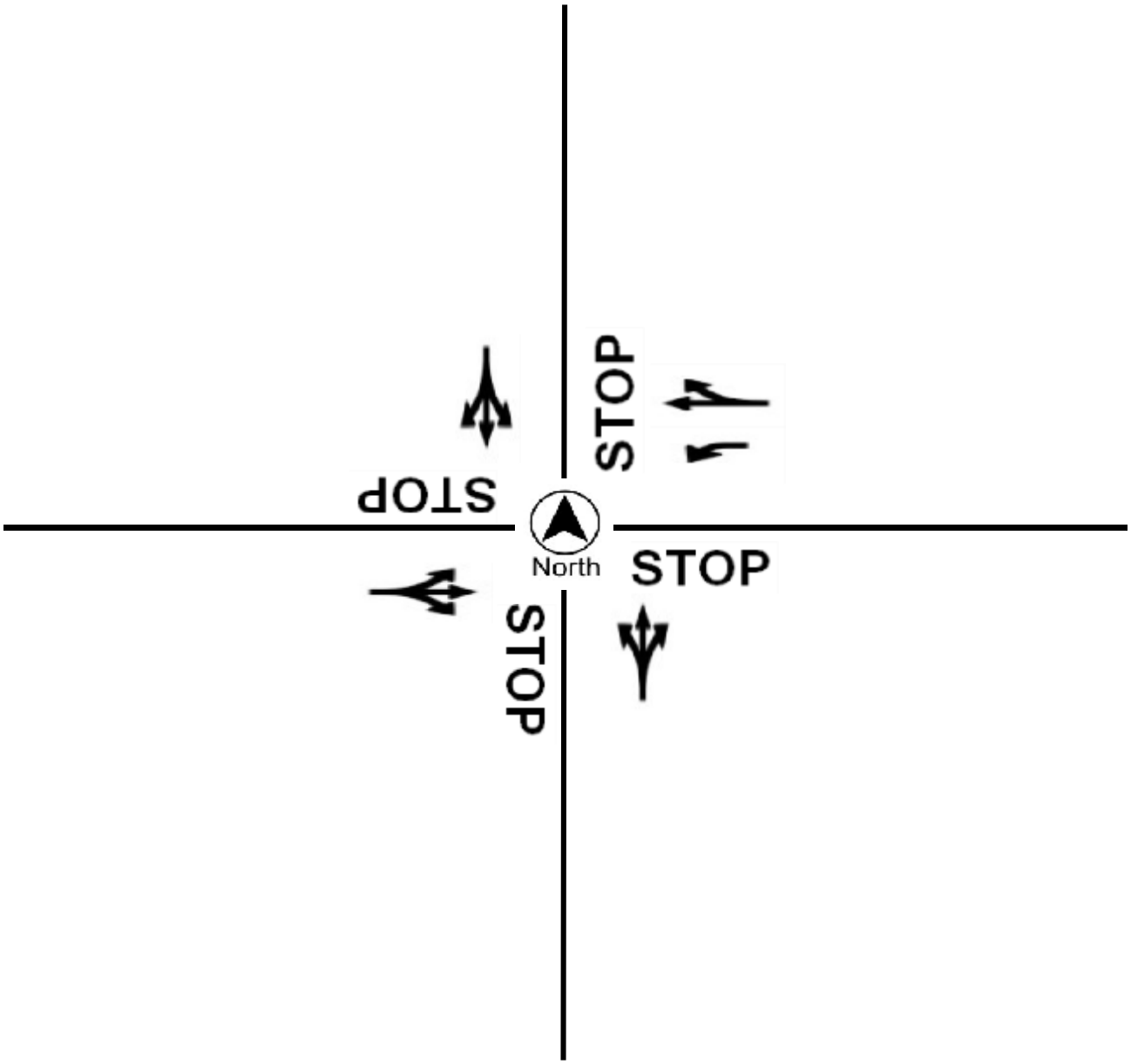
LOCATION	Ferguson Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Sunnyview Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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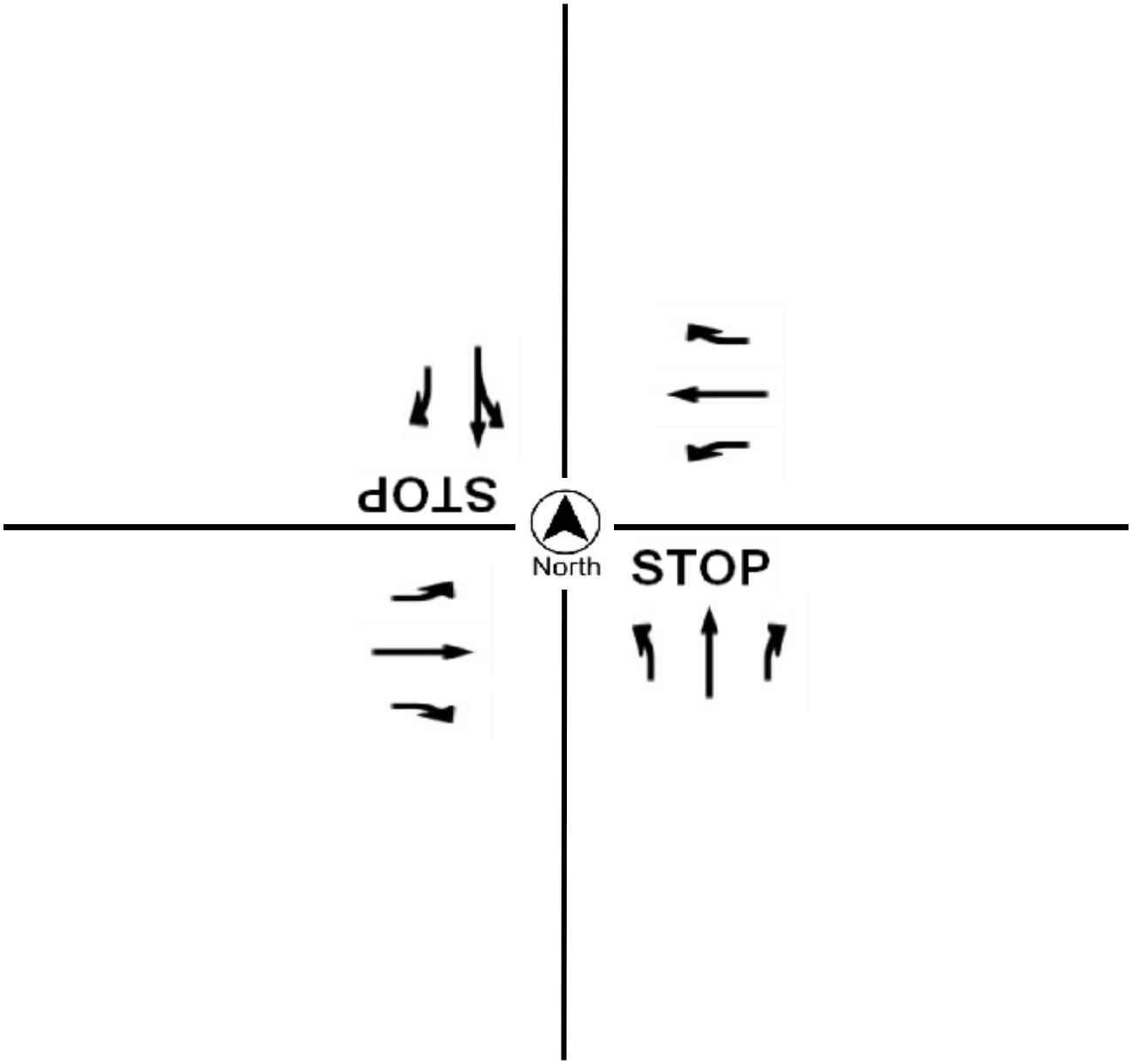
LOCATION	Ferguson Ave @ Roeben St	**N/S STREET**	Roeben St / Roeben St
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Ferguson Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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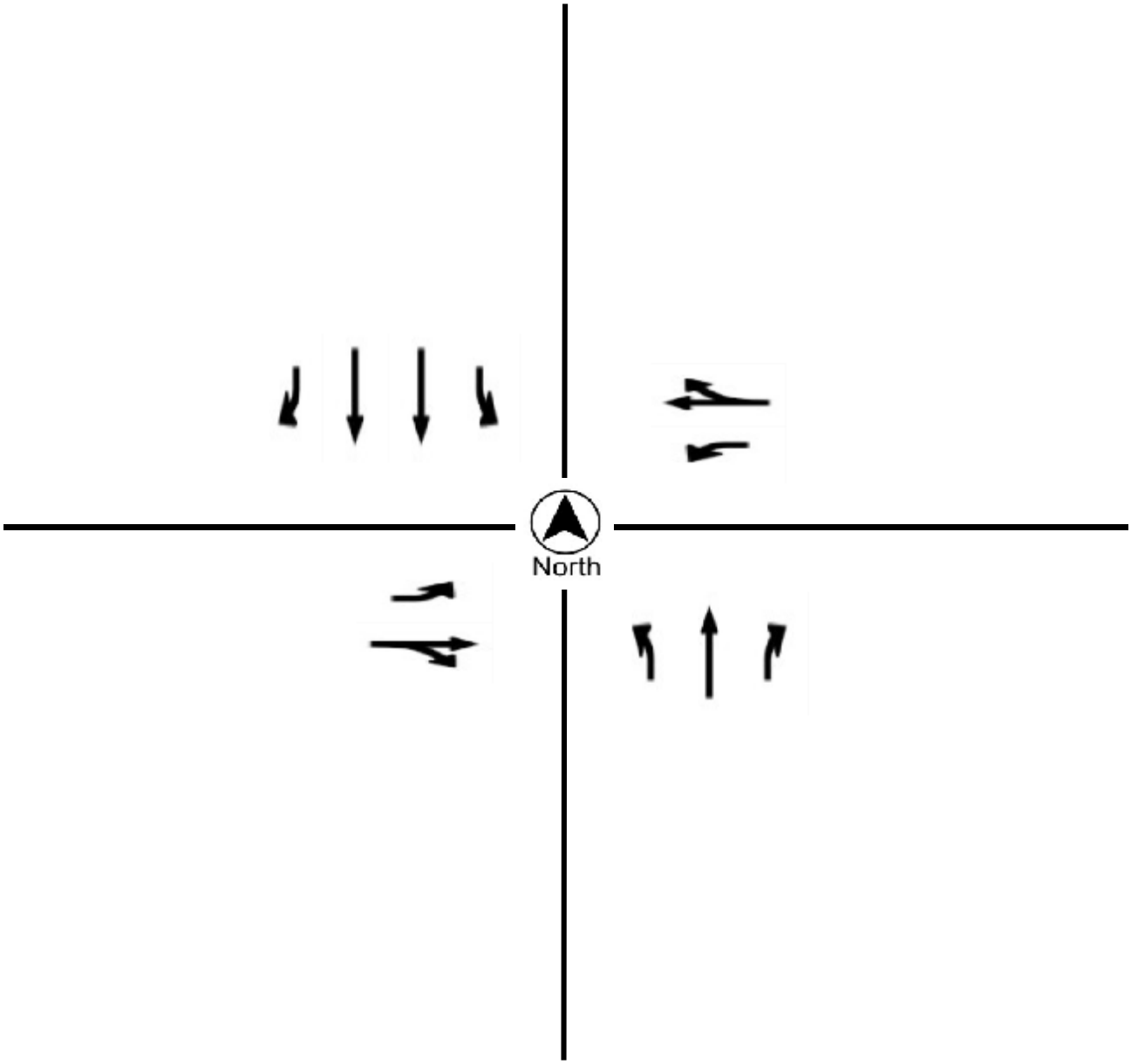
LOCATION	Ferguson Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Ferguson Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	89 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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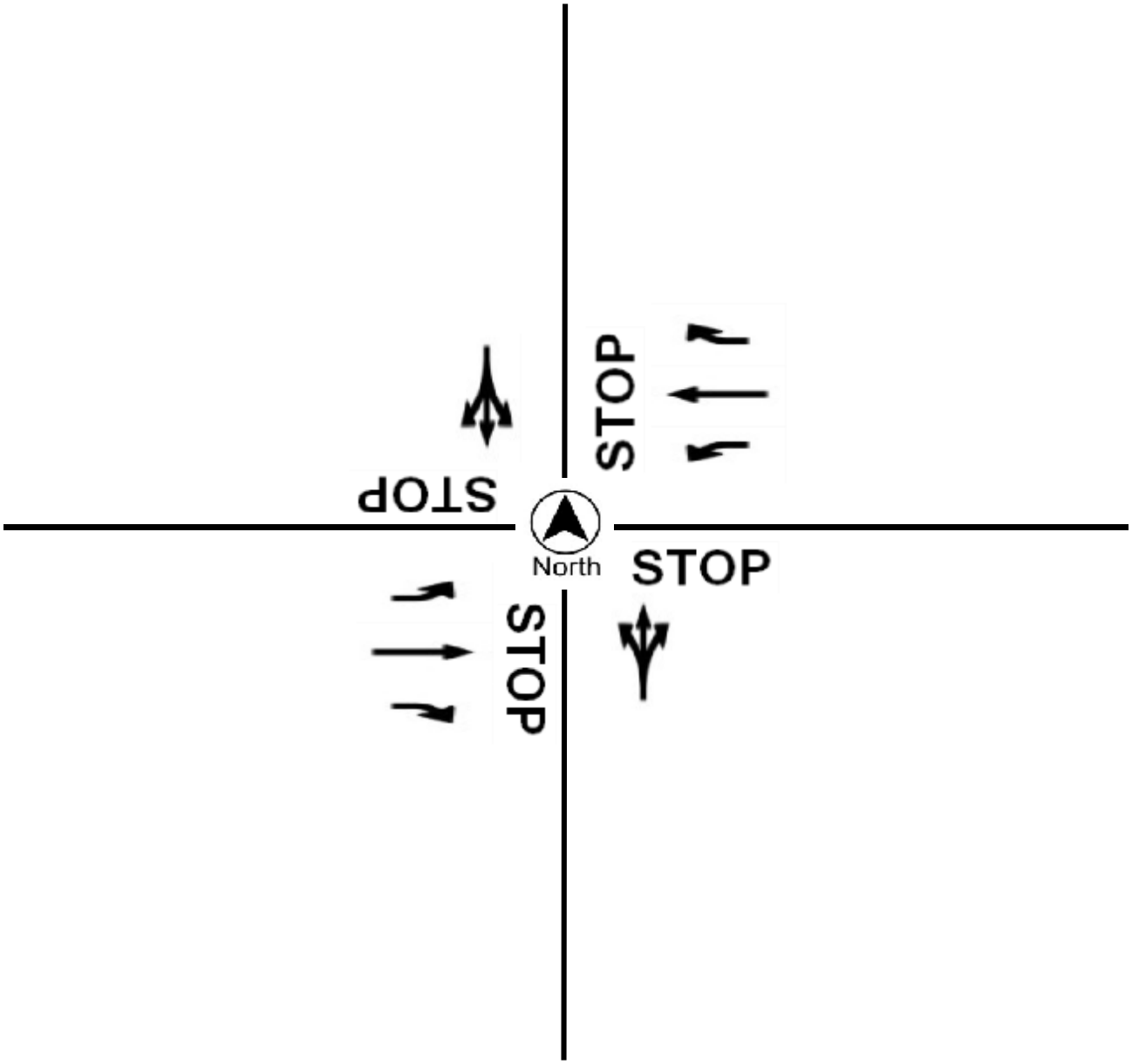
LOCATION	Ferguson Ave @ Linwood St	**N/S STREET**	Linwood St / Linwood St
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Ferguson Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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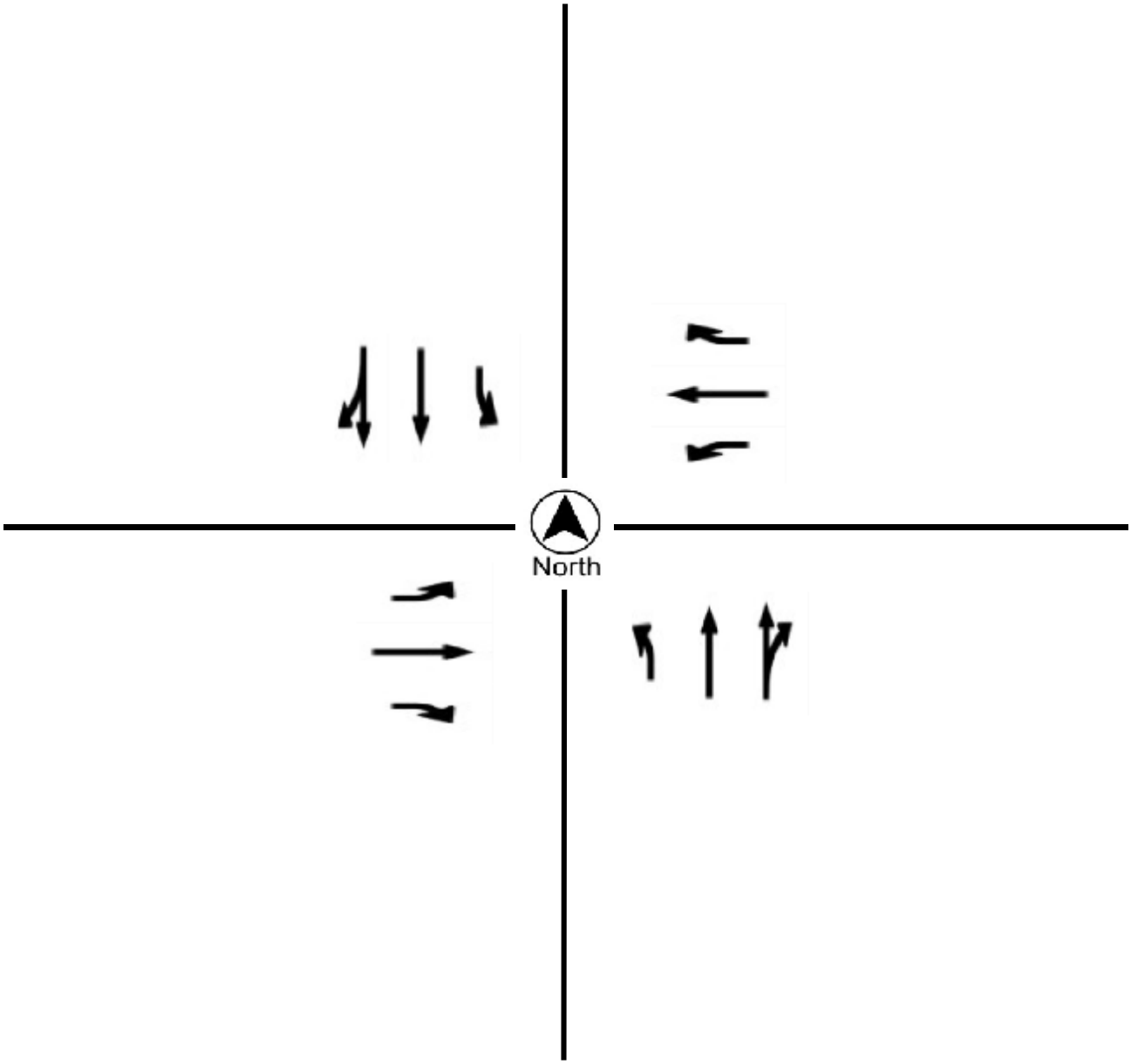
LOCATION	Ferguson Ave @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Ferguson Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	82 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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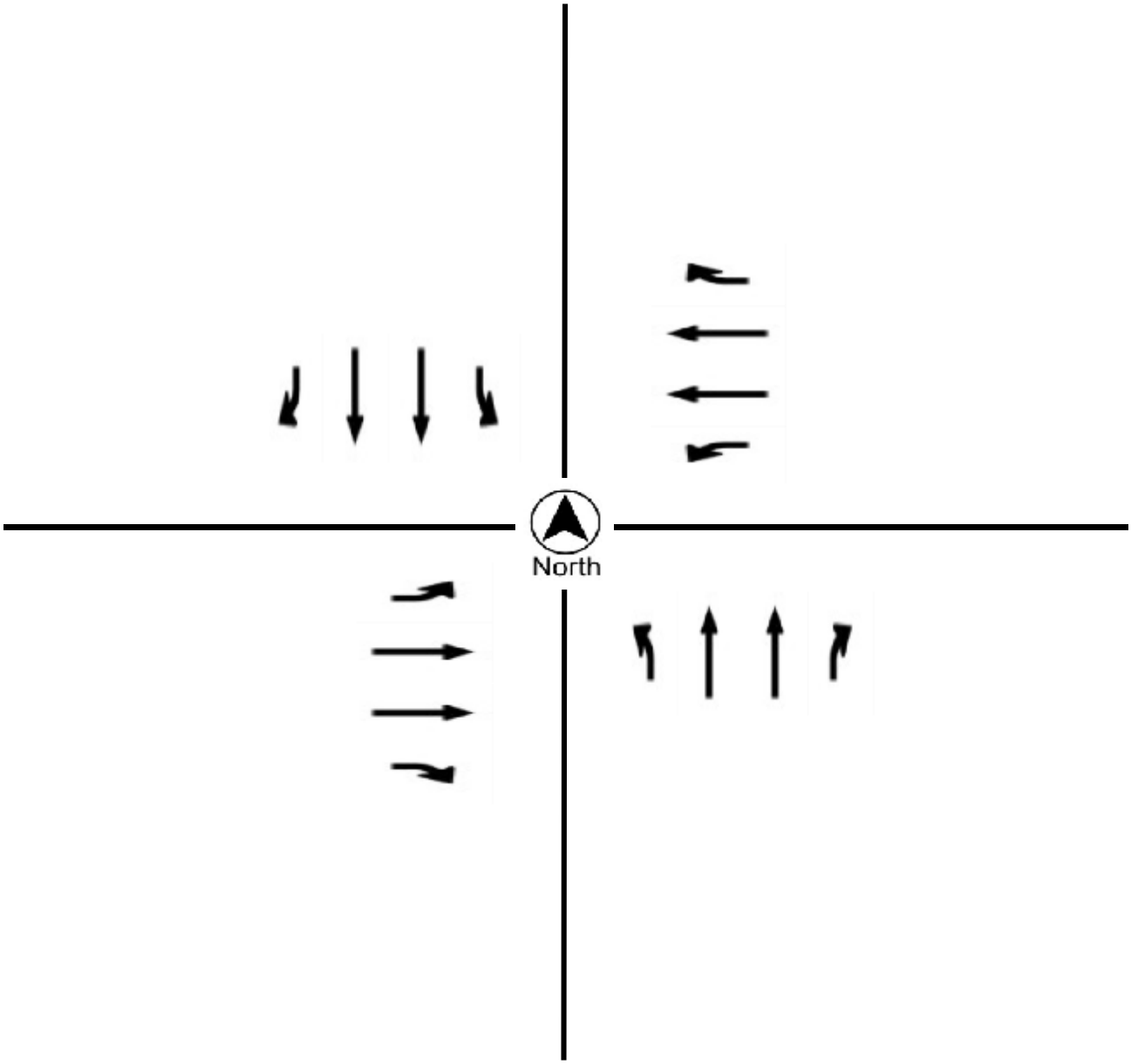
LOCATION	Goshen Ave @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	113 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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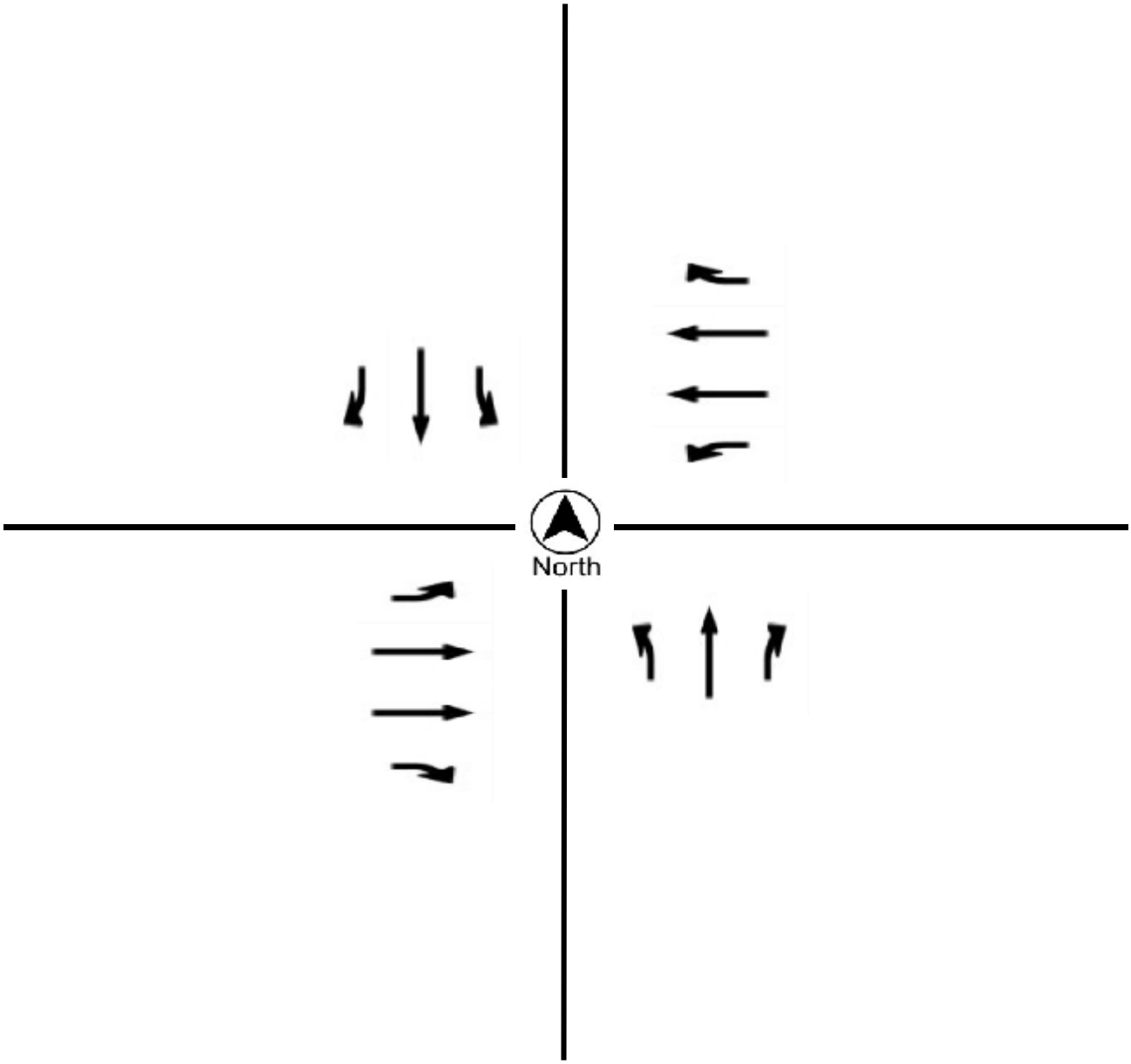
LOCATION	Goshen Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	103 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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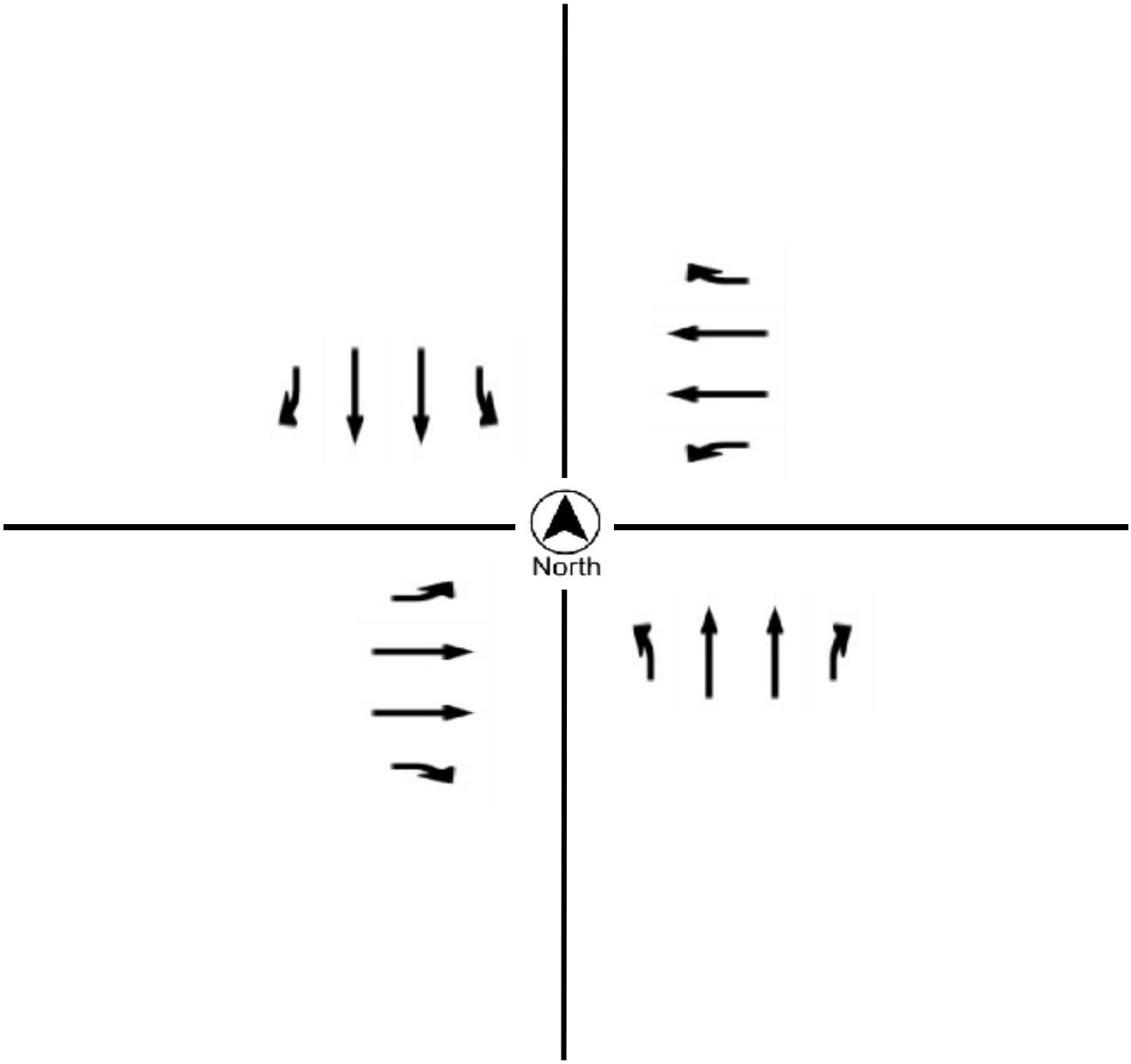
LOCATION	Goshen Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	149 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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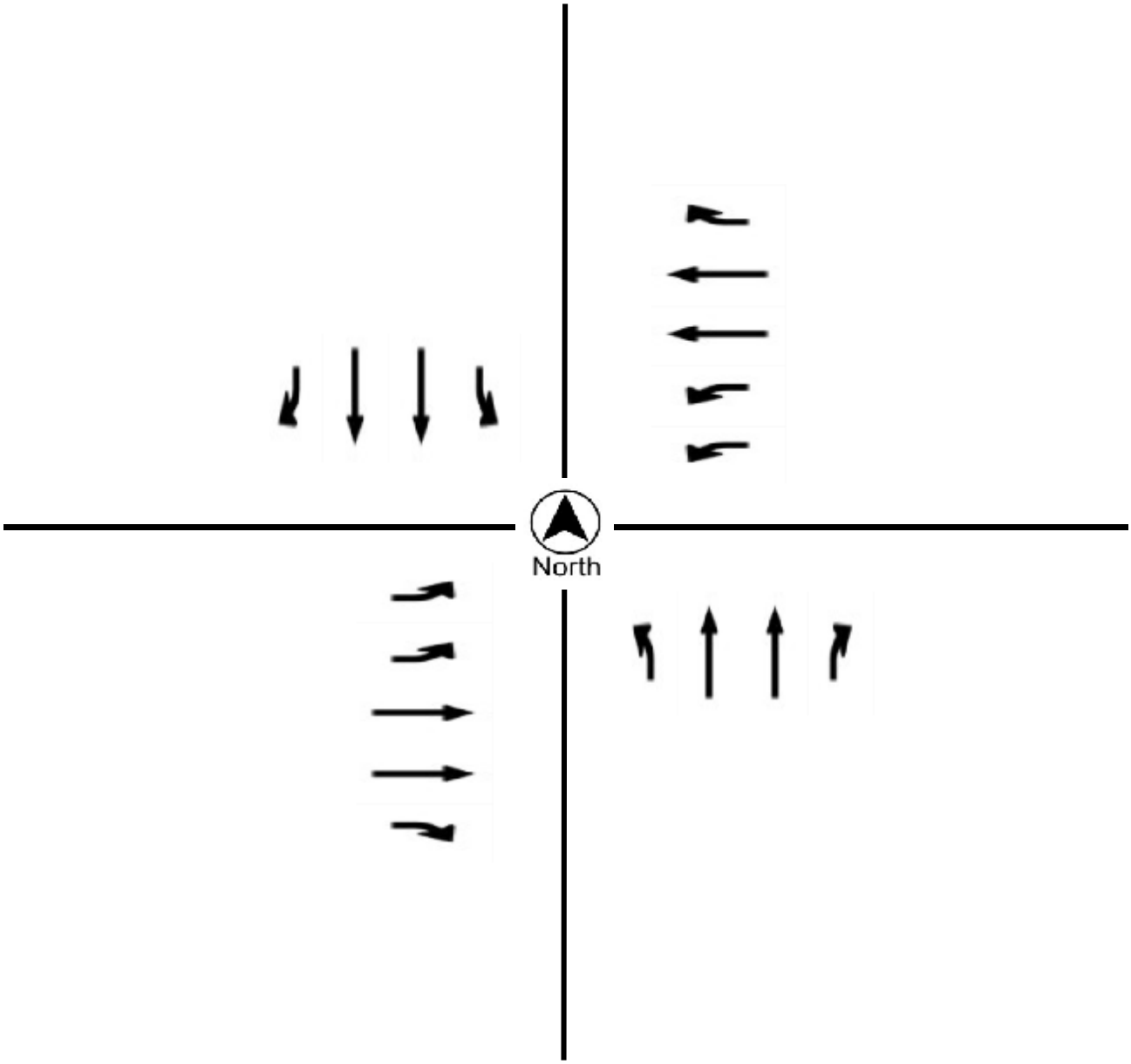
LOCATION	Goshen Ave @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	132 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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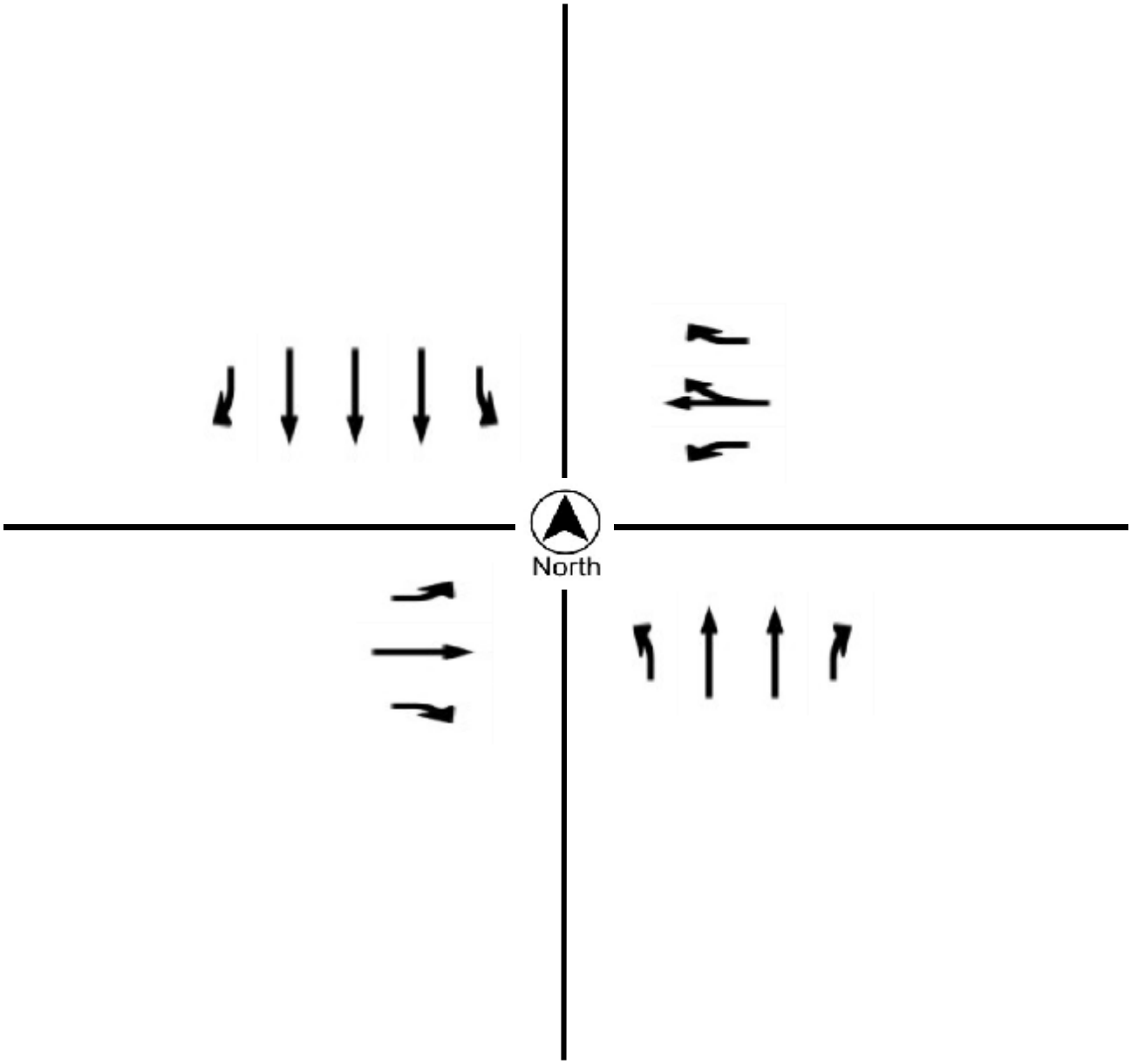
Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Hurley Ave @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Hurley Ave / Hurley Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	69 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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Turning Movement Report

Prepared For:
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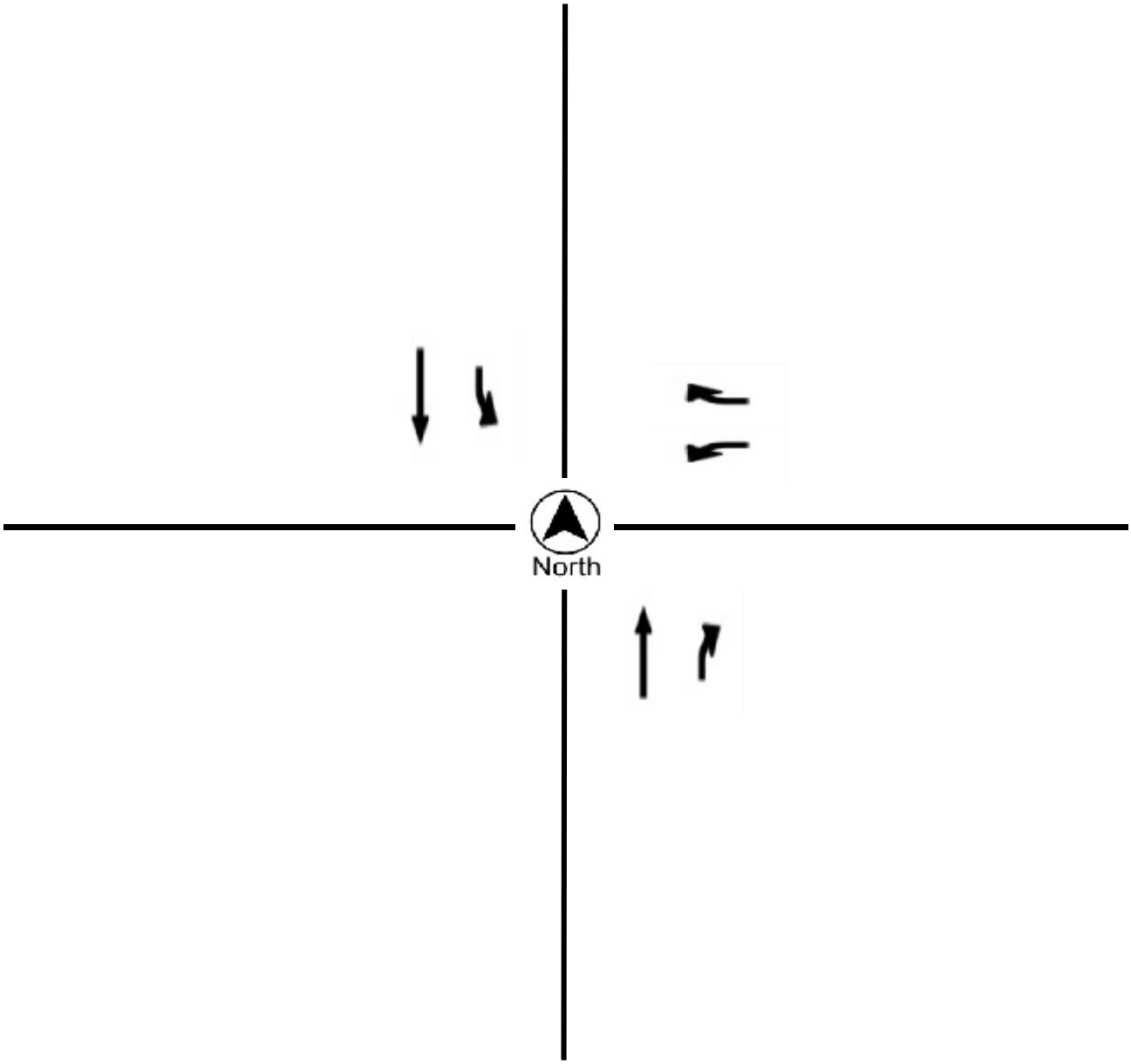
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Hurley Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Hurley Ave /
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	66 Seconds	**CONTROL TYPE**	Signal

COMMENTS Southbound left turns are protected.



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Prepared For:
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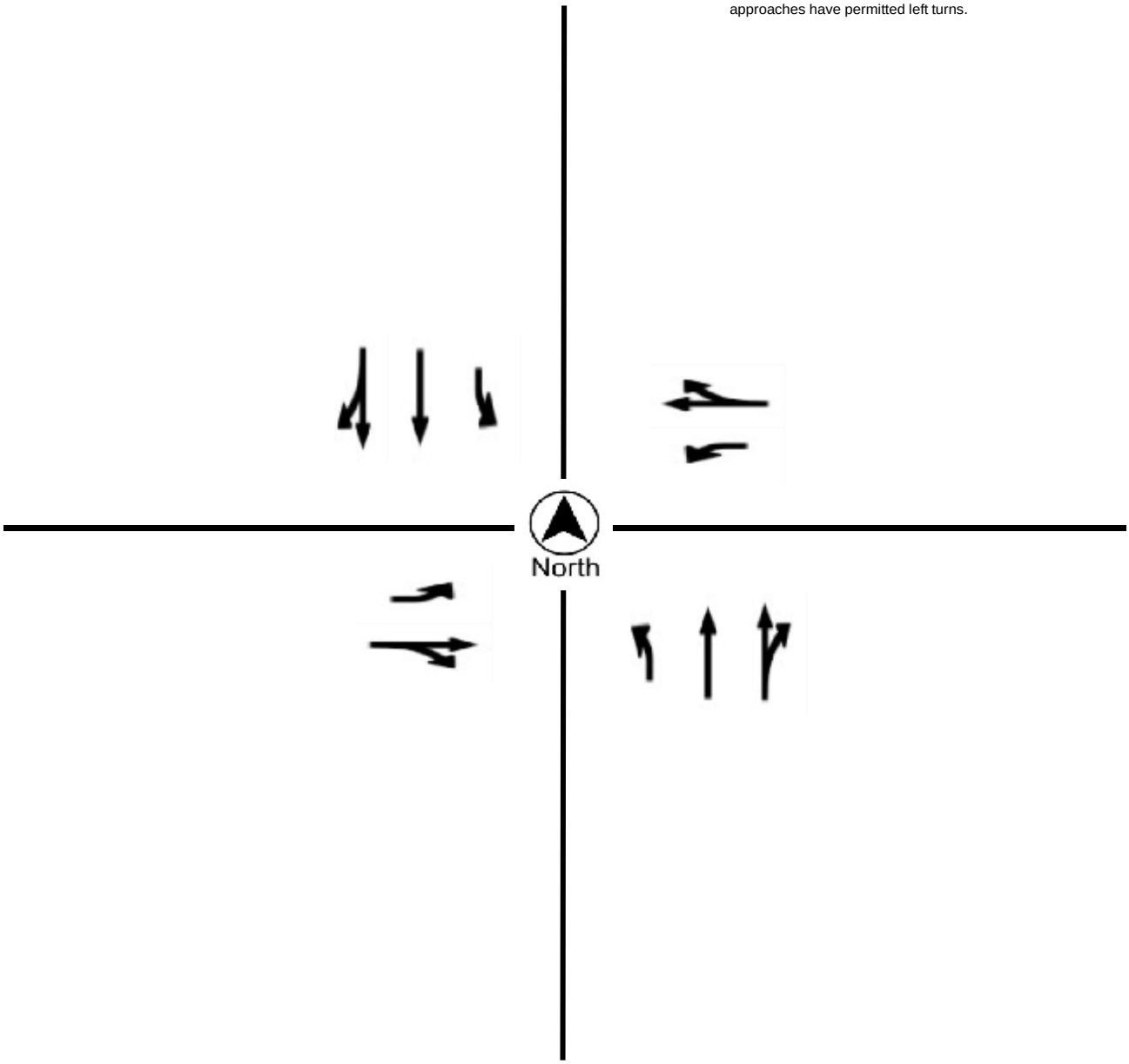
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Hurley Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Hurley Ave / Hurley Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	74 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound/southbound approaches have protected left turns. Eastbound/westbound approaches have permitted left turns.



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Prepared For:
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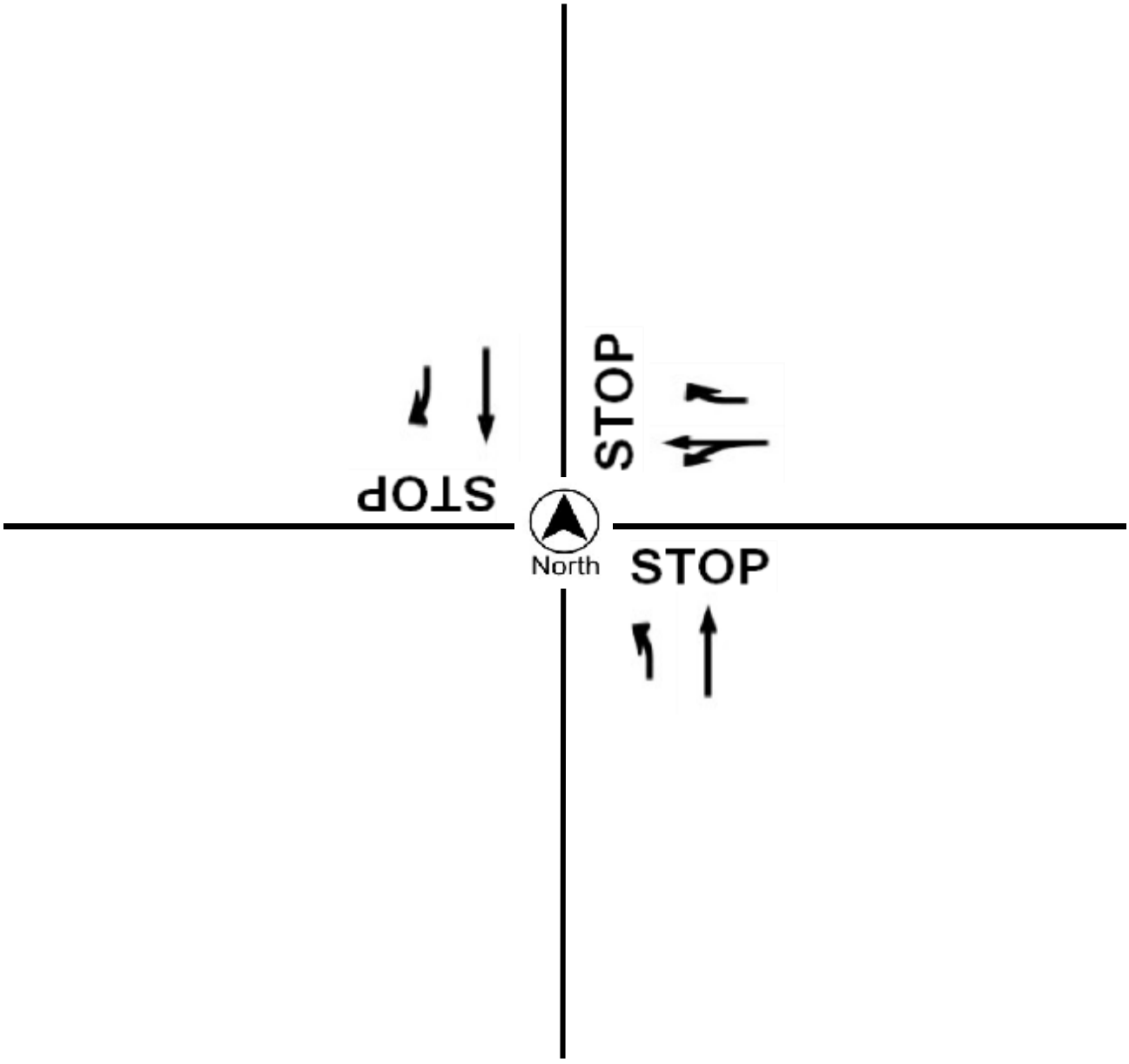
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Shirk Rd @ SR 198 Westbound Ramps	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	SR198 WB Ramps / SR198 WB Ramps
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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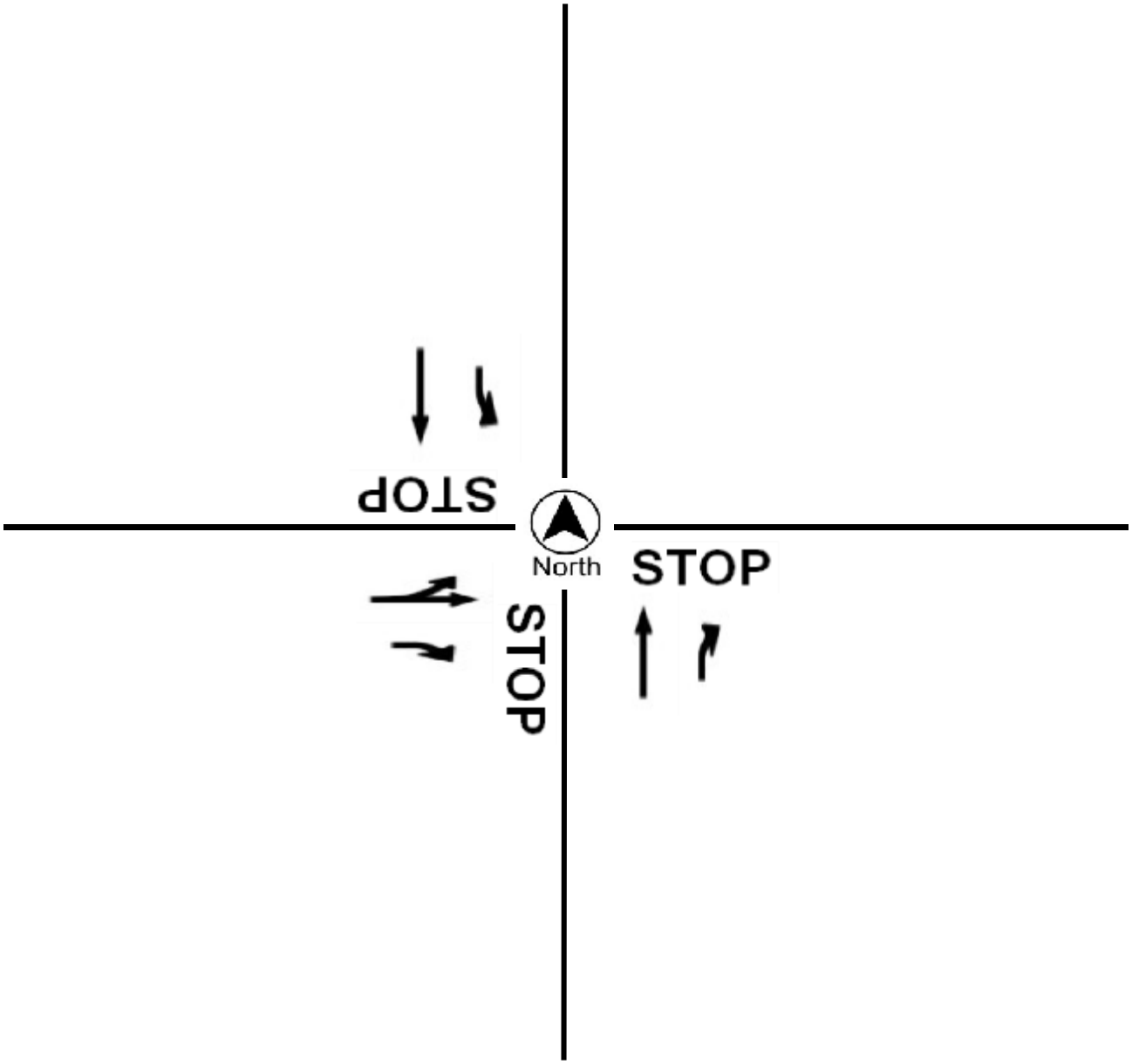
LOCATION	Shirk Rd @ SR 198 Eastbound Ramps	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	SR198 EB Ramps / SR198 EB Ramps
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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Prepared For:
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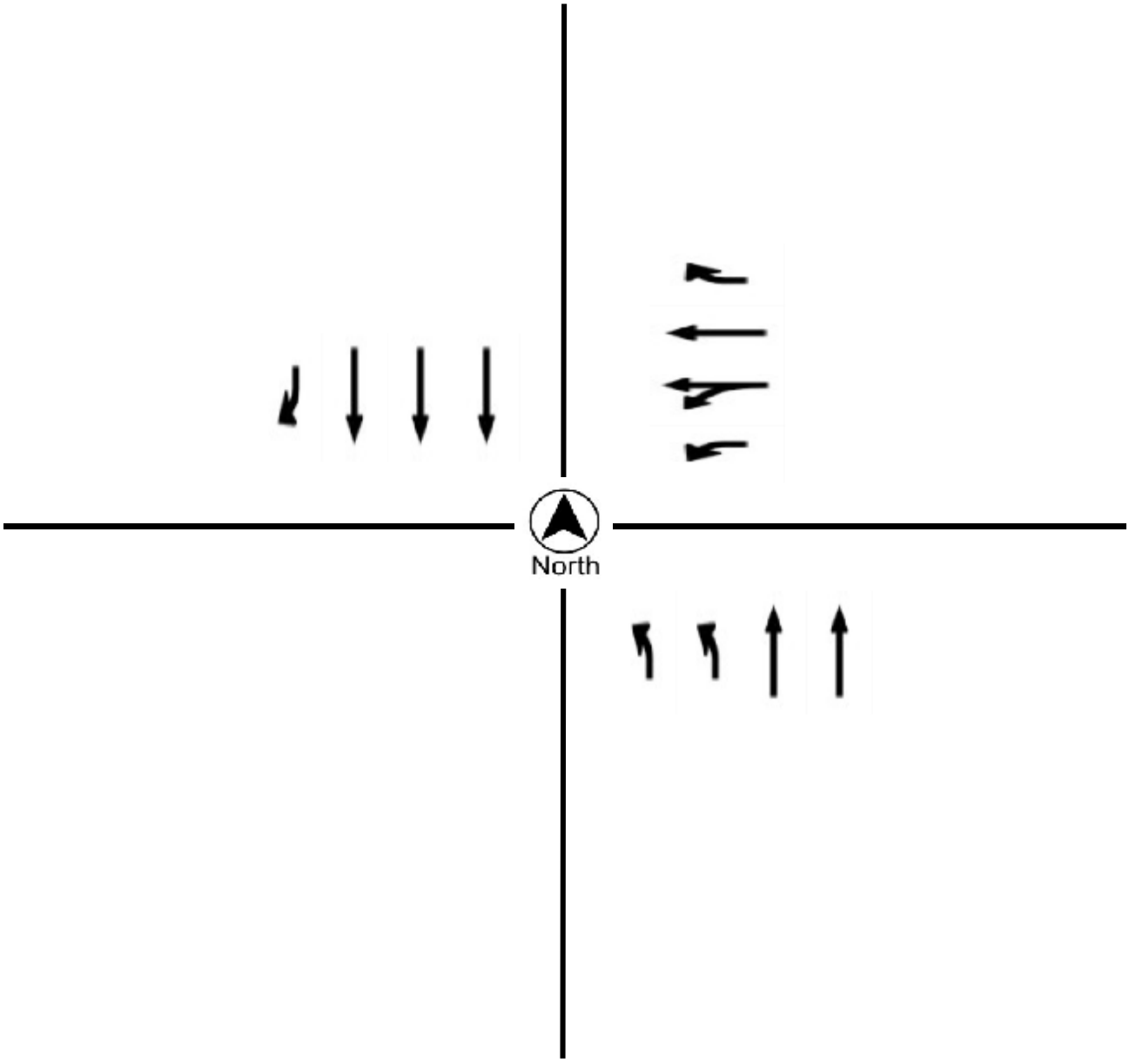
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION rs St @ Mineral King Ave / SR 198 Westbound Onr
N/S STREET Akers St / Akers St
COUNTY Tulare
E/W STREET Mineral King Ave / SR198 WB Onramp
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear
CYCLE TIME 120 Seconds
CONTROL TYPE Signal

COMMENTS Northbound left turns are protected.



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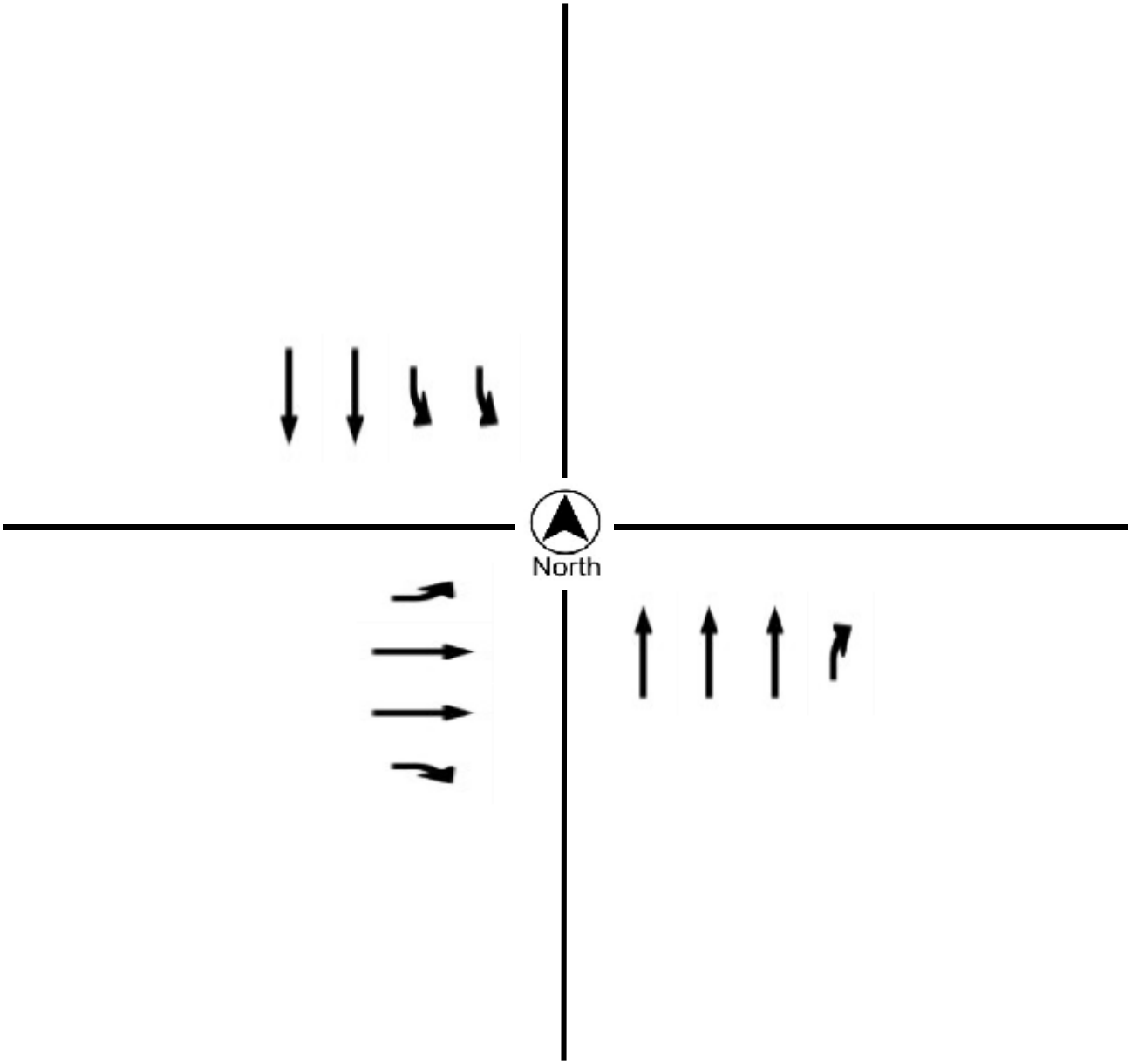
LOCATION Akers St @ Noble Ave / SR 198 Eastbound Offramp
N/S STREET Akers St / Akers St
COUNTY Tulare
E/W STREET Noble Ave / SR198 EB Offramp
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear
CYCLE TIME 119 Seconds
CONTROL TYPE Signal

COMMENTS Southbound left turns are protected.



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Prepared For:
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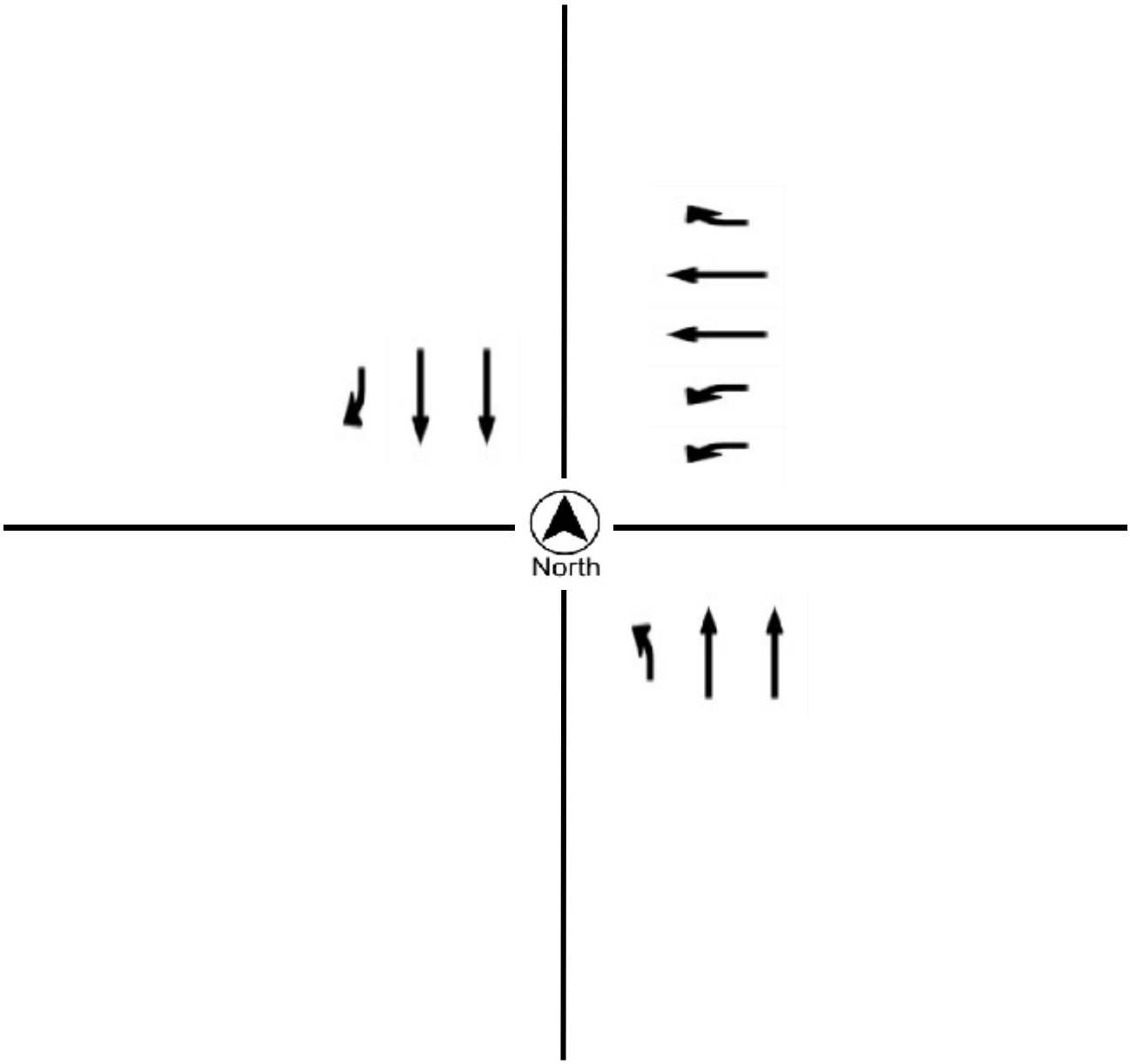
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Demaree St @ Mineral King Ave	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Mineral King Ave / Mineral King Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	99 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound left turns are protected.



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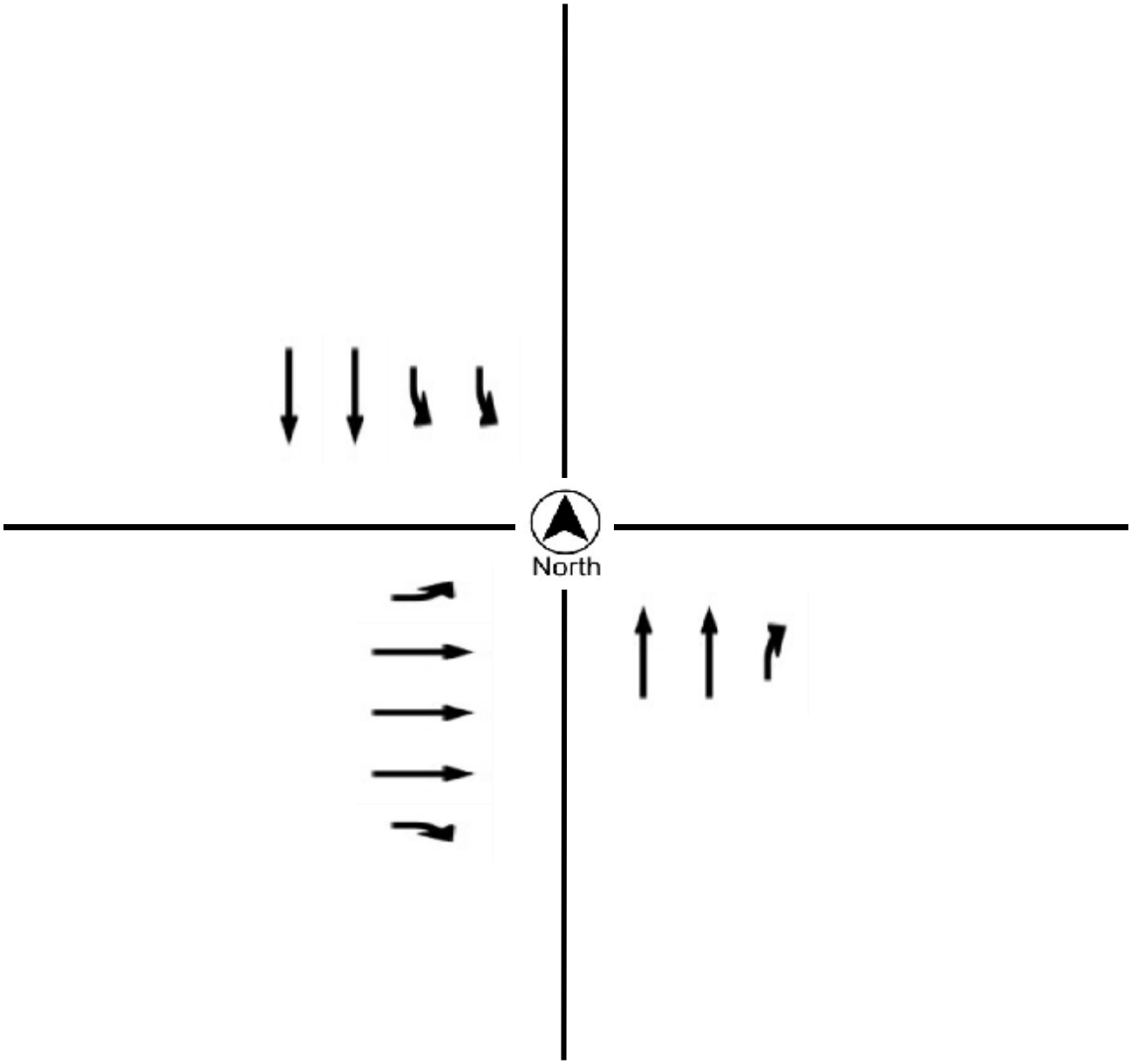
Bakersfield, CA 93301

LOCATION	Demaree St @ Noble Ave	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Noble Ave / Noble Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	101 Seconds	**CONTROL TYPE**	Signal

COMMENTS Southbound left turns are protected.



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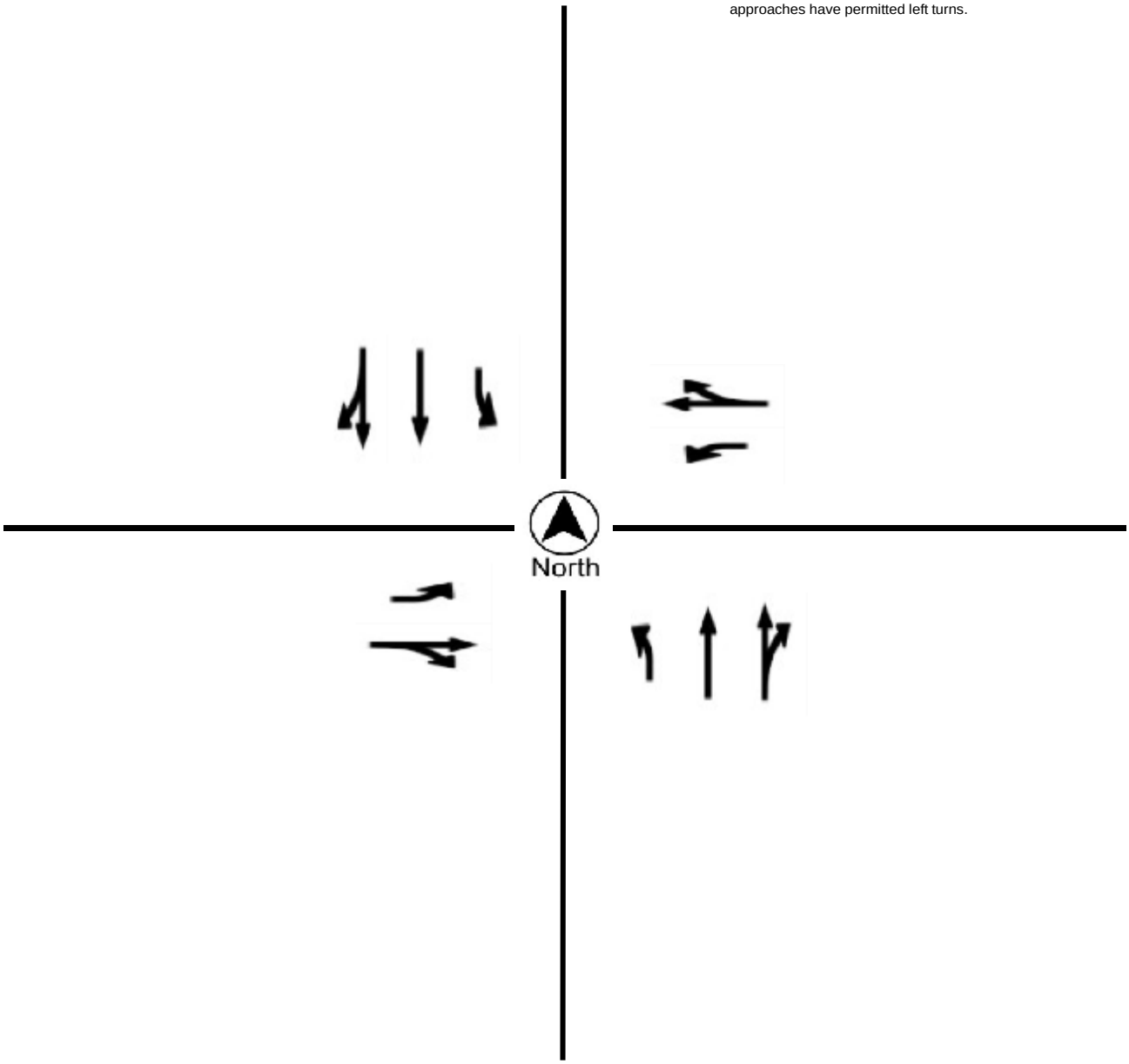
Bakersfield, CA 93301

LOCATION	Ave 328 @ Rd 80	**N/S STREET**	Rd 80 / Rd 80
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	65 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound/southbound approaches have protected left turns. Eastbound/westbound approaches have permitted left turns.



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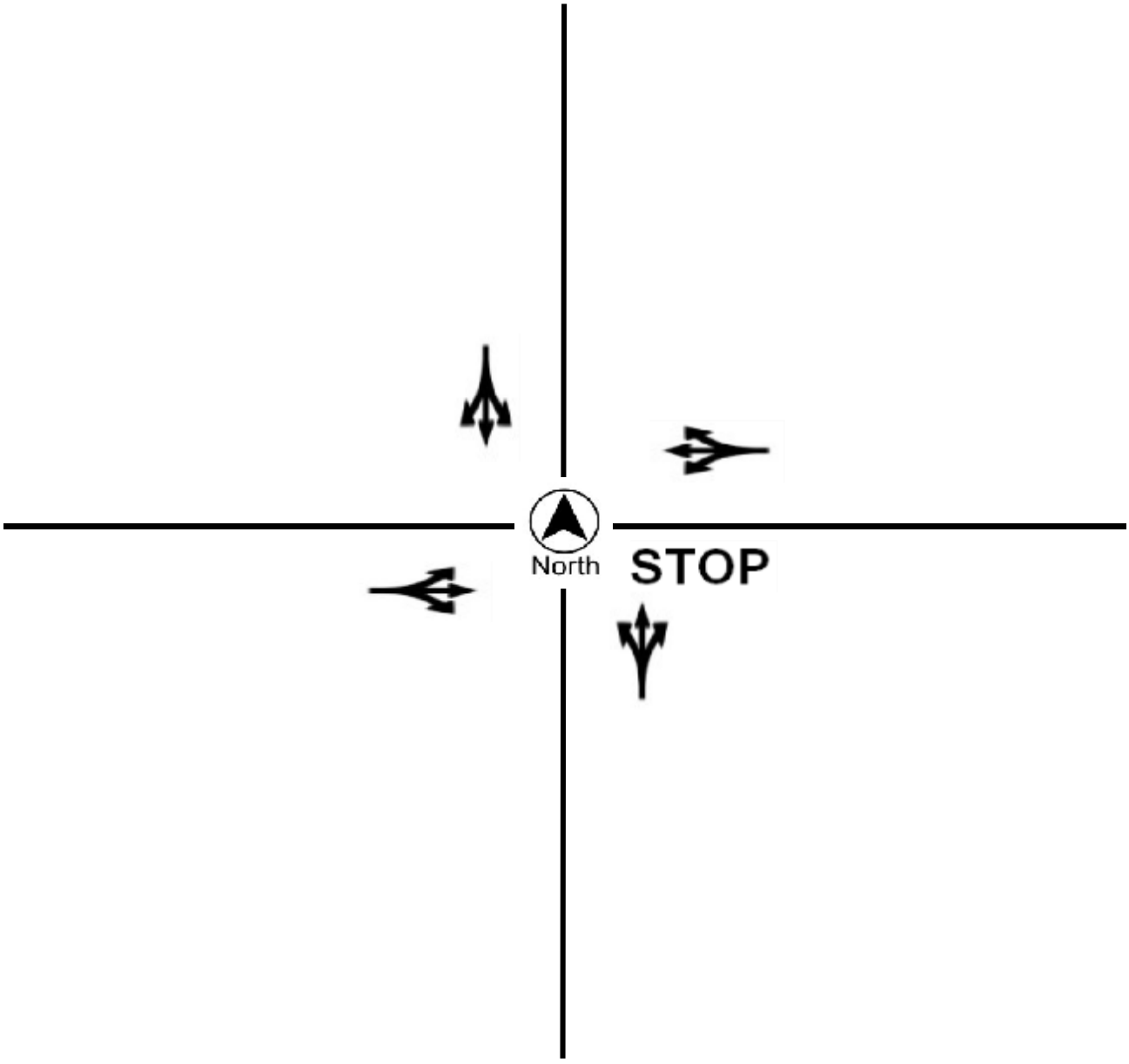
LOCATION	Ave 328 @ Rd 92	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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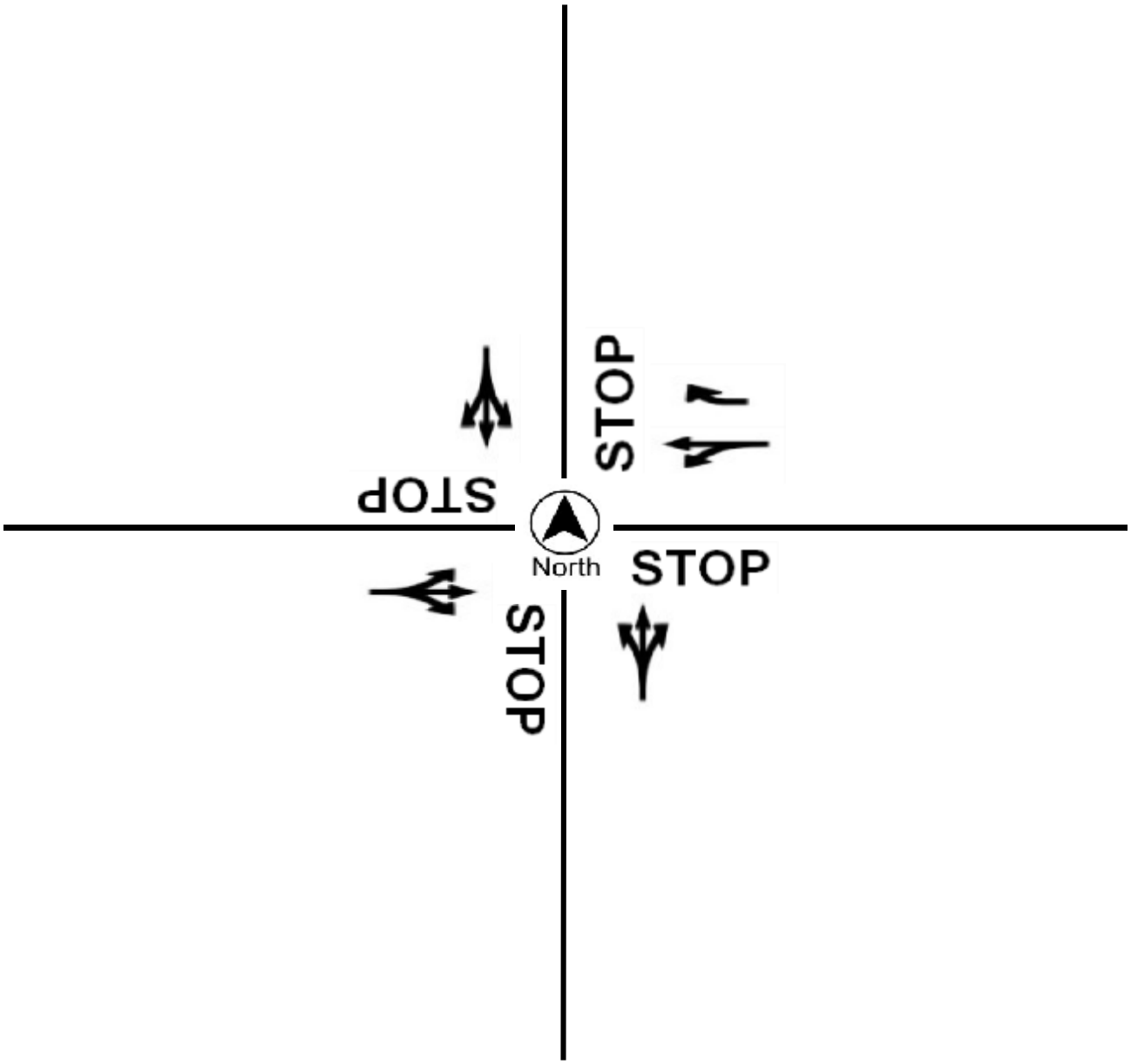
LOCATION	Ave 328 @ Rd 108	**N/S STREET**	Rd 108 / Rd 108
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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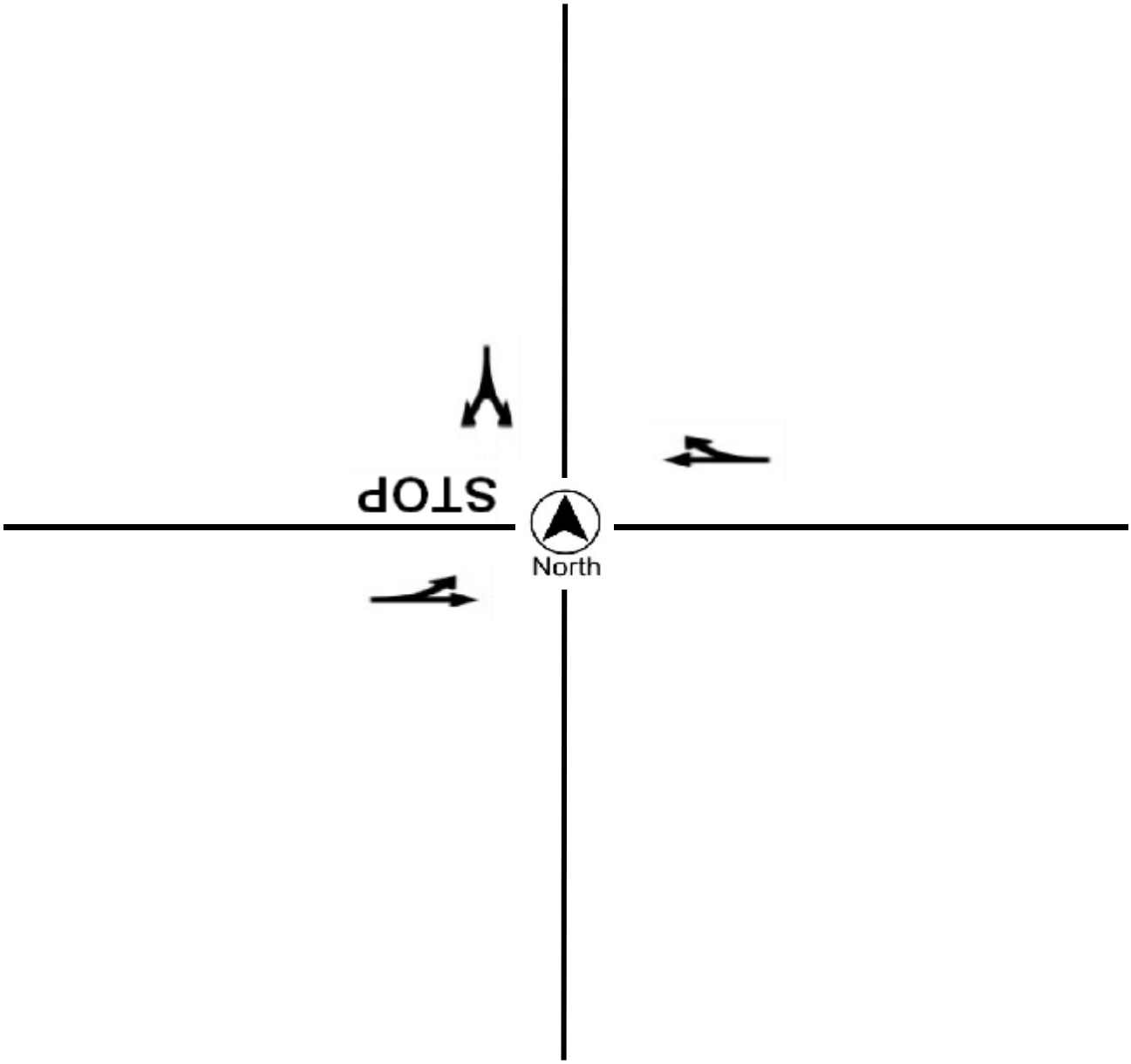
LOCATION	Ave 328 @ Rd 112	**N/S STREET**	Rd 112 /
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Prepared For:
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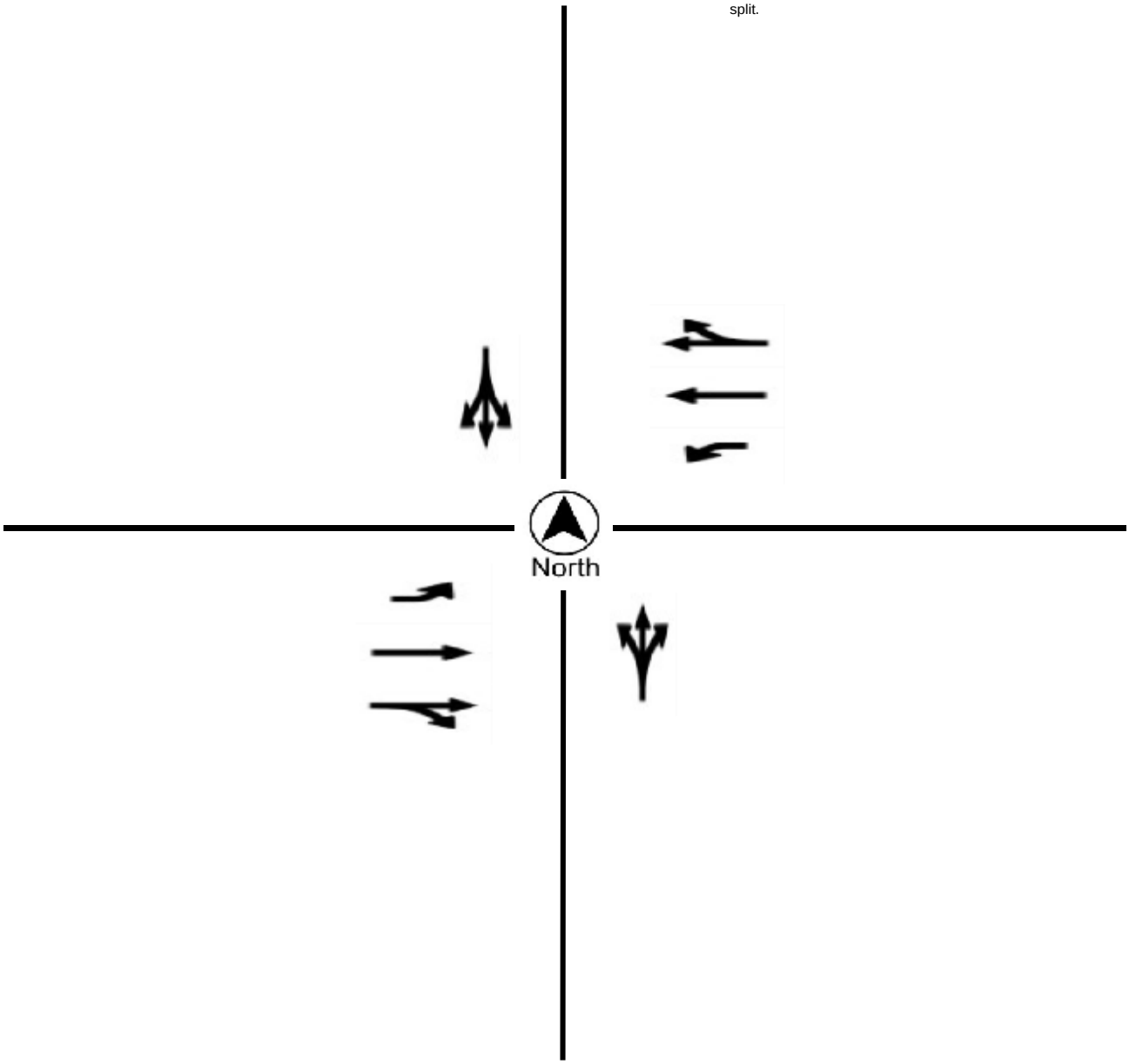
Bakersfield, CA 93301

LOCATION	Ave 312 (Betty Dr) @ Rd 67 (Nutmeg Rd)	**N/S STREET**	Rd 67 / Rd 67
COUNTY	Tulare	**E/W STREET**	Betty Dr / Betty Dr
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	92 Seconds	**CONTROL TYPE**	Signal

COMMENTS Eastbound/westbound approaches have protected left turns. Northbound/southbound approaches are split.



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Turning Movement Report

Prepared For:
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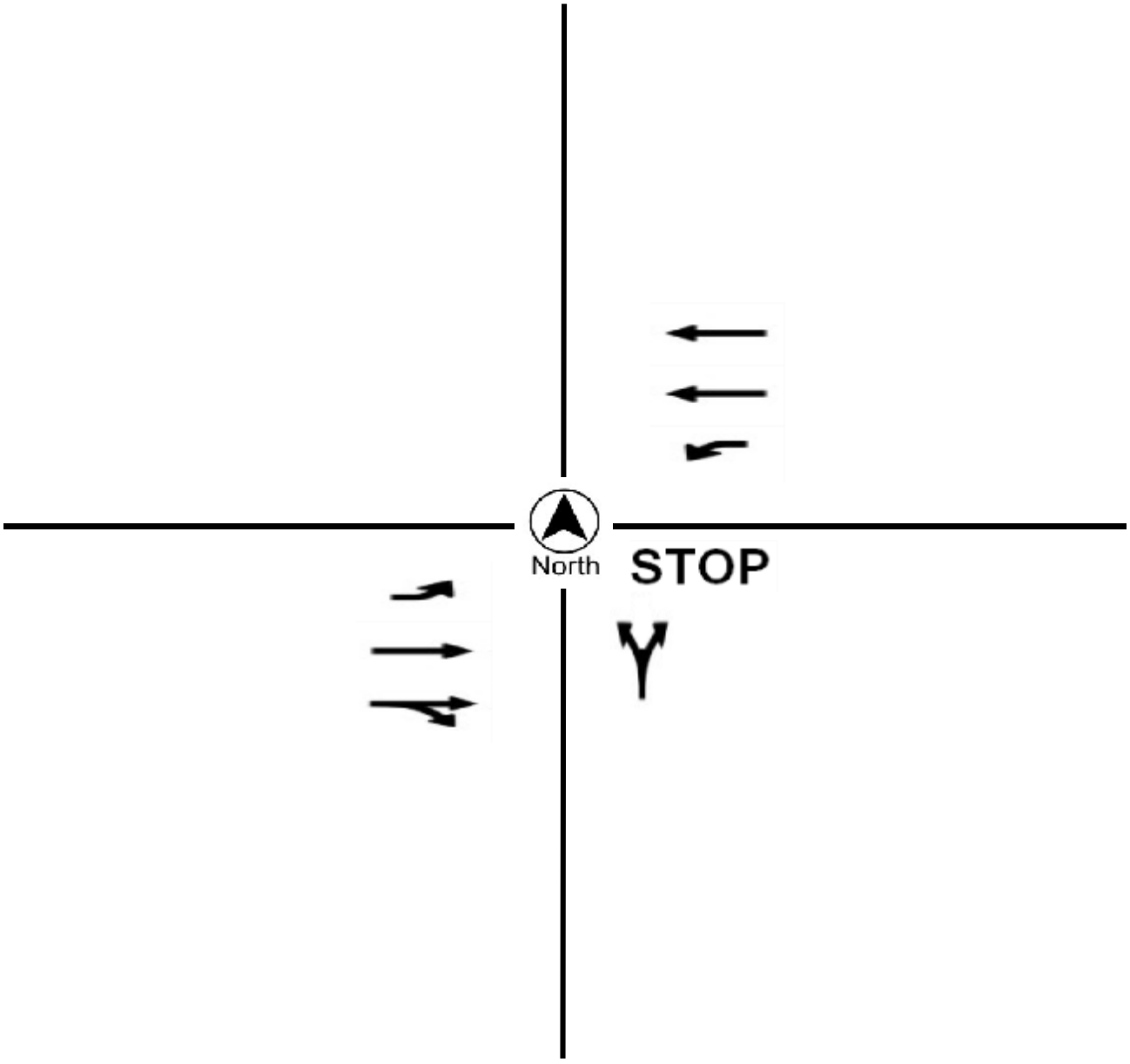
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Riggin Ave @ Rd 72	**N/S STREET**	/ Rd 72
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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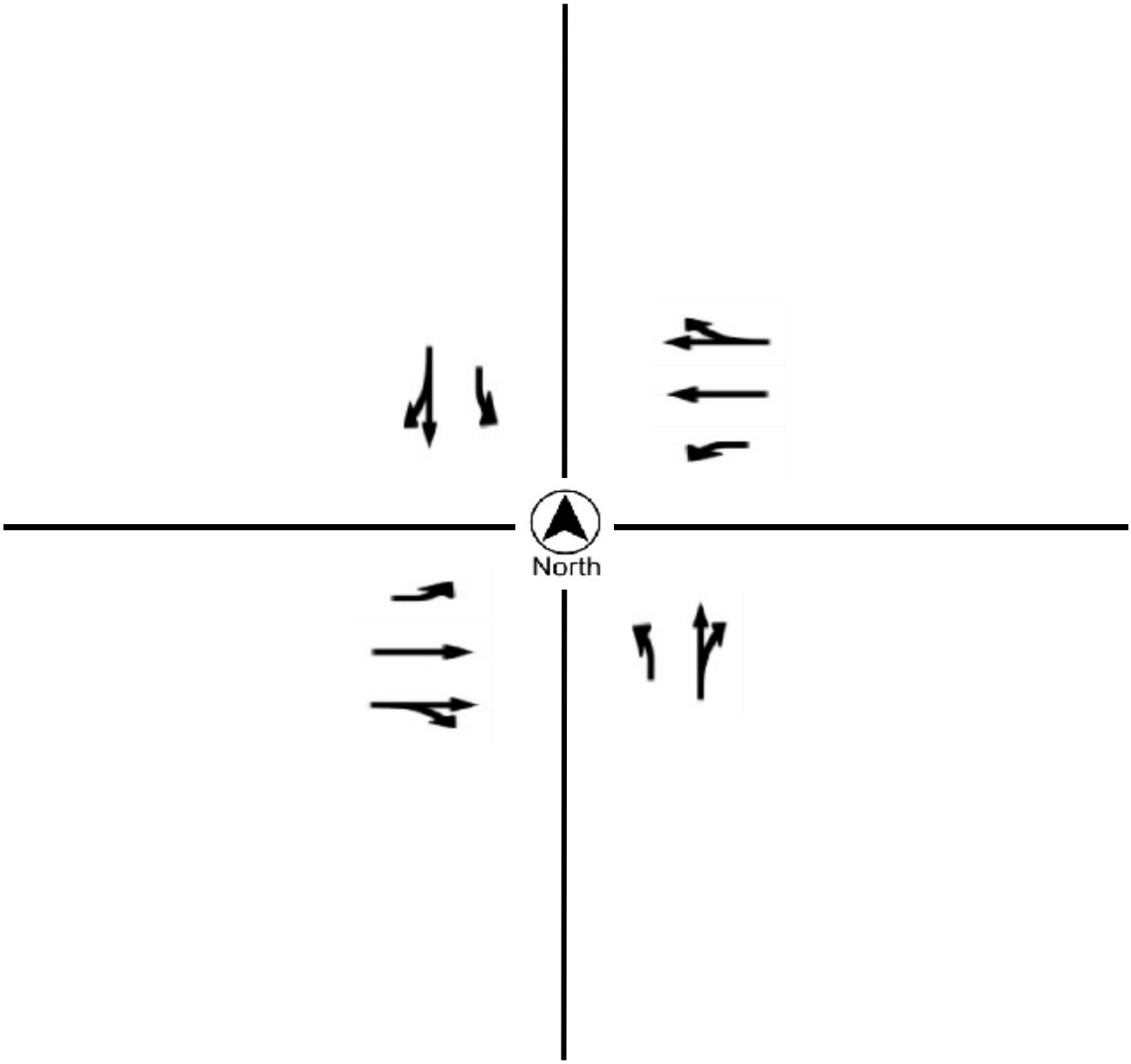
Bakersfield, CA 93301

LOCATION	Betty Dr / Riggin Ave @ Robinson Rd	**N/S STREET**	Robinson Rd / Robinson Rd
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Betty Dr
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	59 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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Prepared For:
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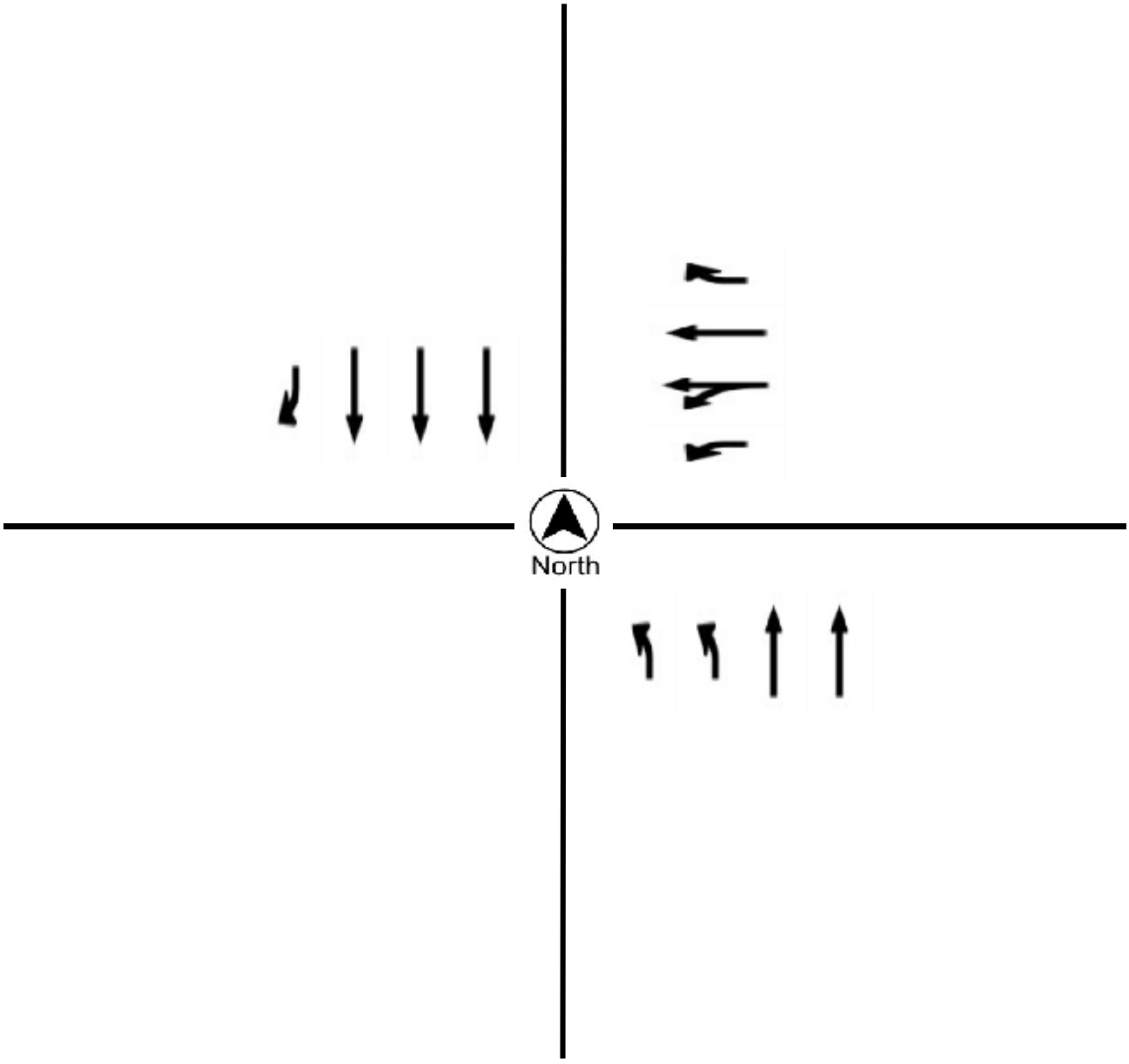
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION rs St @ Mineral King Ave / SR 198 Westbound Onr
N/S STREET Akers St / Akers St
COUNTY Tulare
E/W STREET Mineral King Ave / SR198 WB Onramp
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear
CYCLE TIME 120 Seconds
CONTROL TYPE Signal

COMMENTS Northbound left turns are protected.



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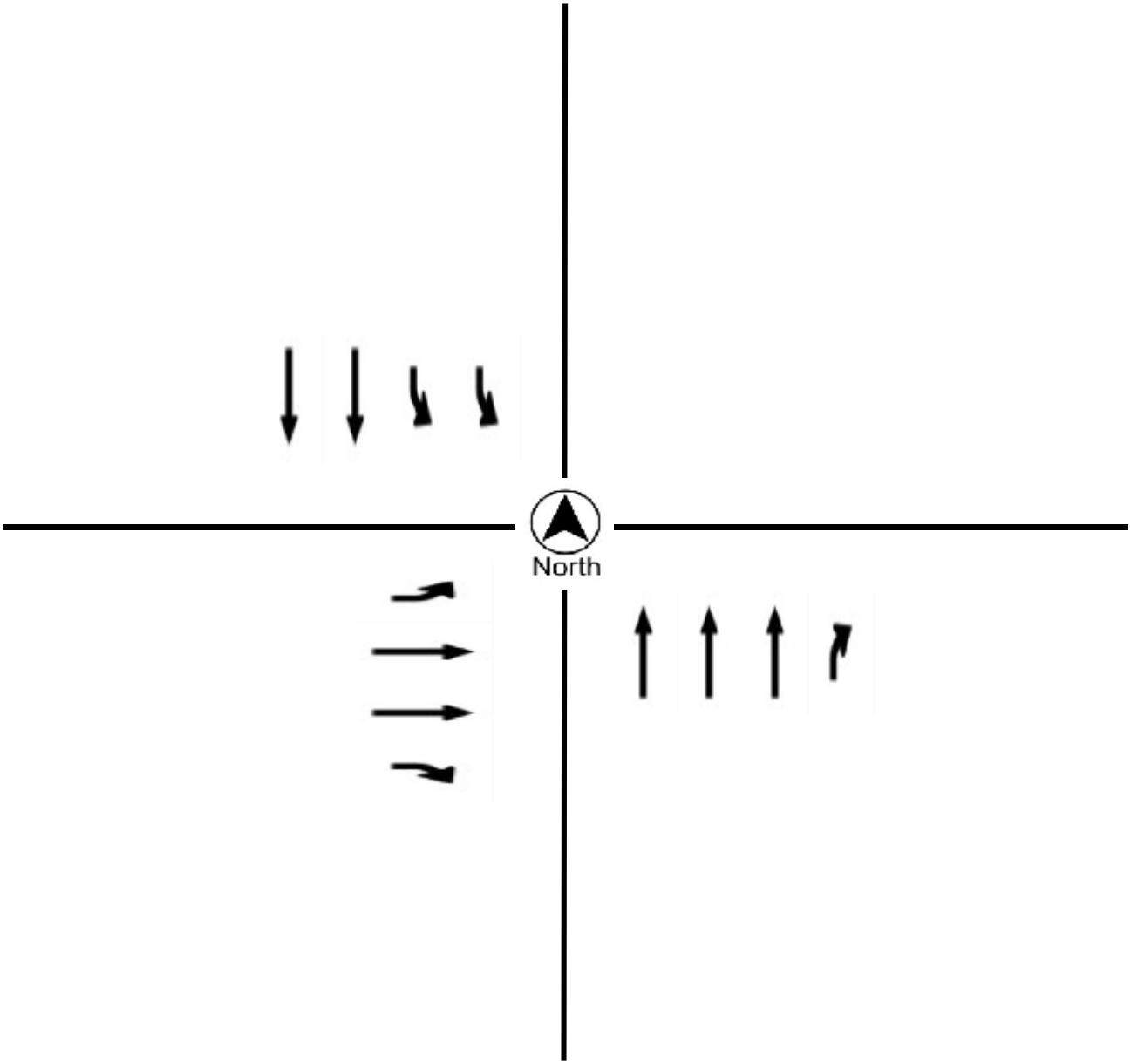
LOCATION Akers St @ Noble Ave / SR 198 Eastbound Offramp
N/S STREET Akers St / Akers St
COUNTY Tulare
E/W STREET Noble Ave / SR198 EB Offramp
COLLECTION DATE Thursday, May 27, 2021
WEATHER Clear
CYCLE TIME 119 Seconds
CONTROL TYPE Signal

COMMENTS Southbound left turns are protected.



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Prepared For:
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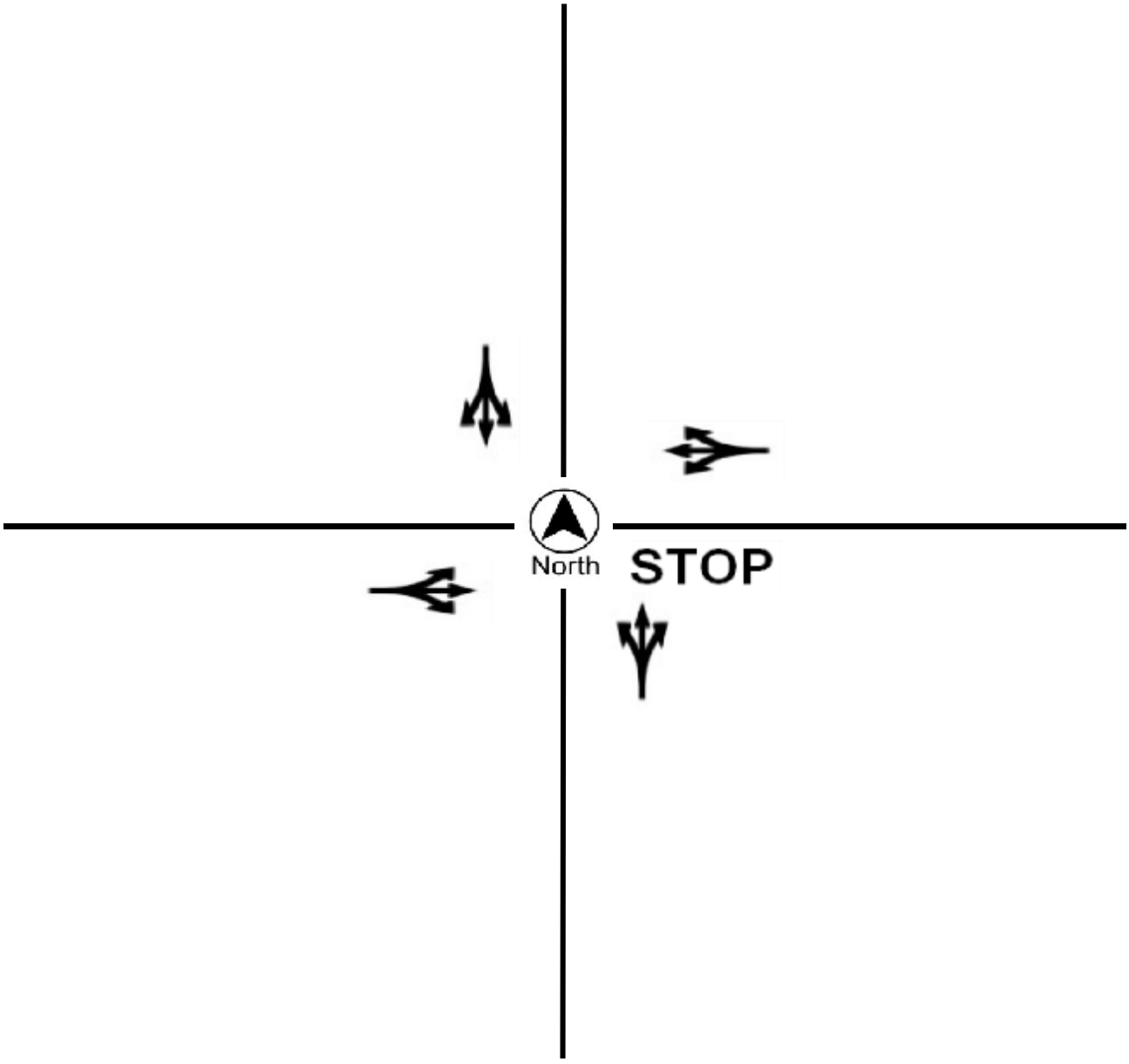
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 320 @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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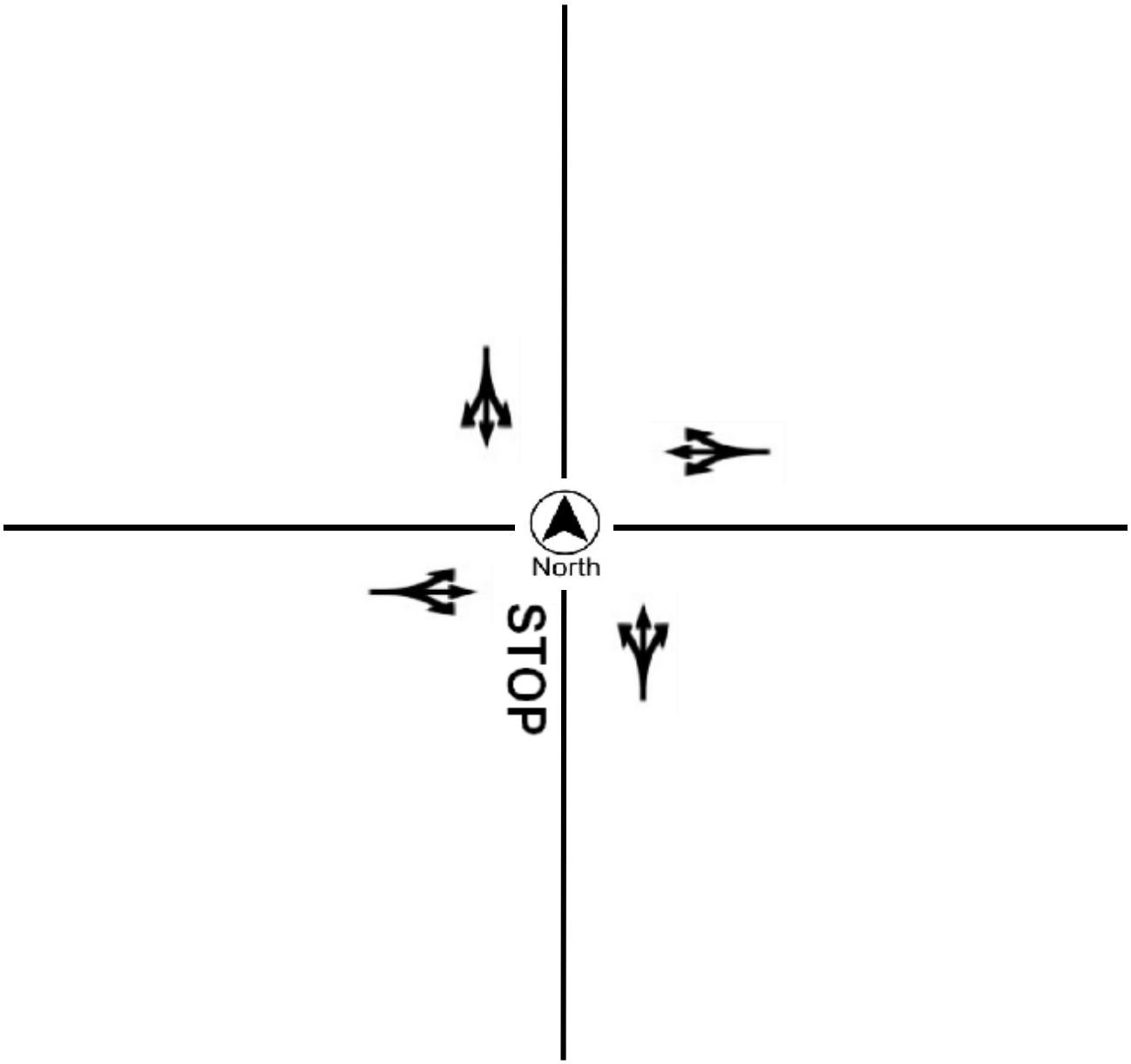
Bakersfield, CA 93301

LOCATION	Ave 320 @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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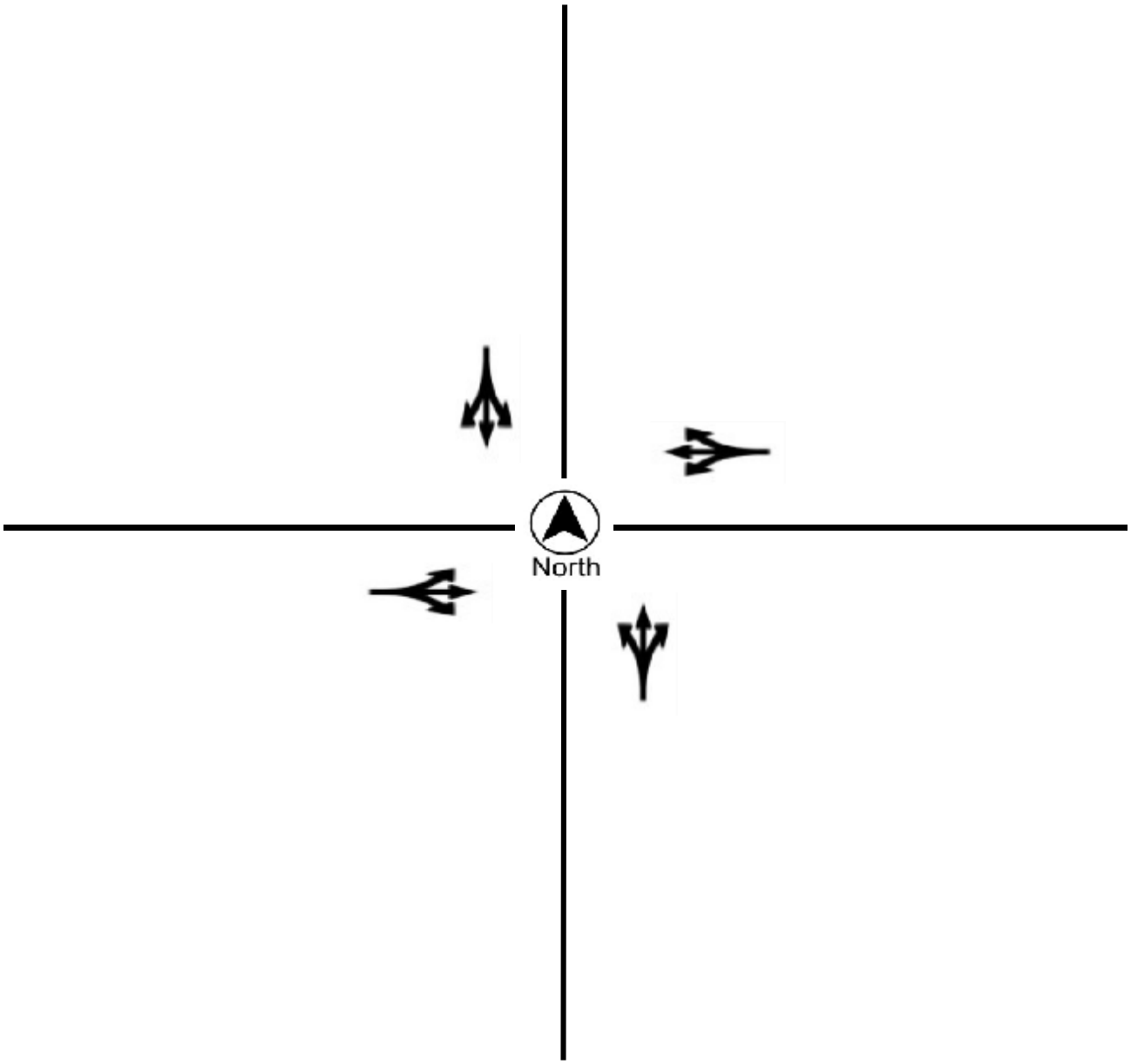
LOCATION	Ave 320 @ Kelsey St	**N/S STREET**	Kelsey St / Kelsey St
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	None

COMMENTS



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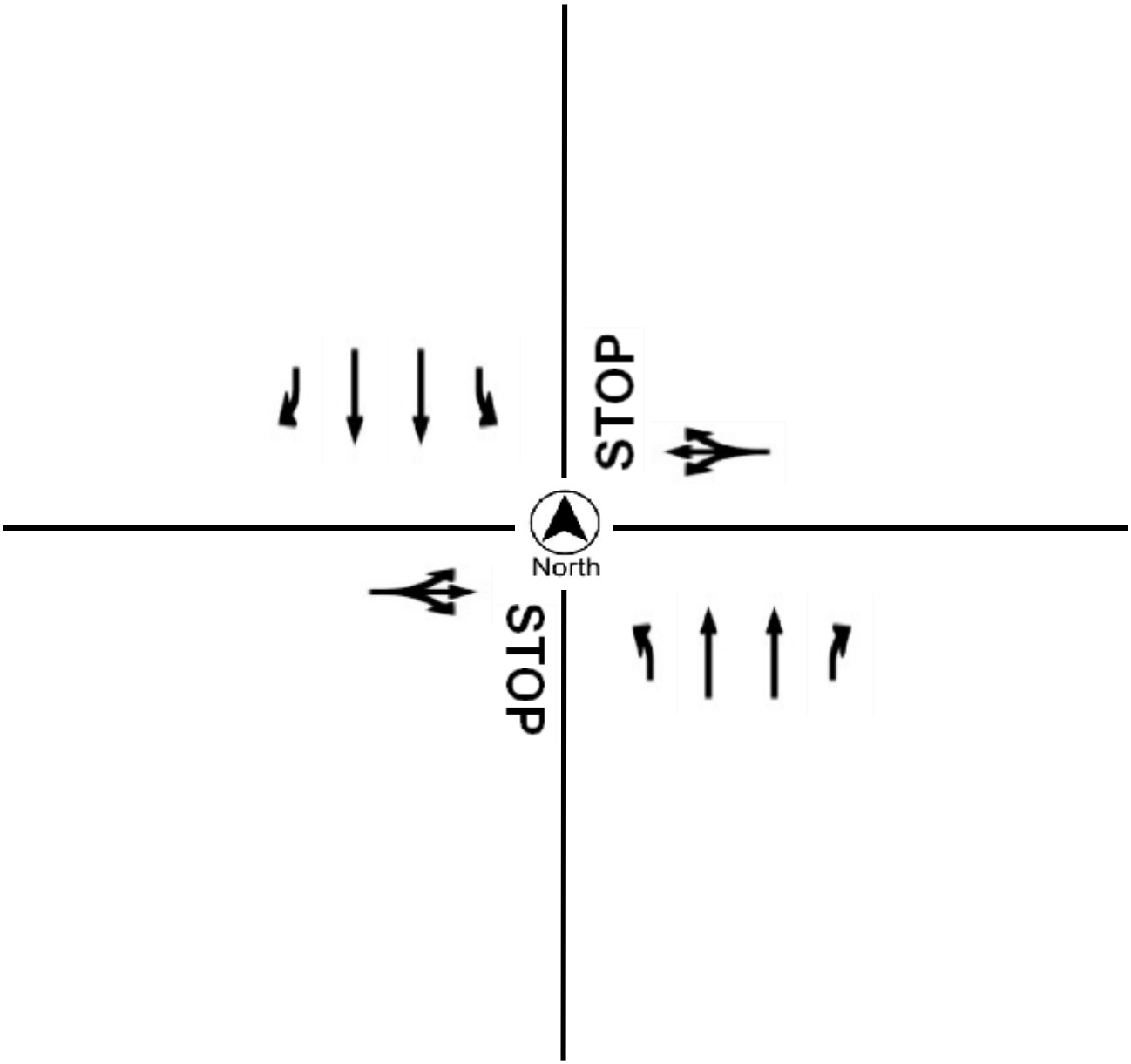
LOCATION	Ave 320 @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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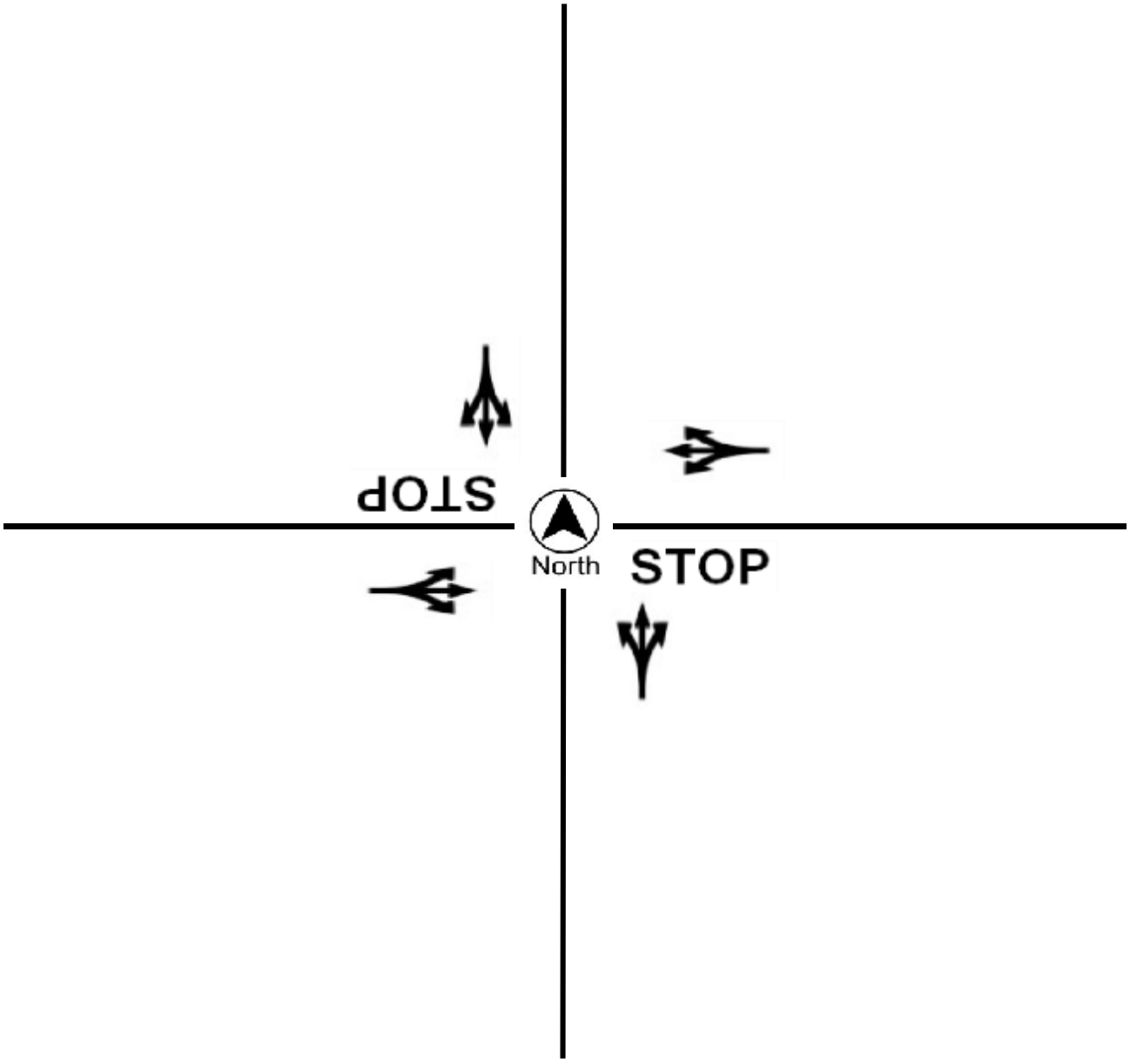
LOCATION	Ave 320 @ Rd 92	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Ave 320 / Ave 320
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Prepared For:
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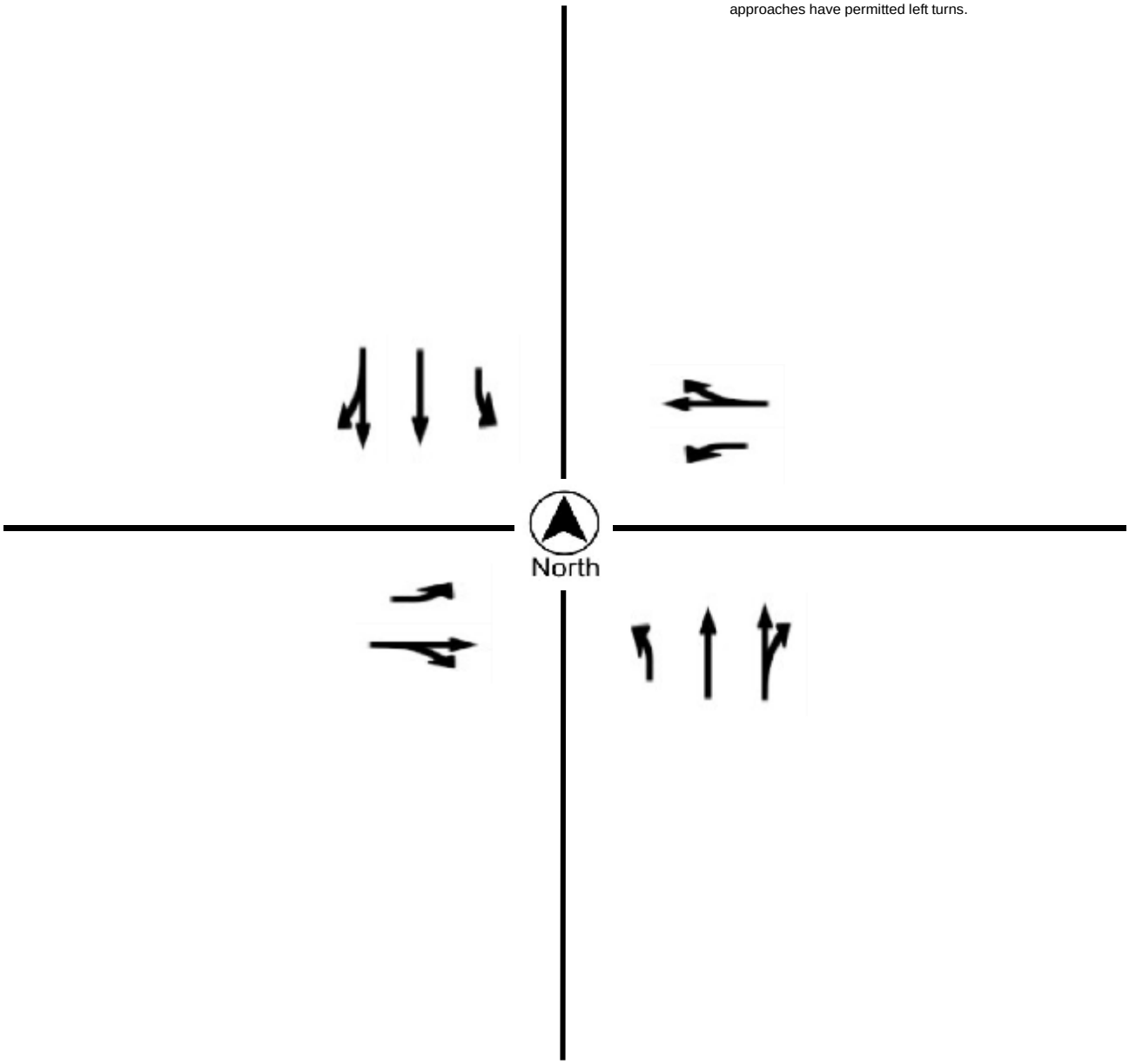
Bakersfield, CA 93301

LOCATION	Ave 328 @ Rd 80	**N/S STREET**	Rd 80 / Rd 80
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	65 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound/southbound approaches have protected left turns. Eastbound/westbound approaches have permitted left turns.



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Prepared For:
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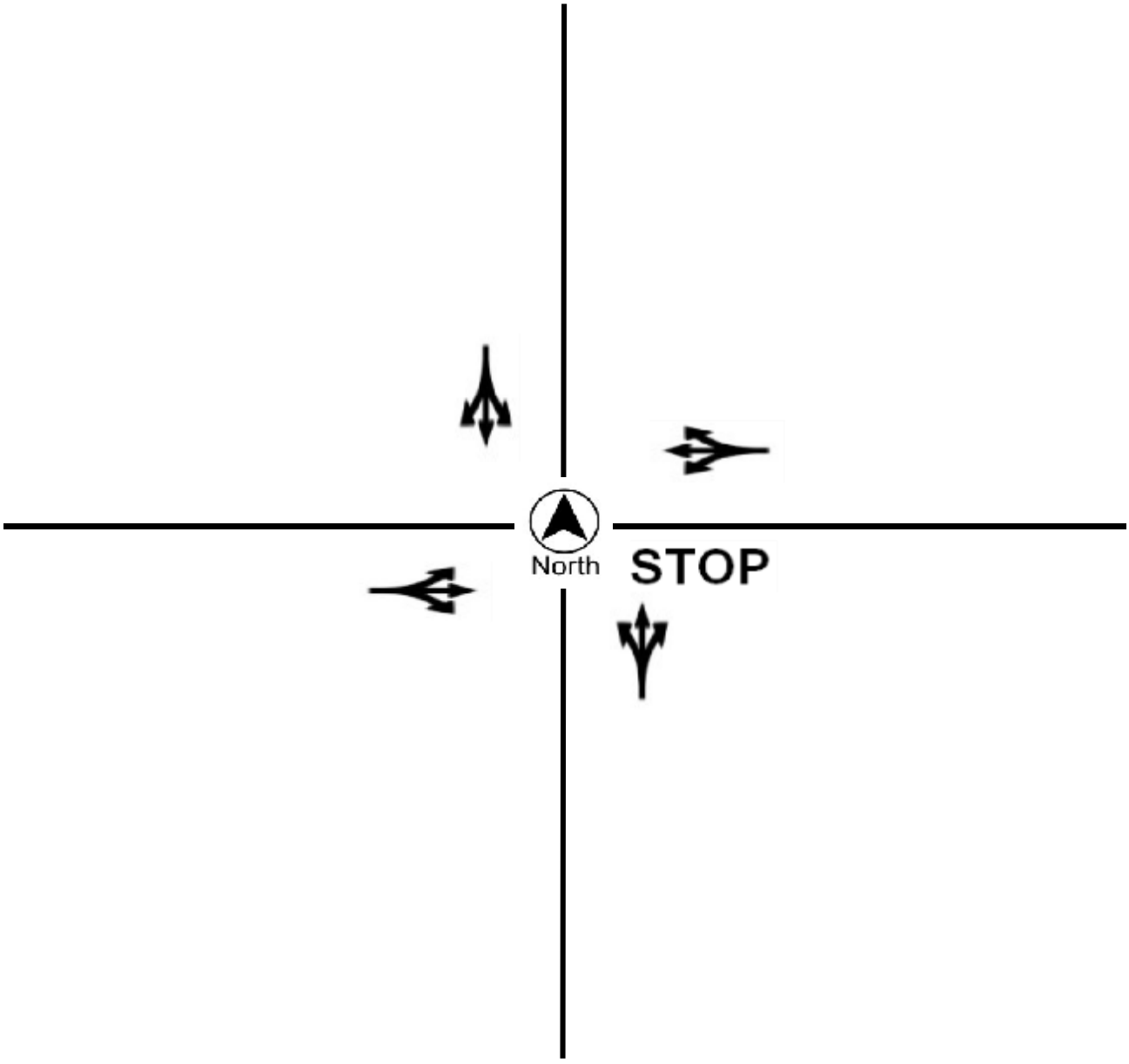
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 328 @ Rd 92	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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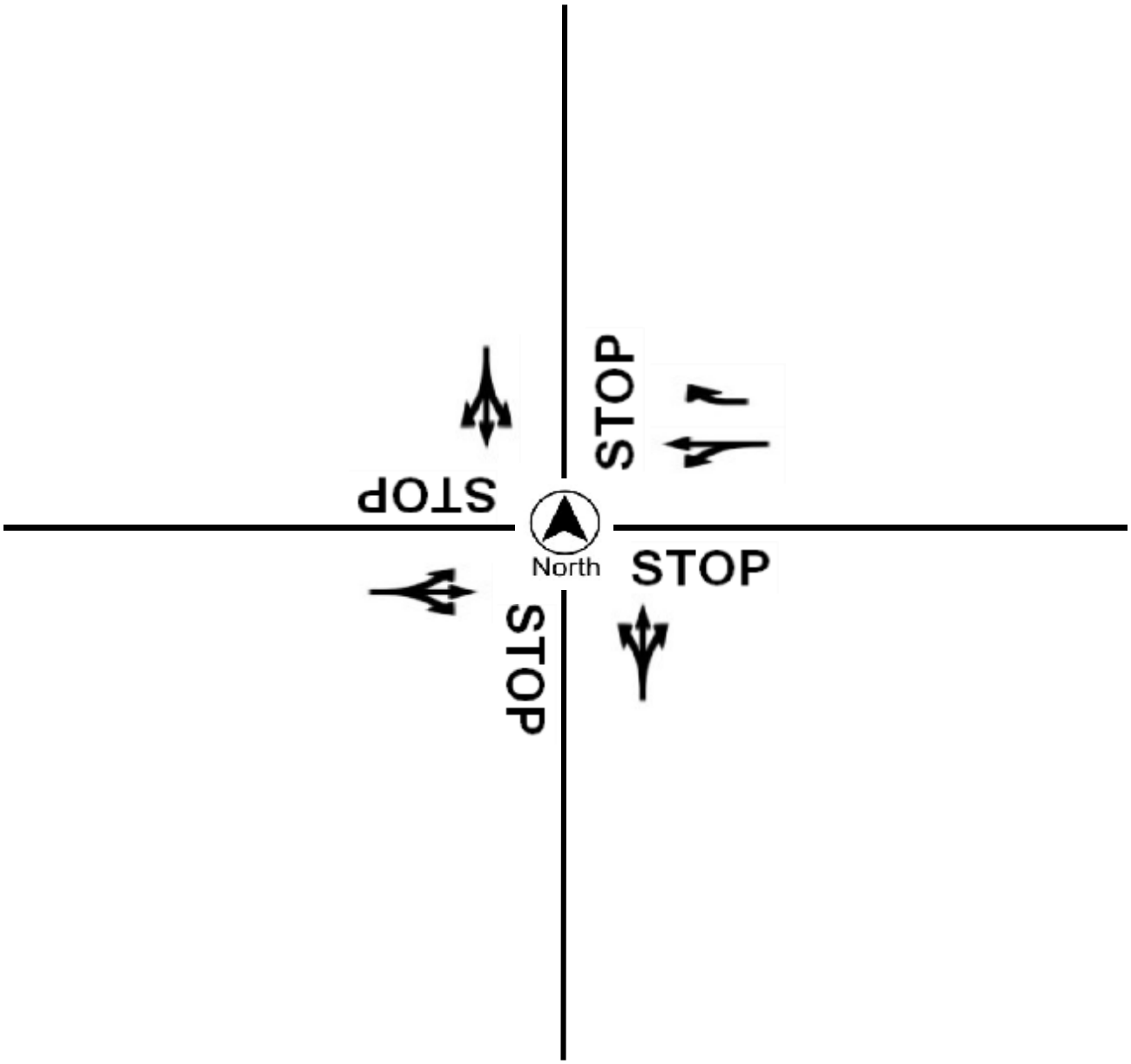
Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 328 @ Rd 108	**N/S STREET**	Rd 108 / Rd 108
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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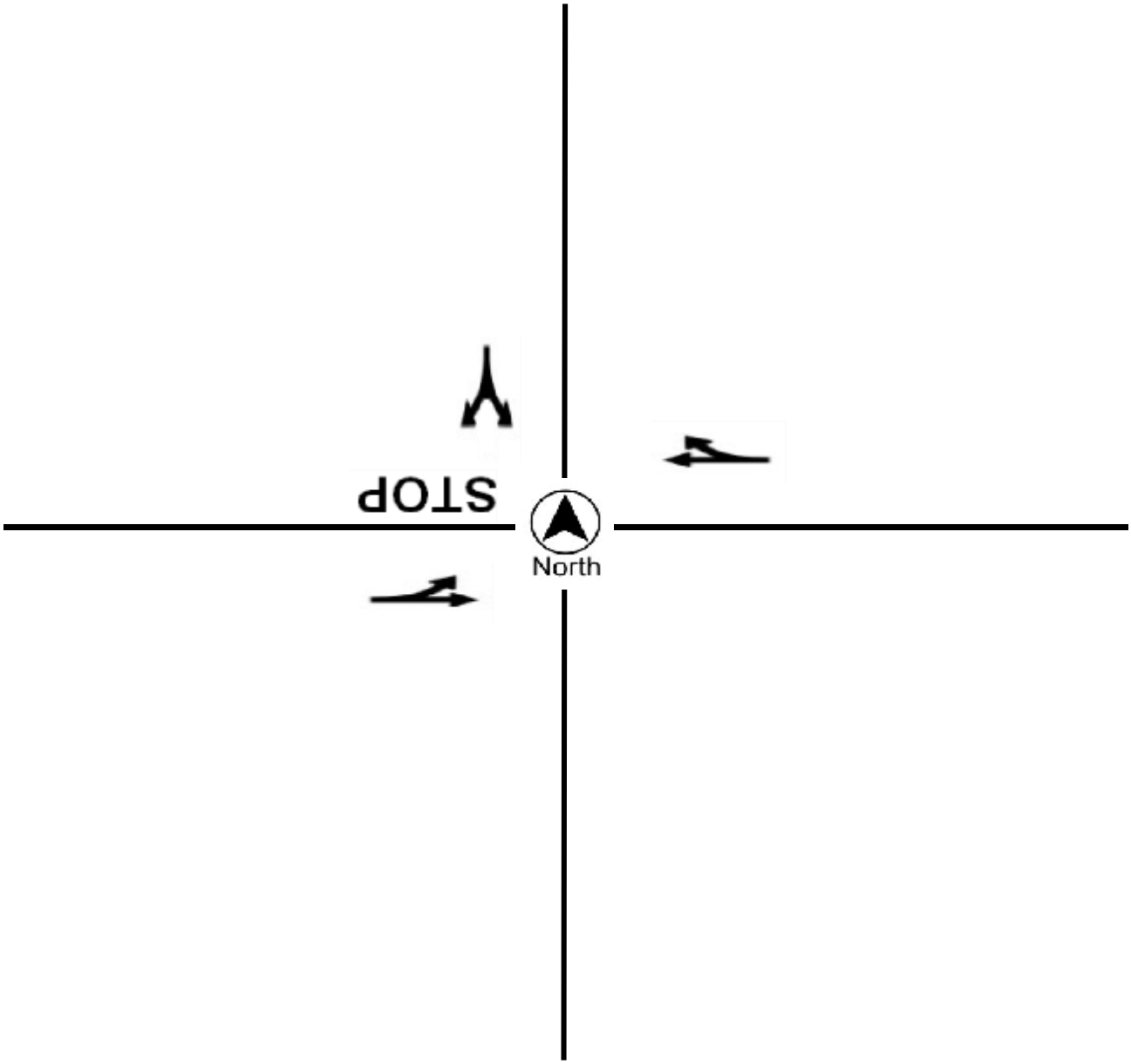
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Ave 328 @ Rd 112	**N/S STREET**	Rd 112 /
COUNTY	Tulare	**E/W STREET**	Ave 328 / Ave 328
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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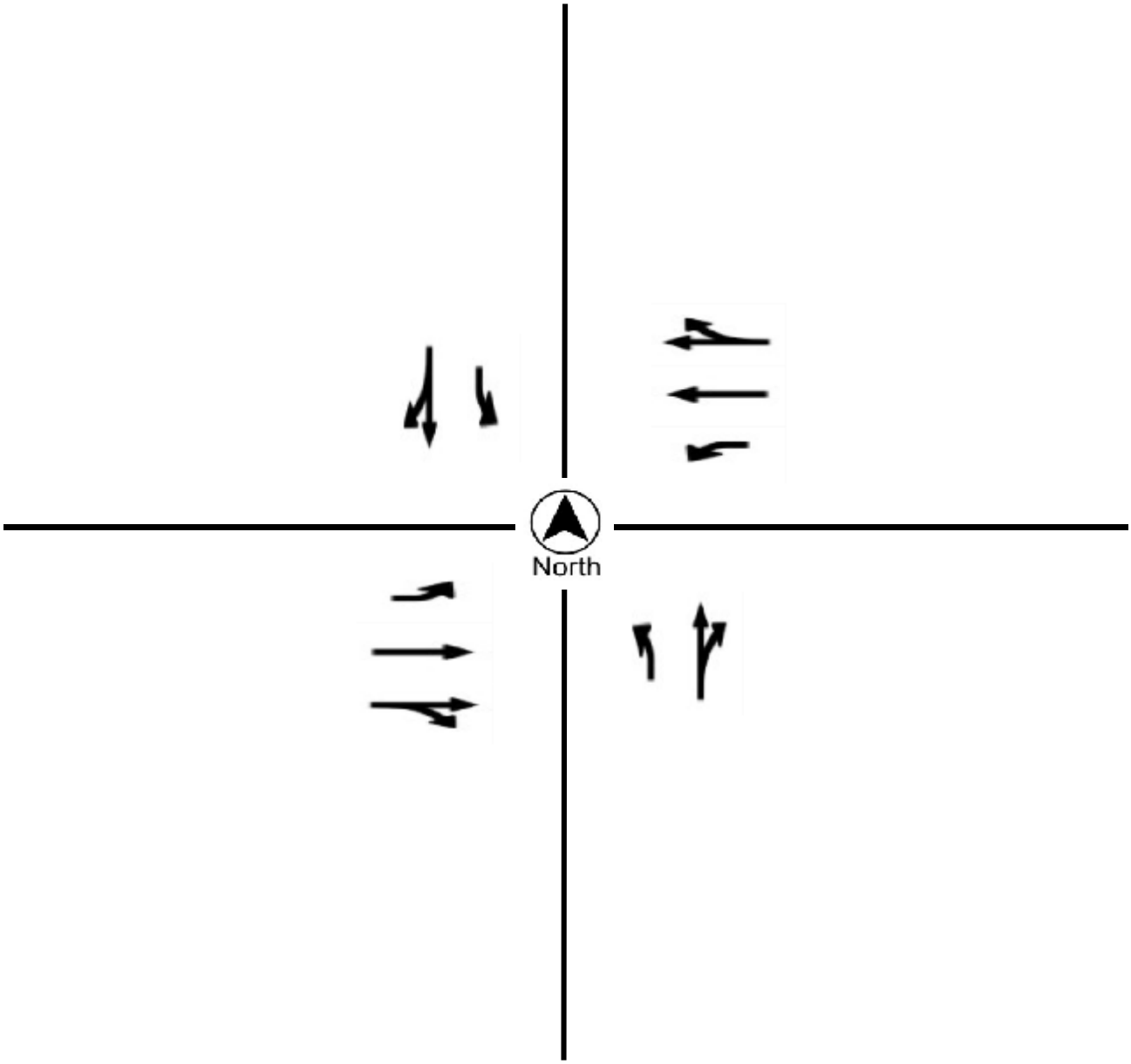
LOCATION	Betty Dr / Riggin Ave @ Robinson Rd	**N/S STREET**	Robinson Rd / Robinson Rd
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Betty Dr
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	59 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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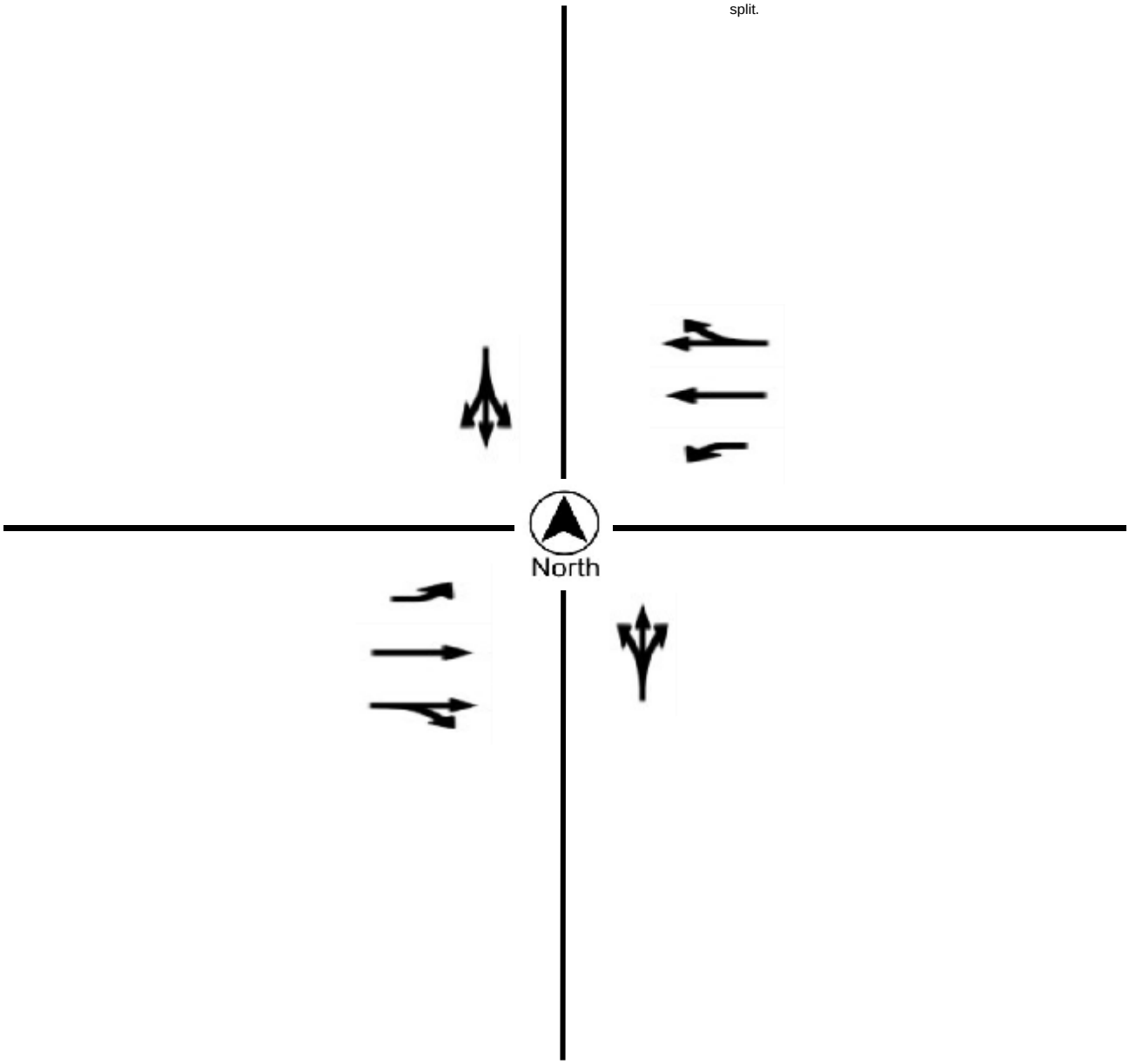
LOCATION	Nutmeg Rd @ Riggen Ave	**N/S STREET**	Rd 67 / Rd 67
COUNTY	Tulare	**E/W STREET**	Betty Dr / Betty Dr
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	92 Seconds	**CONTROL TYPE**	Signal

COMMENTS Eastbound/westbound approaches have protected left turns. Northbound/southbound approaches are split.



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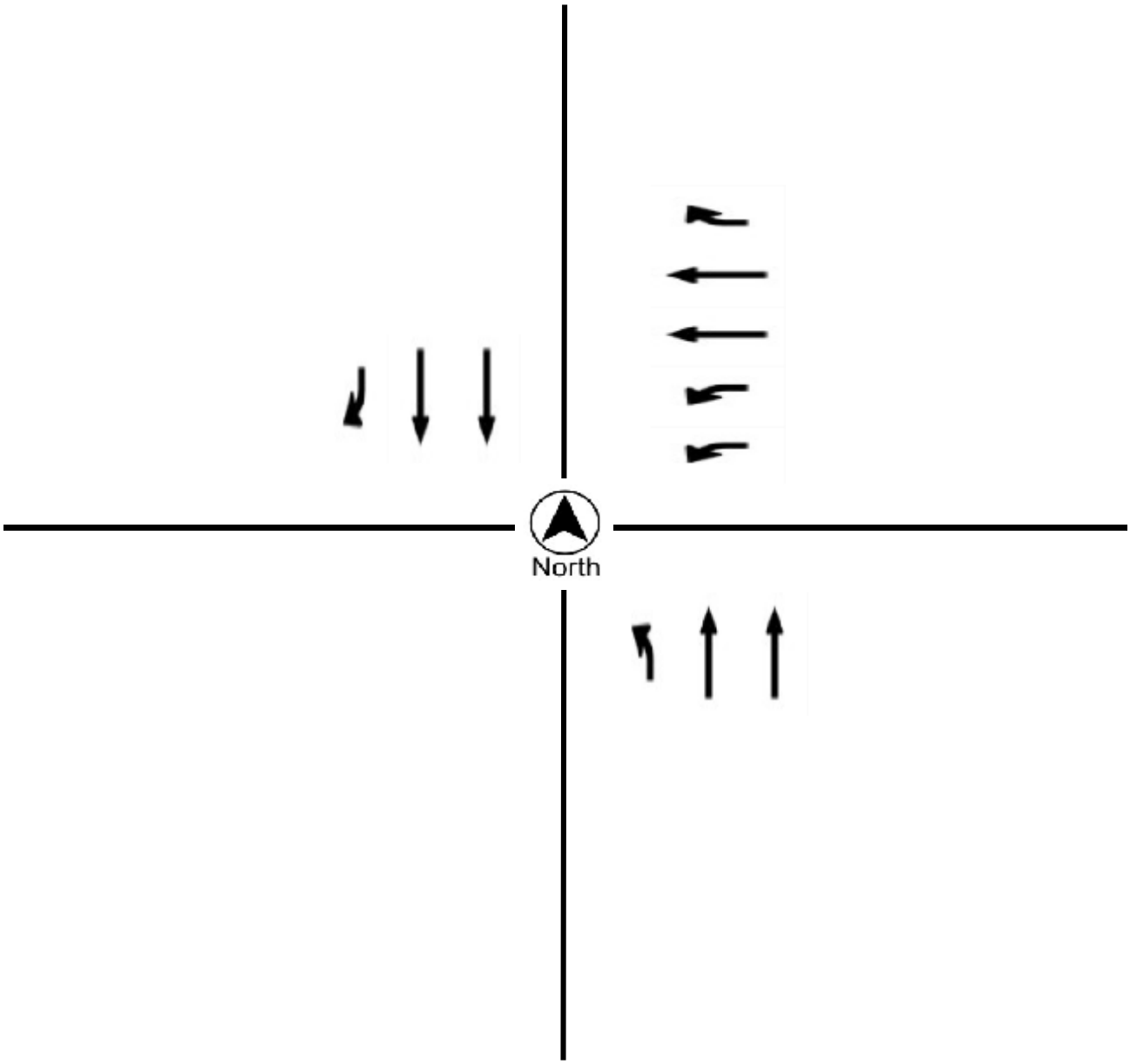
LOCATION	Demaree St @ Mineral King Ave	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Mineral King Ave / Mineral King Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	99 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound left turns are protected.



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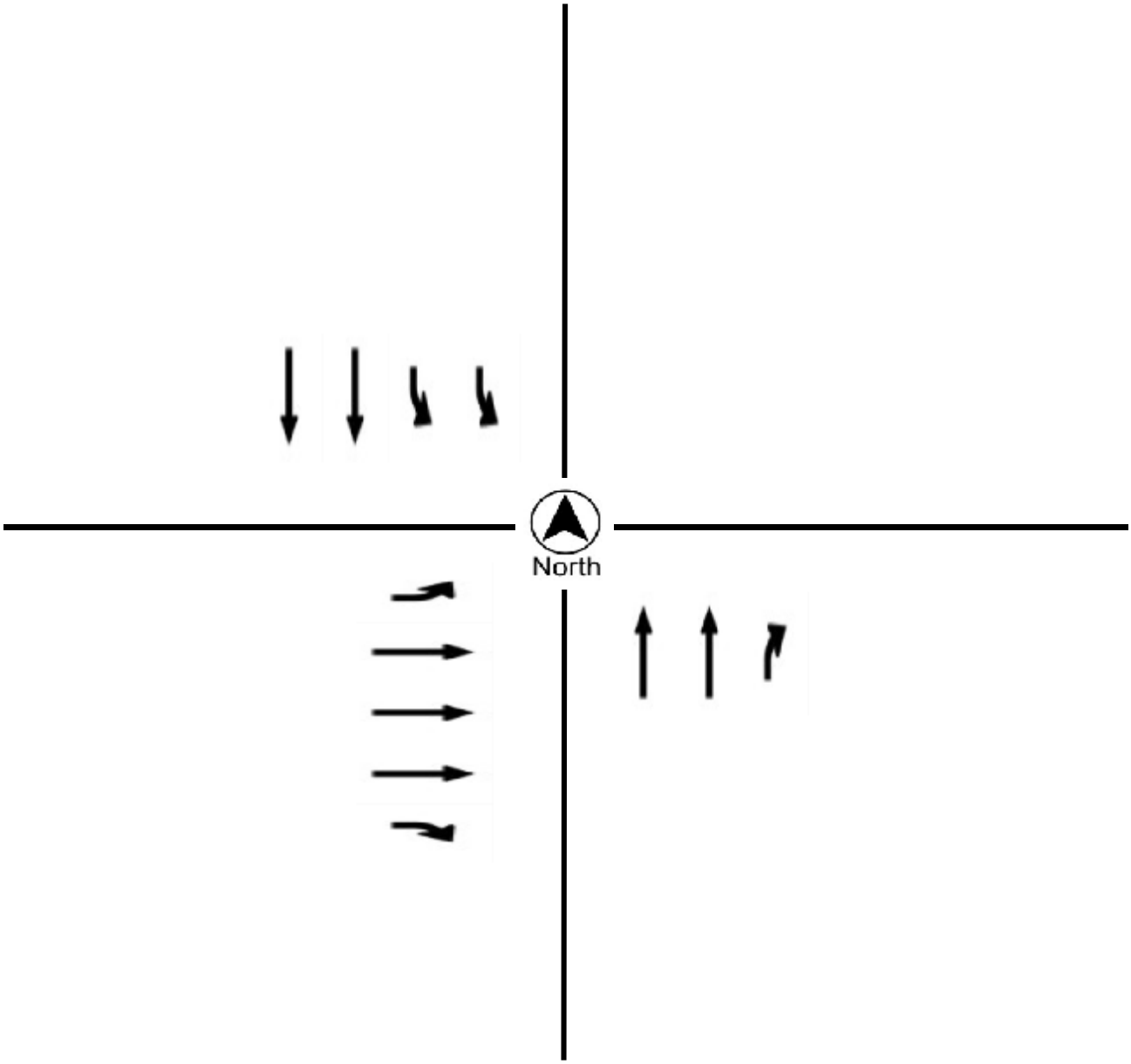
LOCATION	Demaree St @ Noble Ave	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Noble Ave / Noble Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	101 Seconds	**CONTROL TYPE**	Signal

COMMENTS Southbound left turns are protected.



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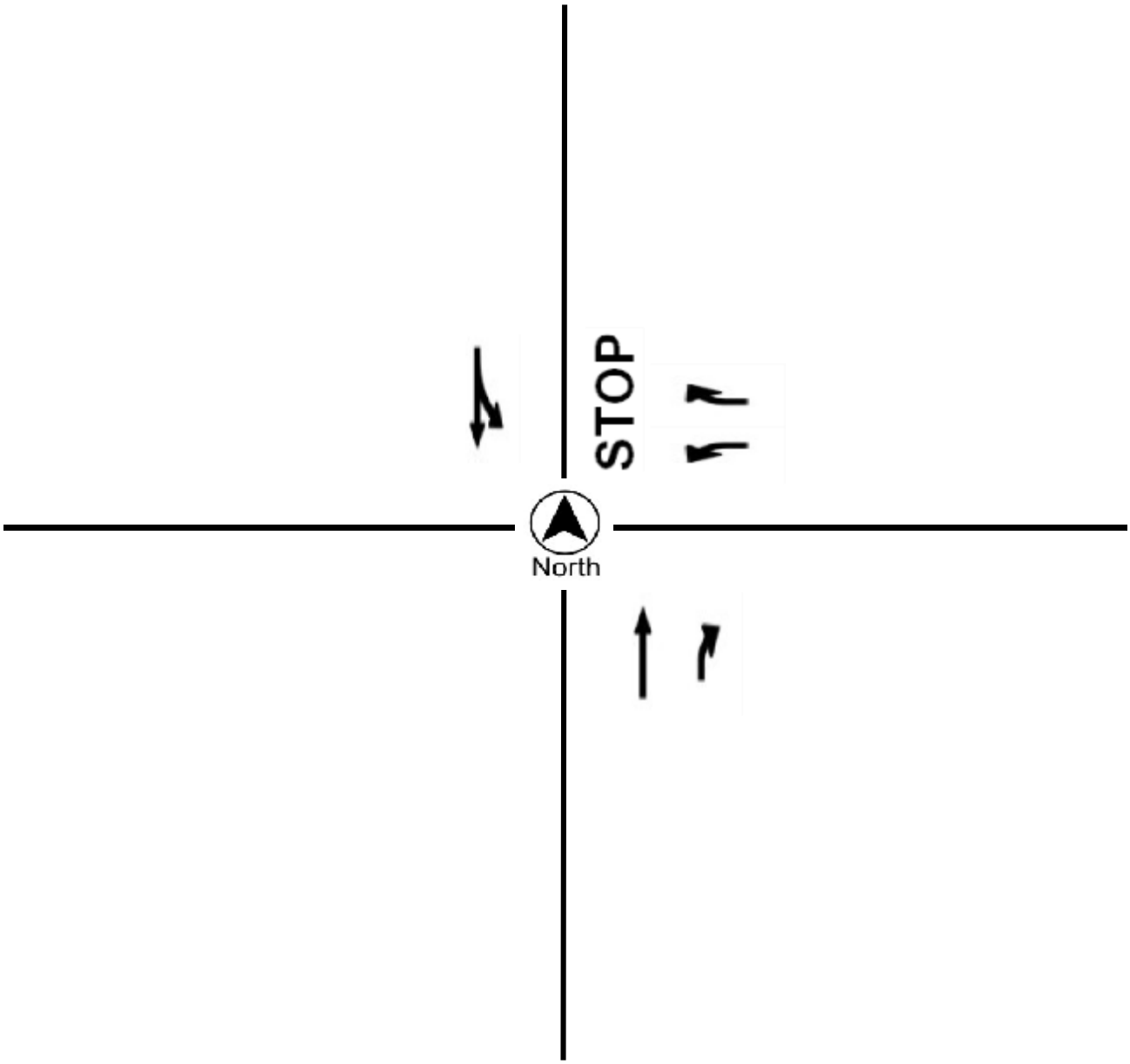
LOCATION	Demaree St @ Pratt Rd	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Pratt Rd /
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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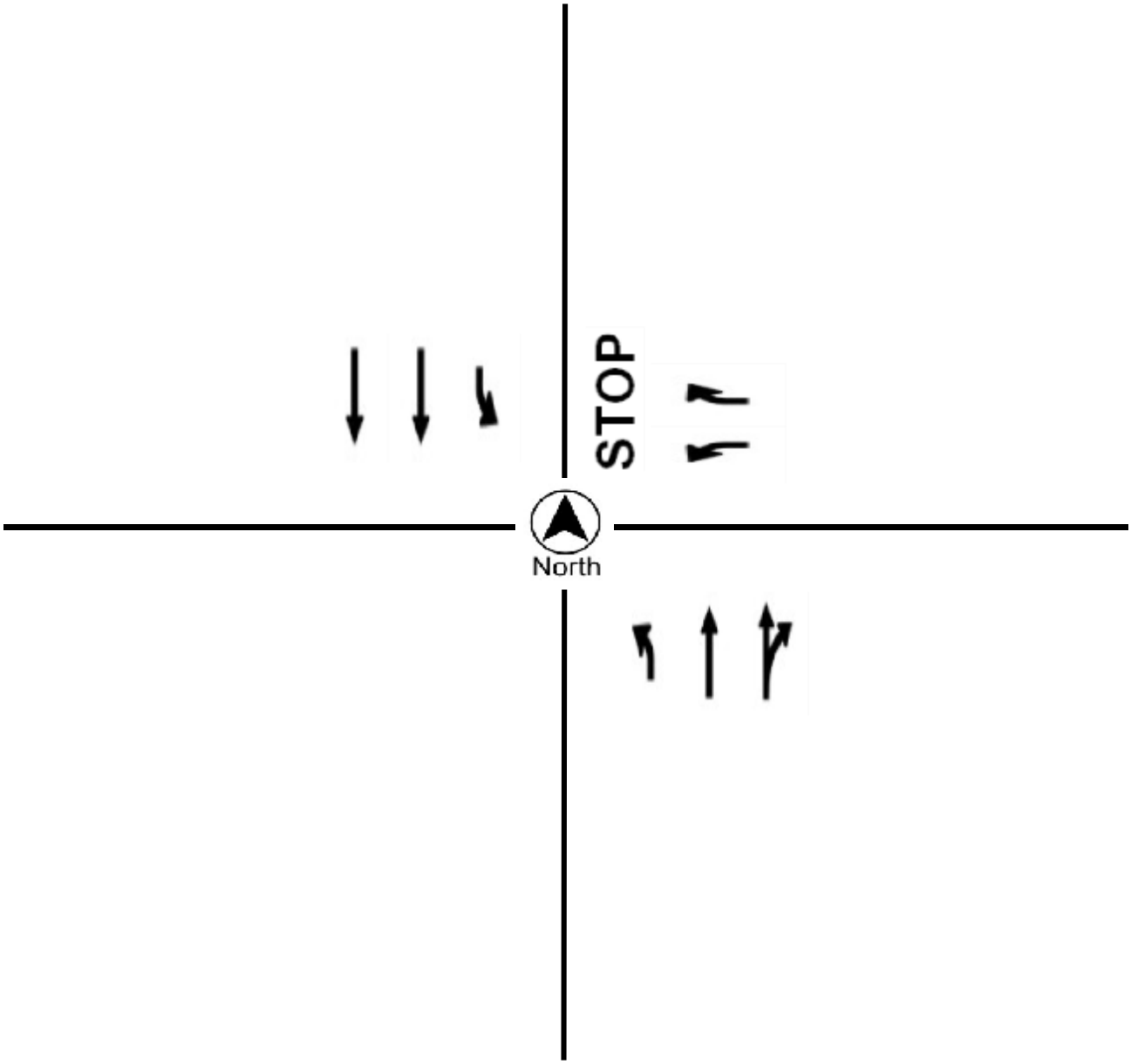
LOCATION	Demaree St @ Shannon Pkwy	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Shannon Pkwy /
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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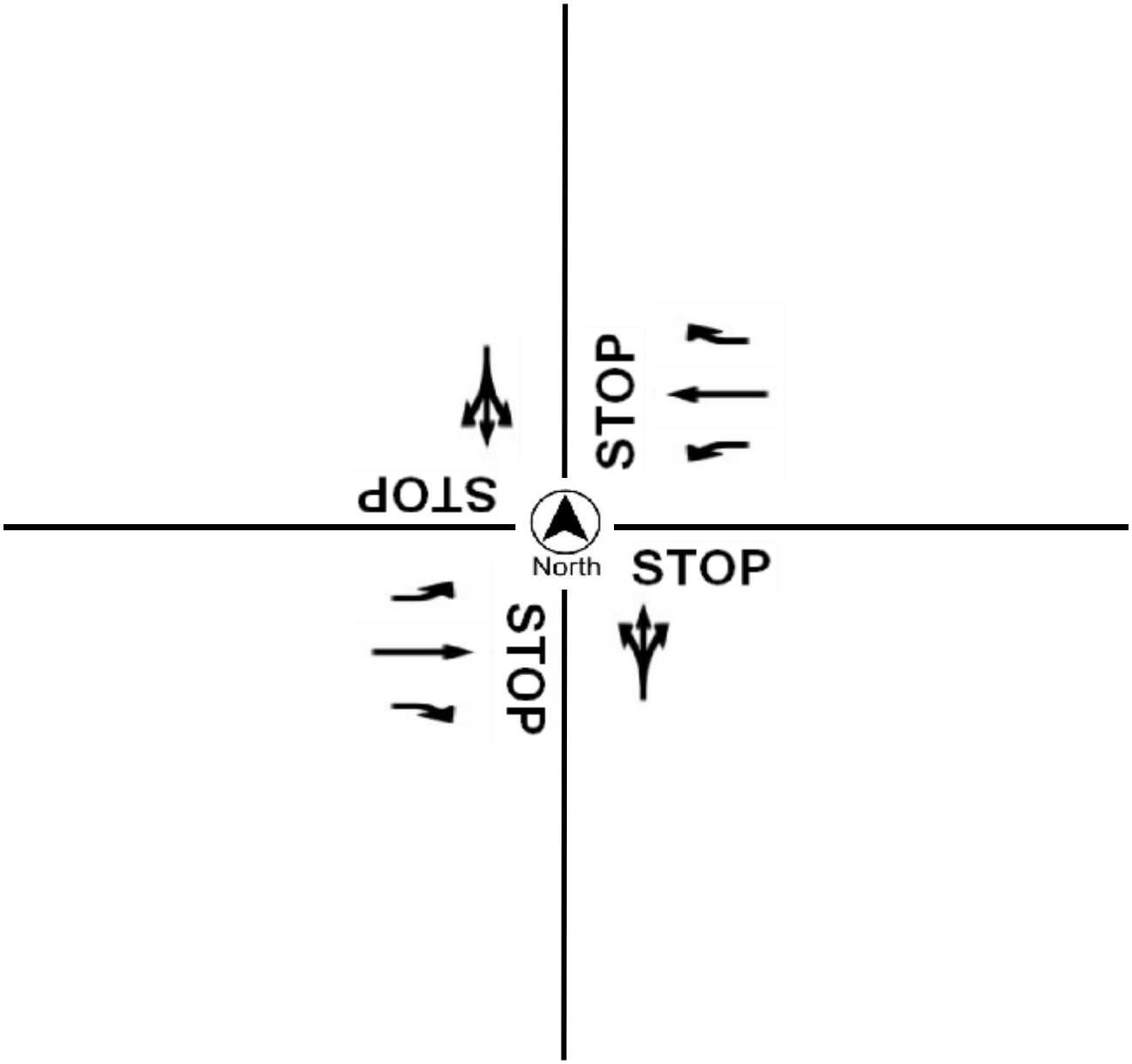
LOCATION	Ferguson Ave @ Linwood St	**N/S STREET**	Linwood St / Linwood St
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Ferguson Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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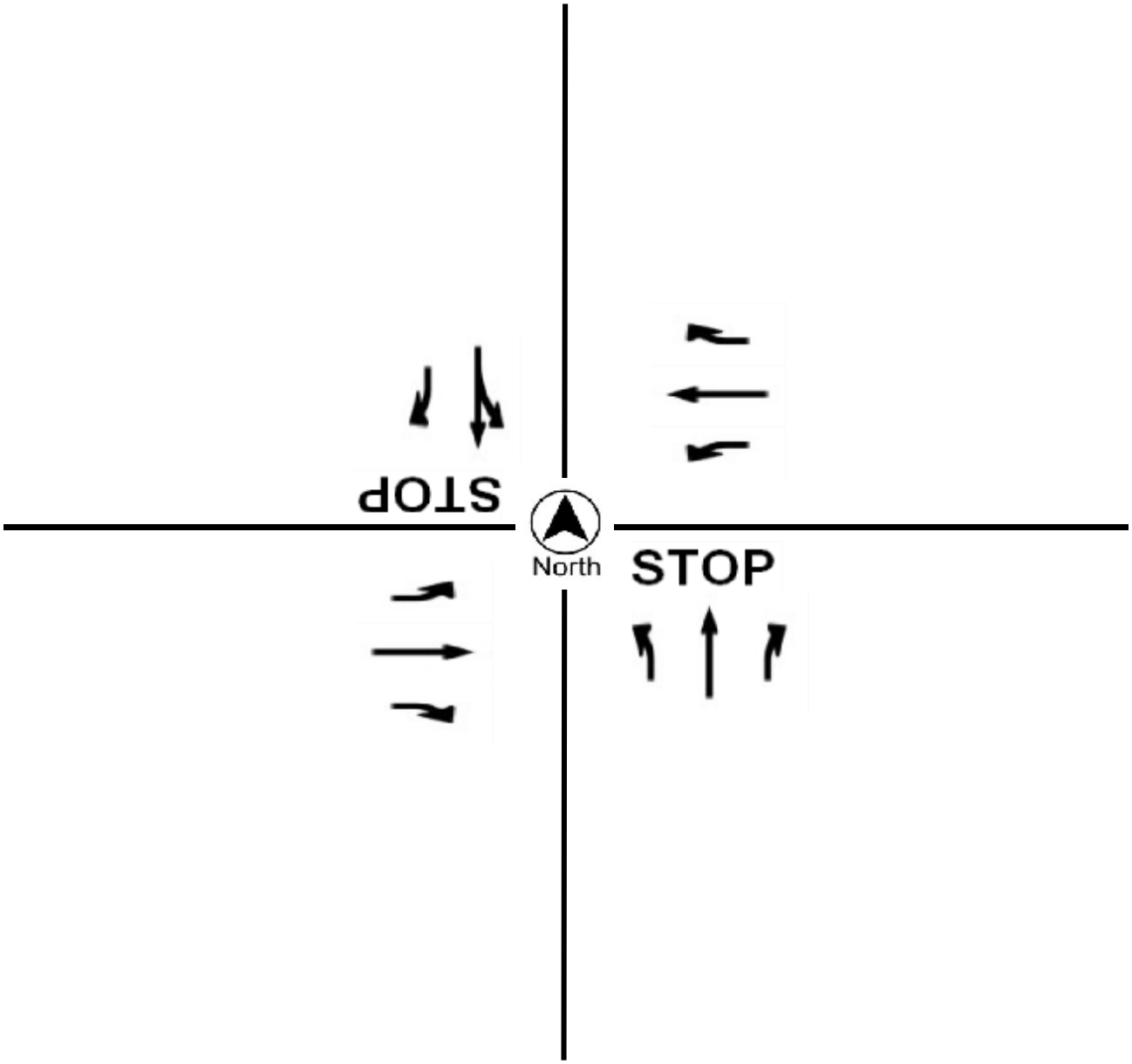
LOCATION	Ferguson Ave @ Roeben St	**N/S STREET**	Roeben St / Roeben St
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Ferguson Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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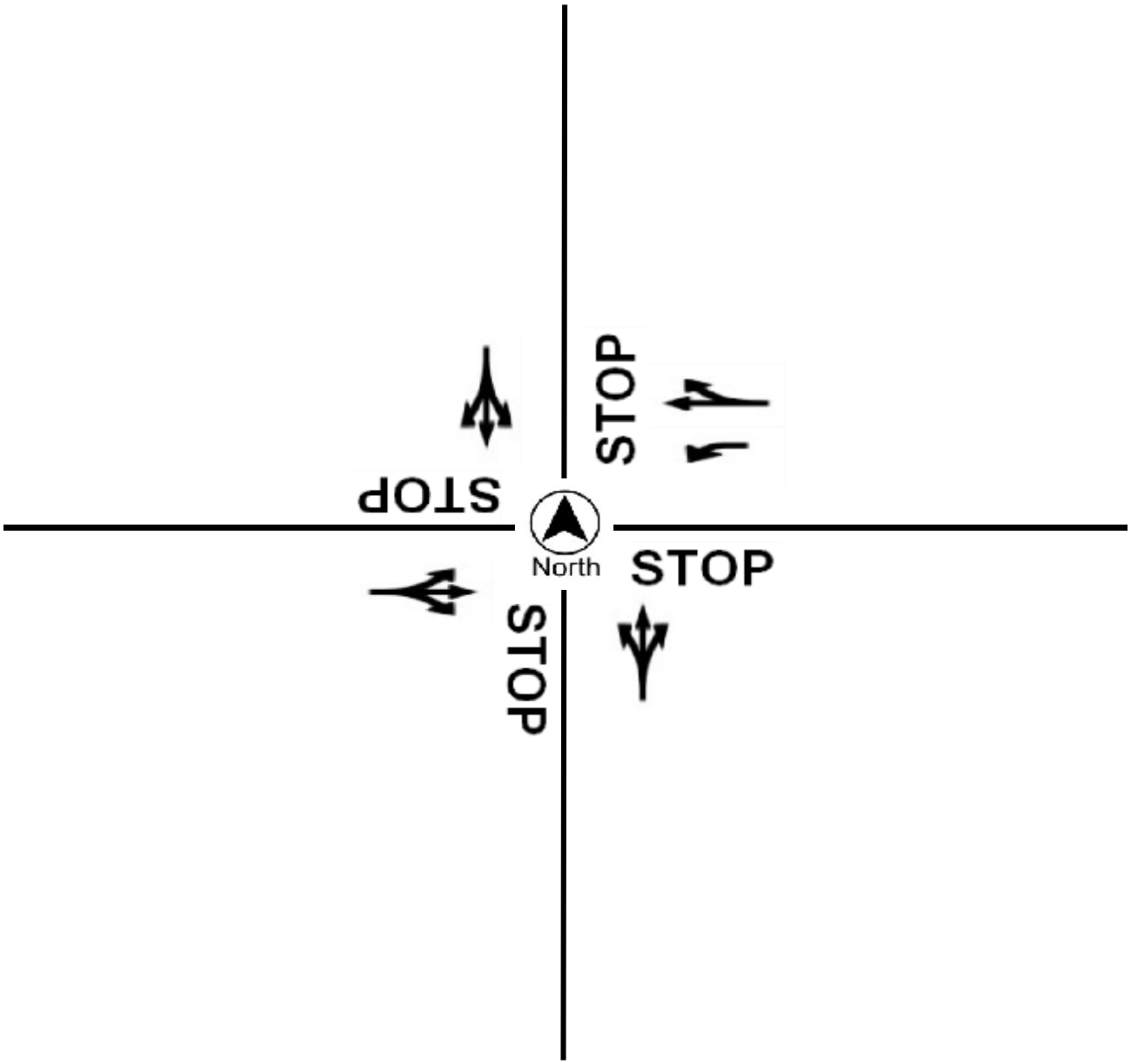
LOCATION	Ferguson Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Ferguson Ave / Sunnyview Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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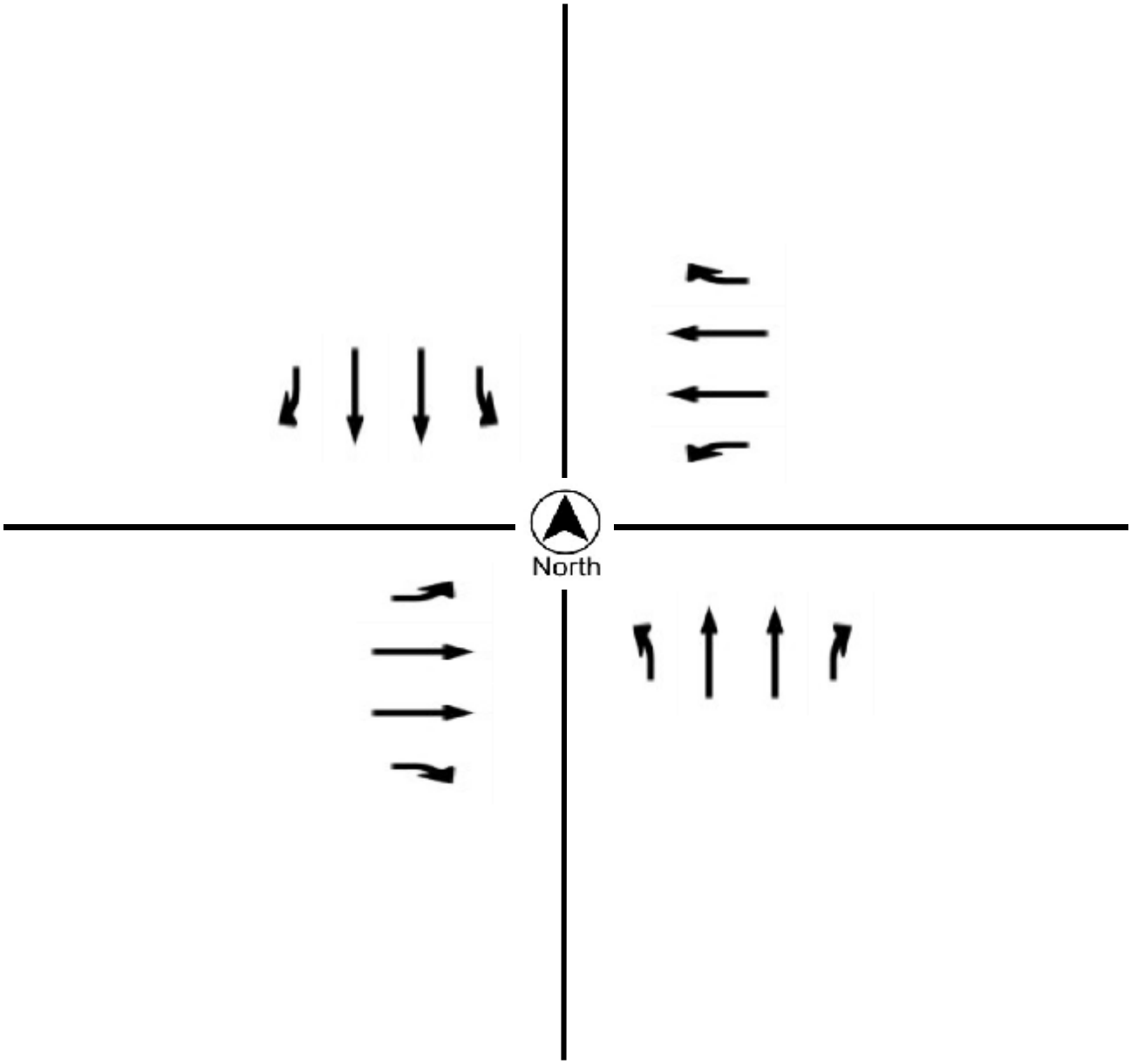
LOCATION	Goshen Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	149 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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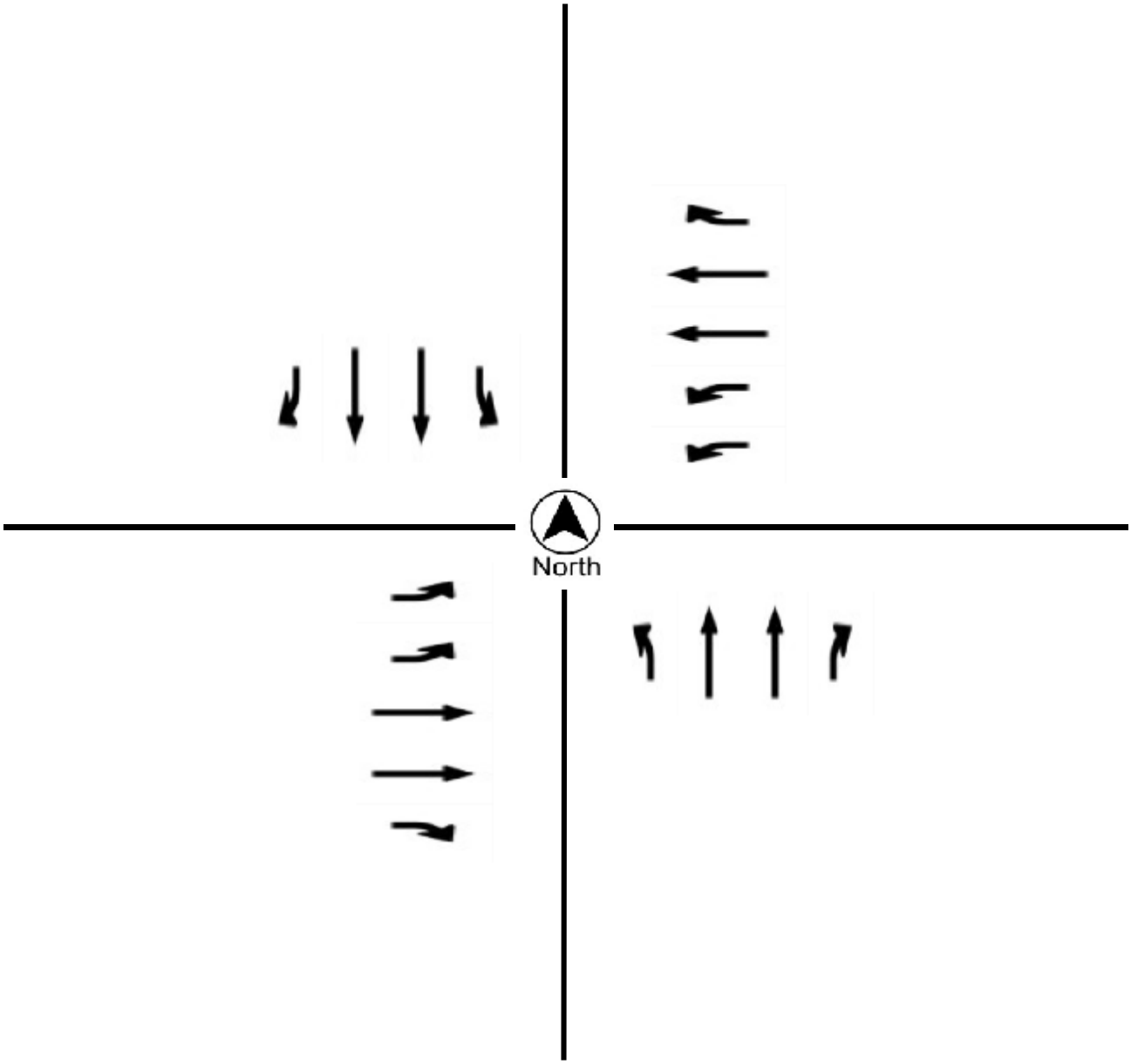
LOCATION	Goshen Ave @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	132 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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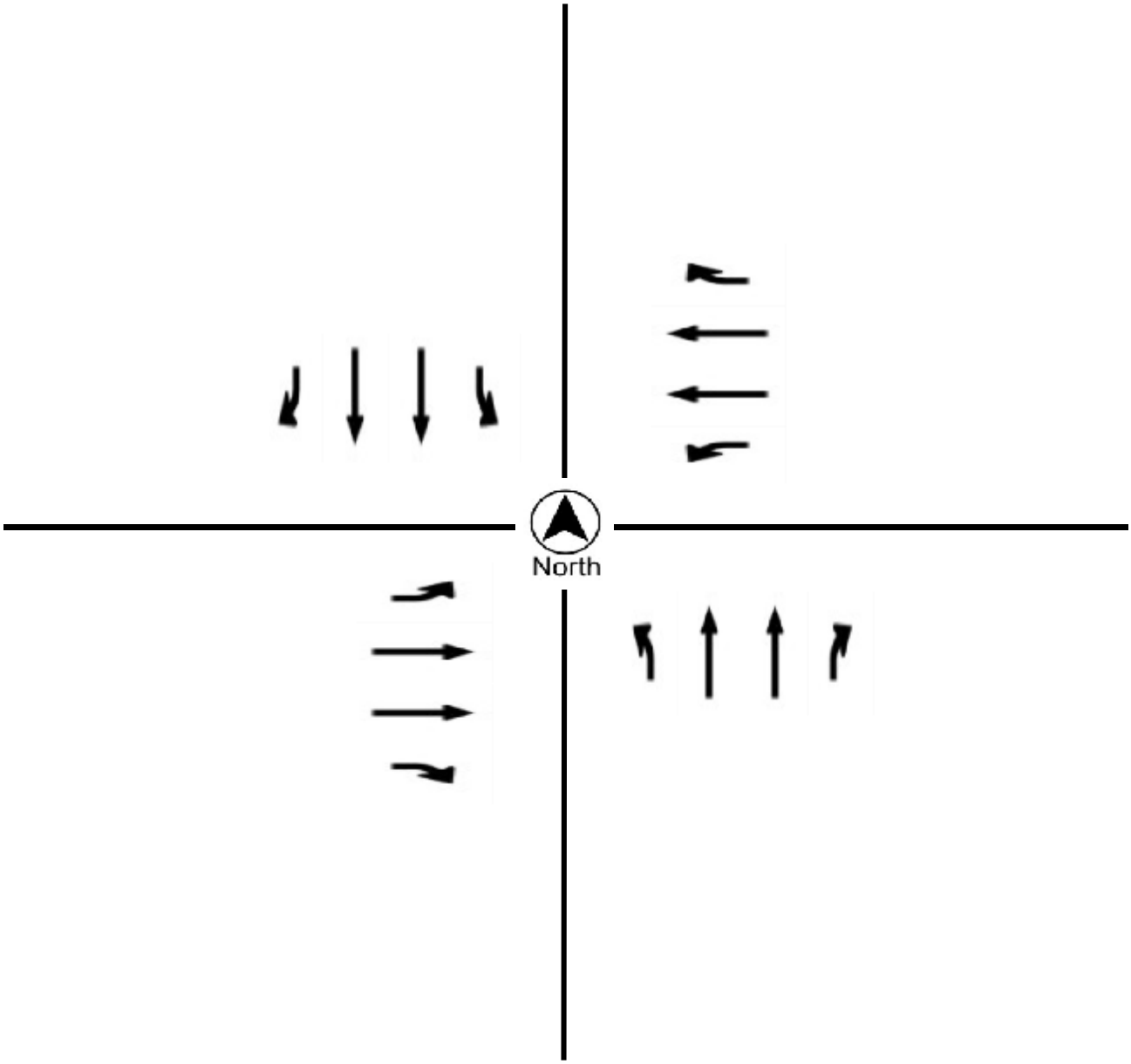
LOCATION	Goshen Ave @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	113 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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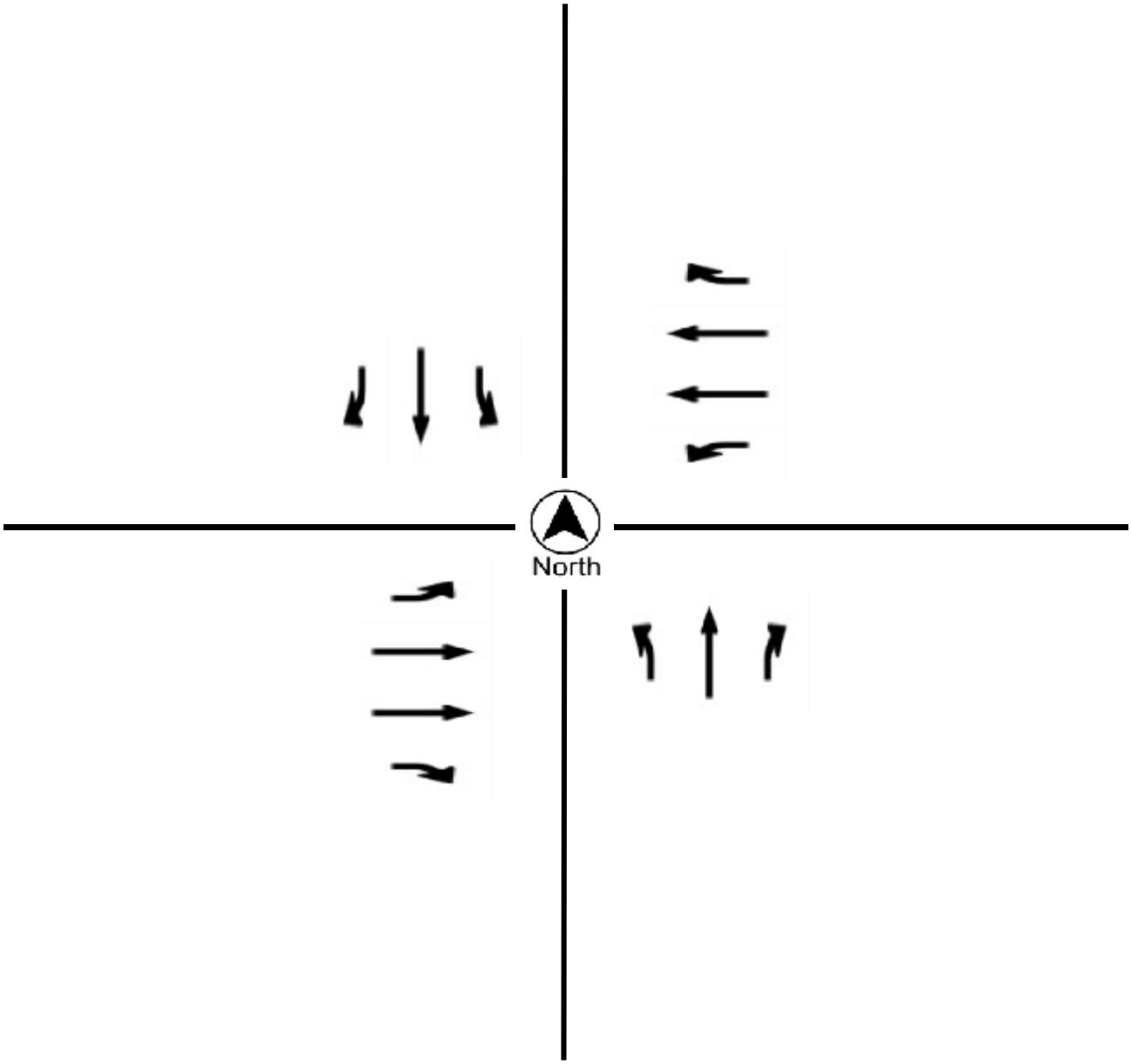
LOCATION	Goshen Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Goshen Ave / Goshen Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	103 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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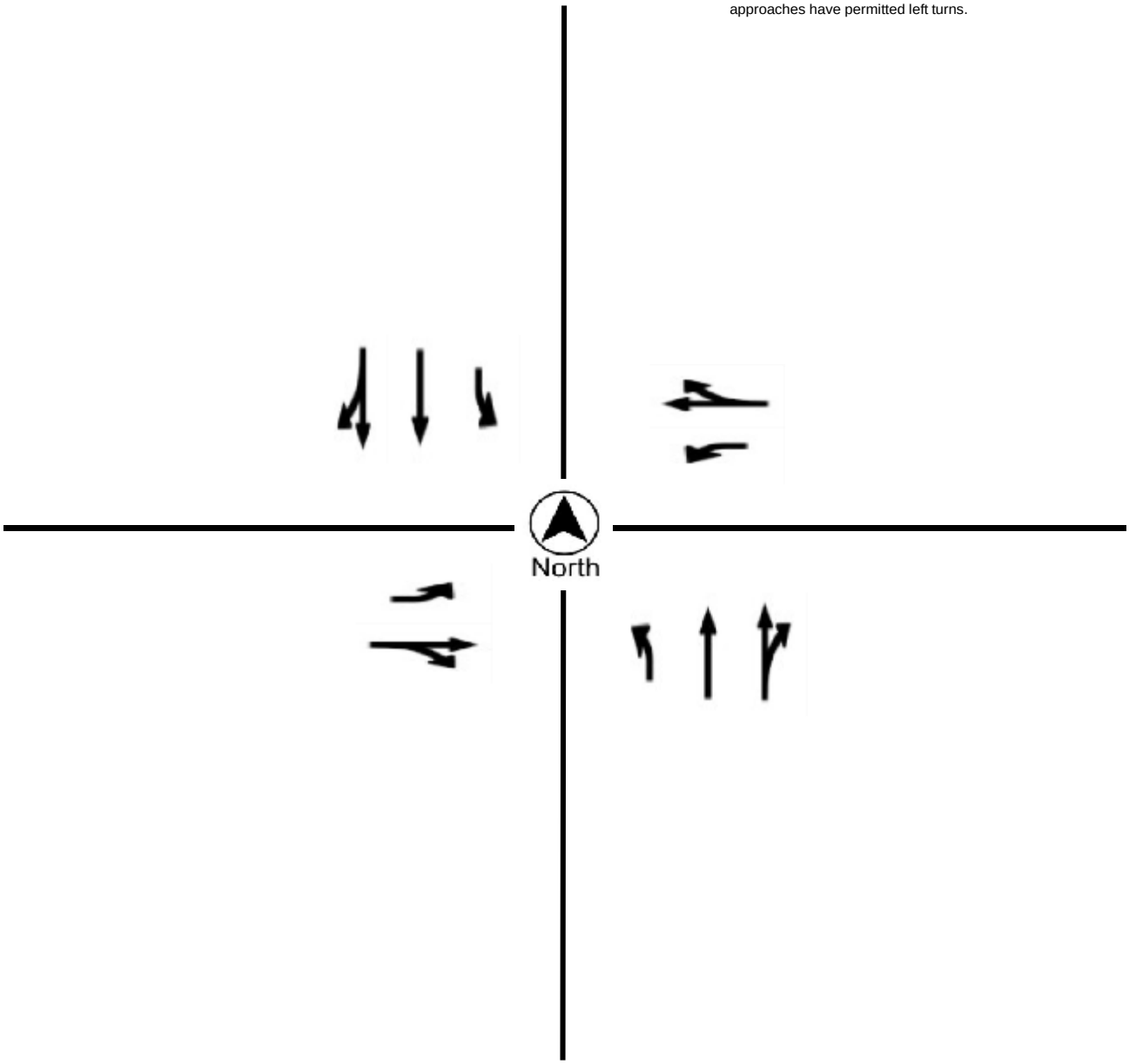
LOCATION	Hurley Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Hurley Ave / Hurley Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	74 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound/southbound approaches have protected left turns. Eastbound/westbound approaches have permitted left turns.



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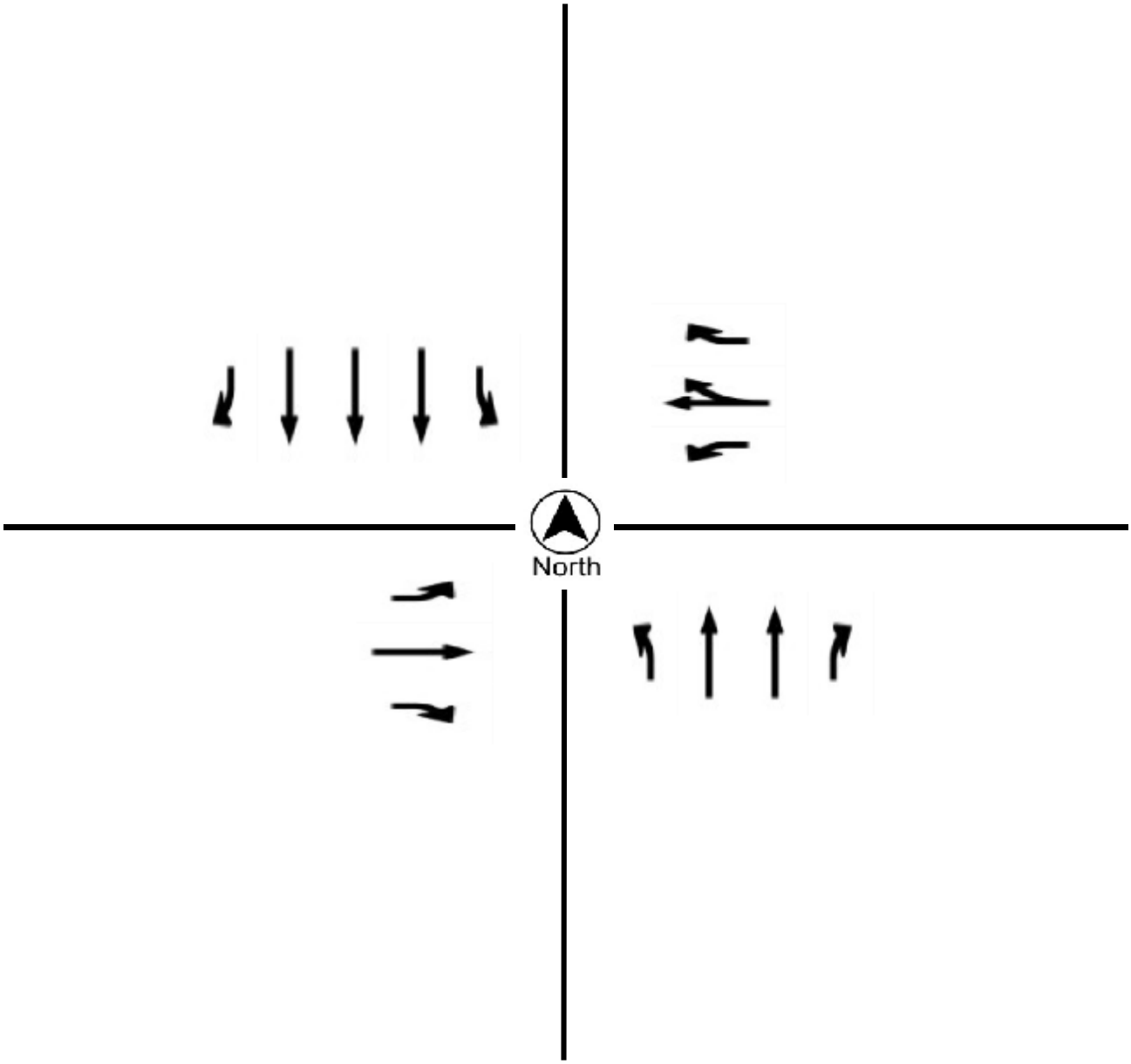
LOCATION	Hurley Ave @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Hurley Ave / Hurley Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	69 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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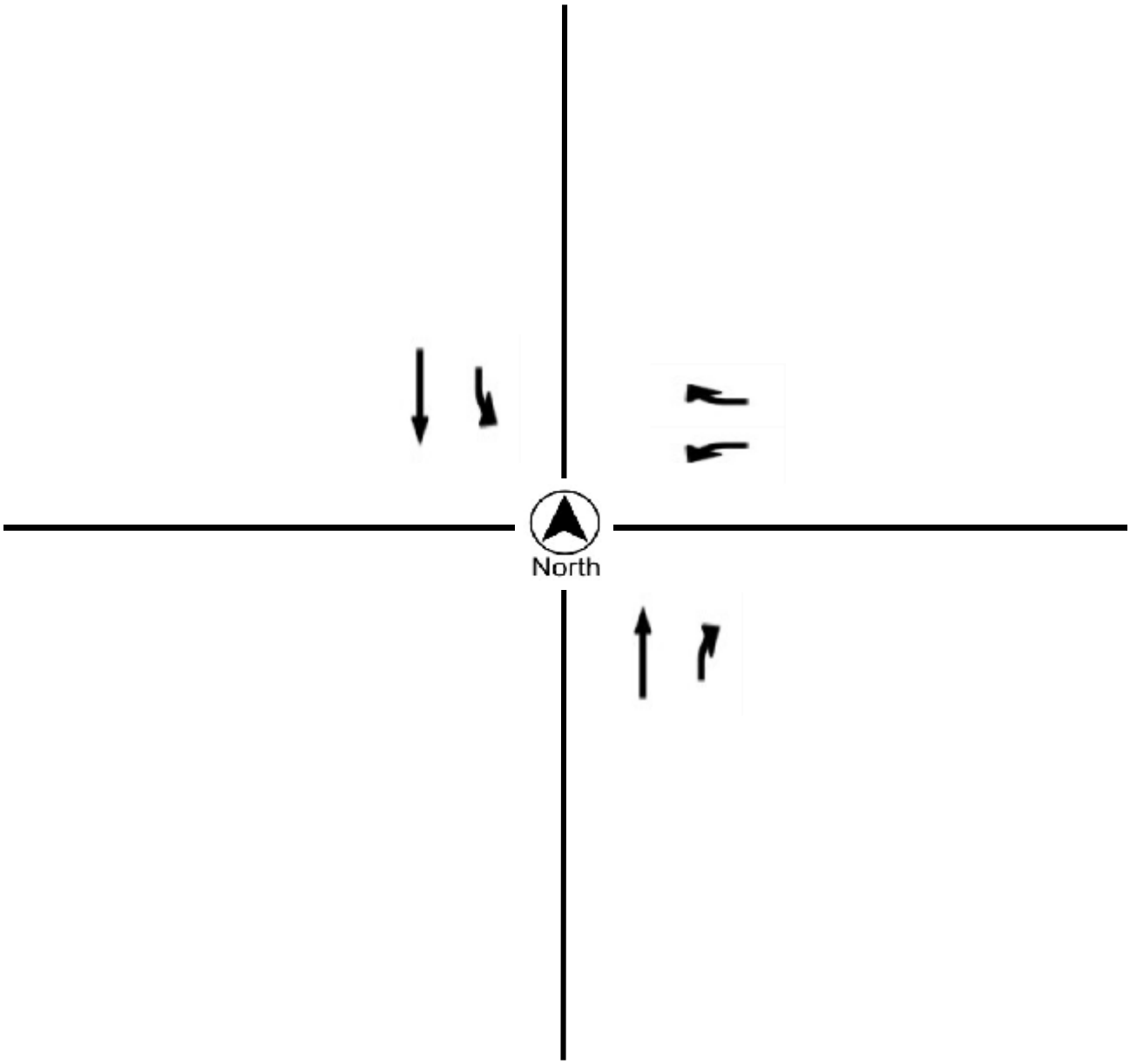
LOCATION	Hurley Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Hurley Ave /
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	66 Seconds	**CONTROL TYPE**	Signal

COMMENTS Southbound left turns are protected.



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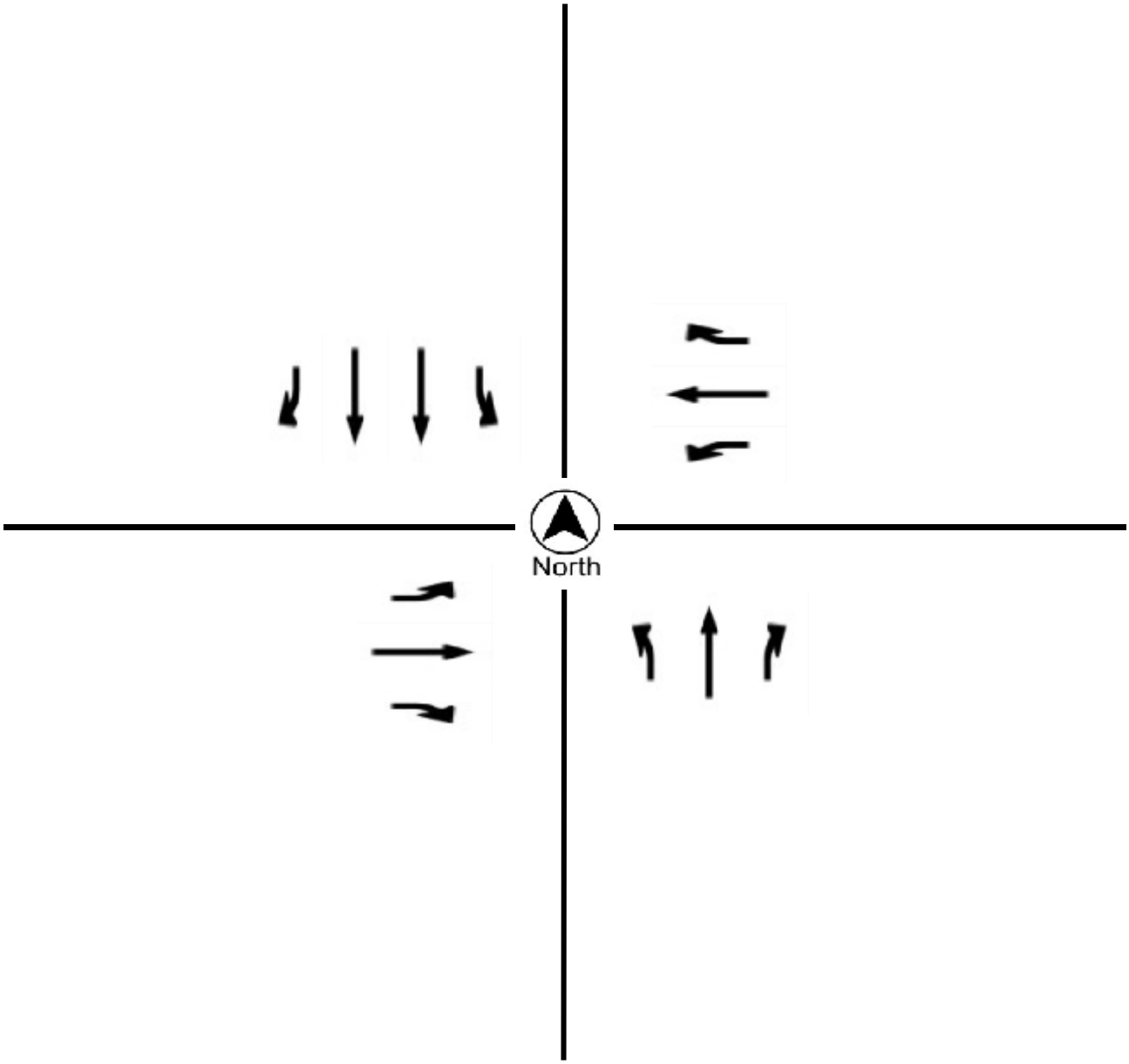
LOCATION	Riggin Ave @ Akers St	**N/S STREET**	Akers St / Akers St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	90 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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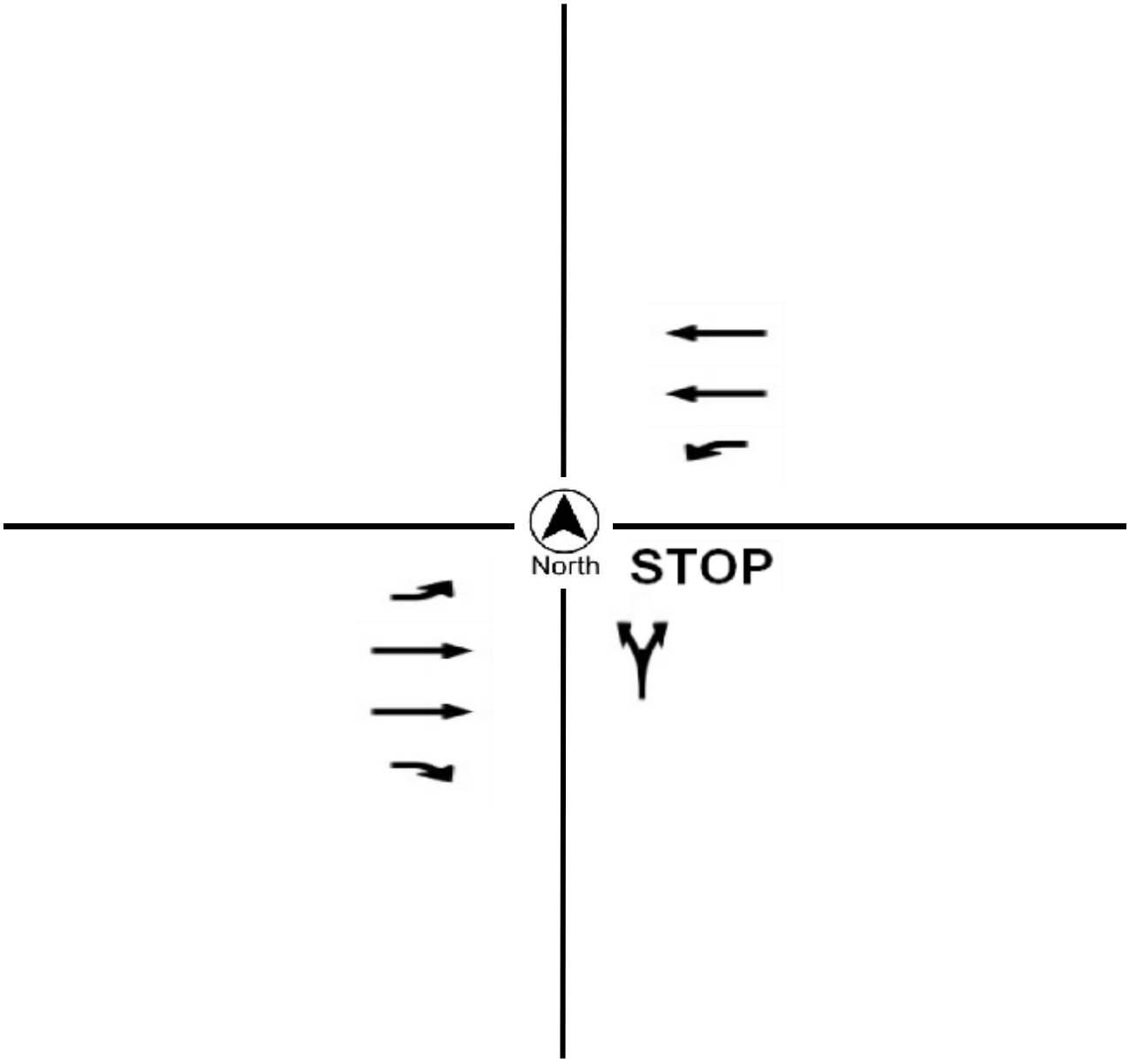
LOCATION	Riggin Ave @ American St	**N/S STREET**	/ American St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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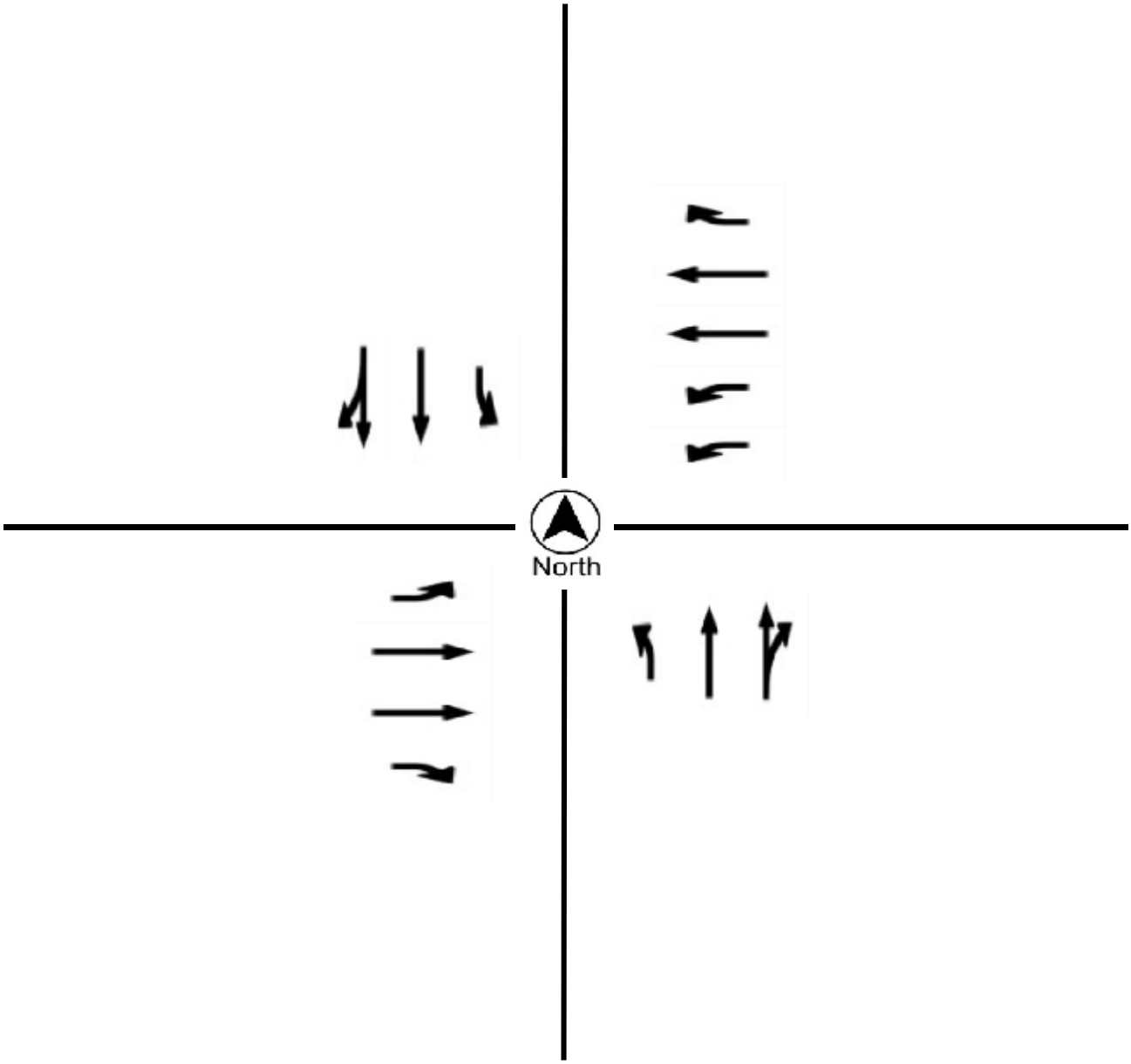
LOCATION	Riggin Ave @ Demaree St	**N/S STREET**	Demaree St / Demaree St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	106 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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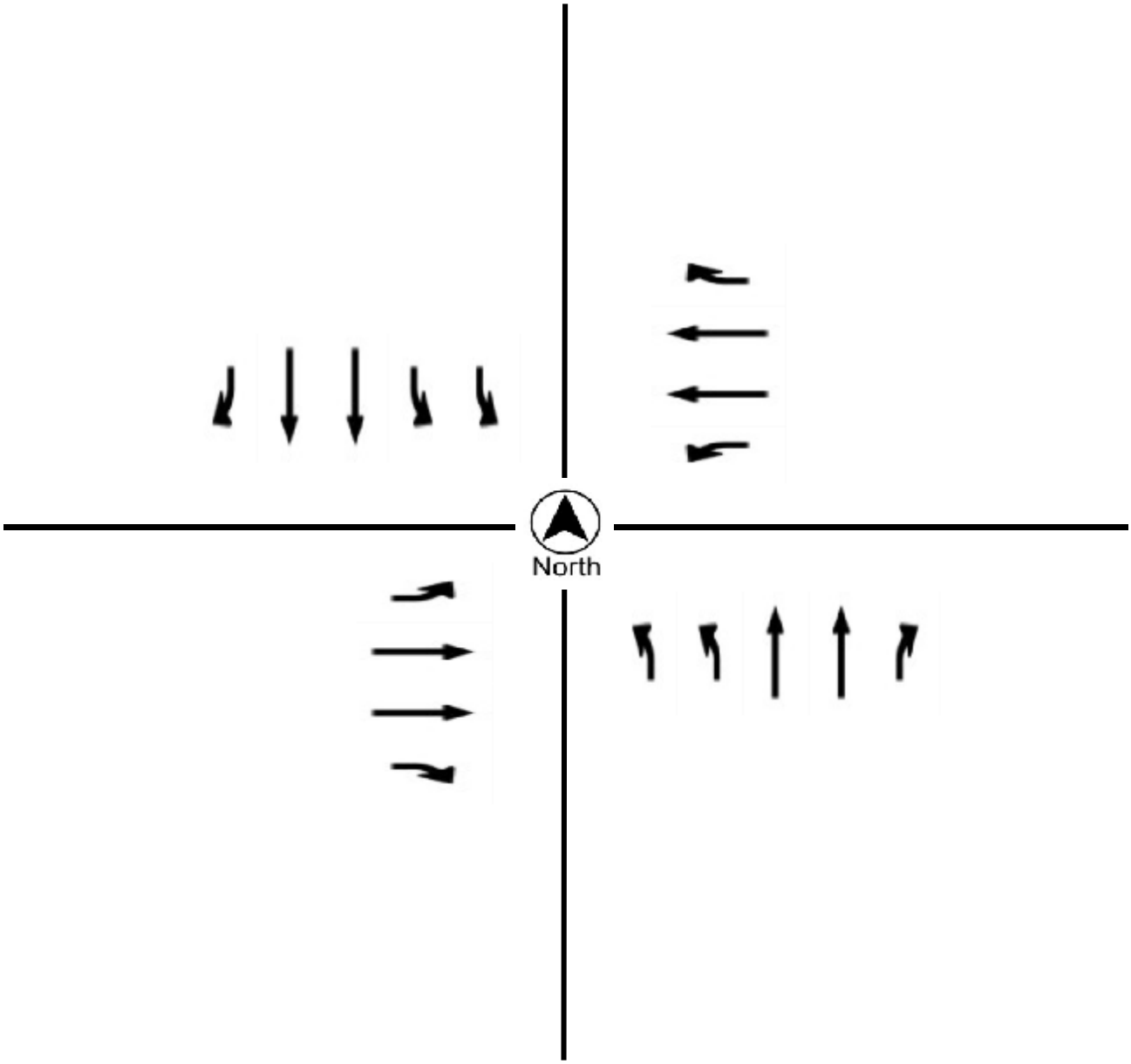
LOCATION	Riggin Ave @ Dinuba Blvd	**N/S STREET**	Dinuba Blvd / Dinuba Blvd
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	109 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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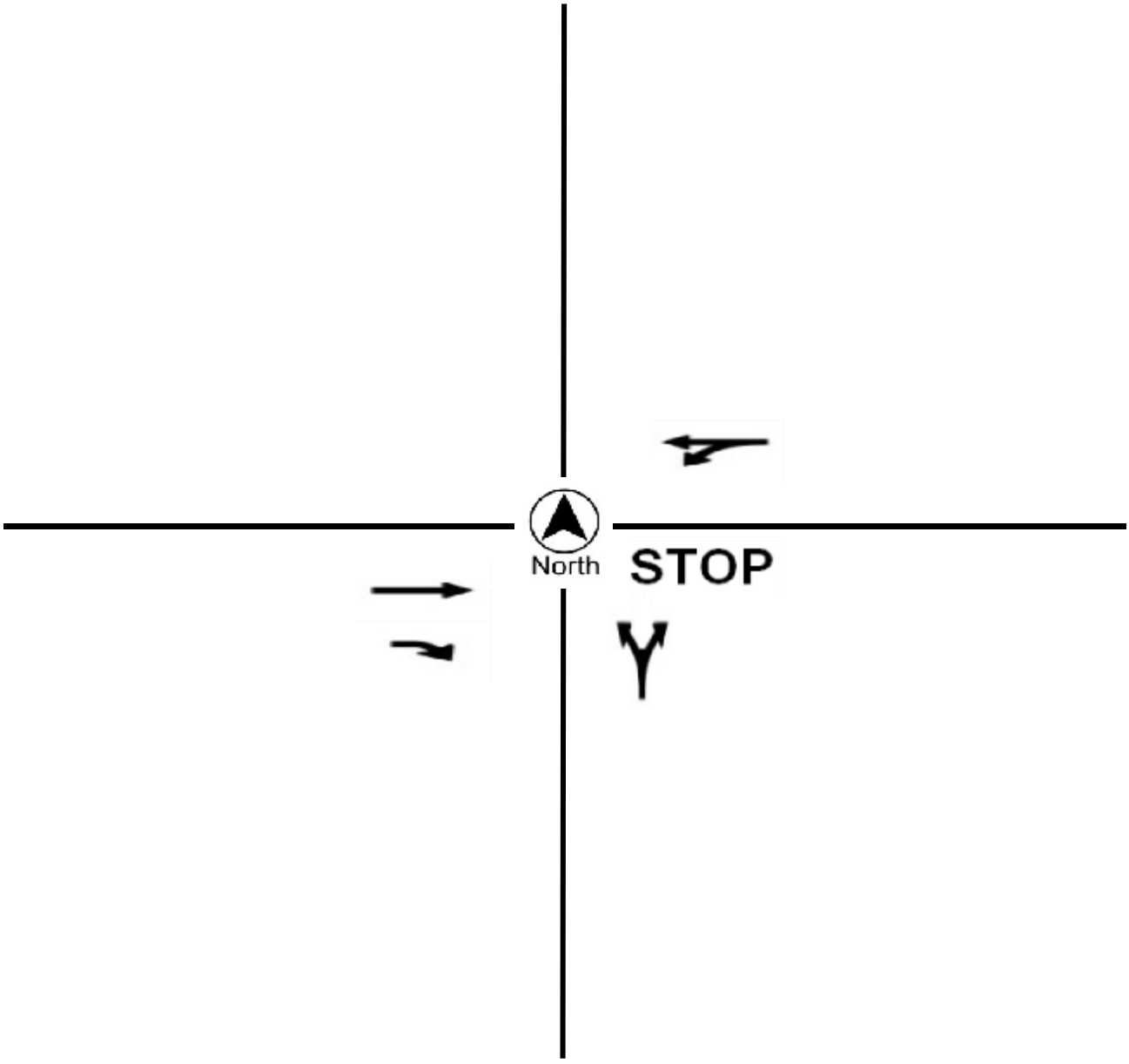
LOCATION	Riggin Ave @ Kelsey St	**N/S STREET**	Kelsey St / Kelsey St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS North leg currently being developed.



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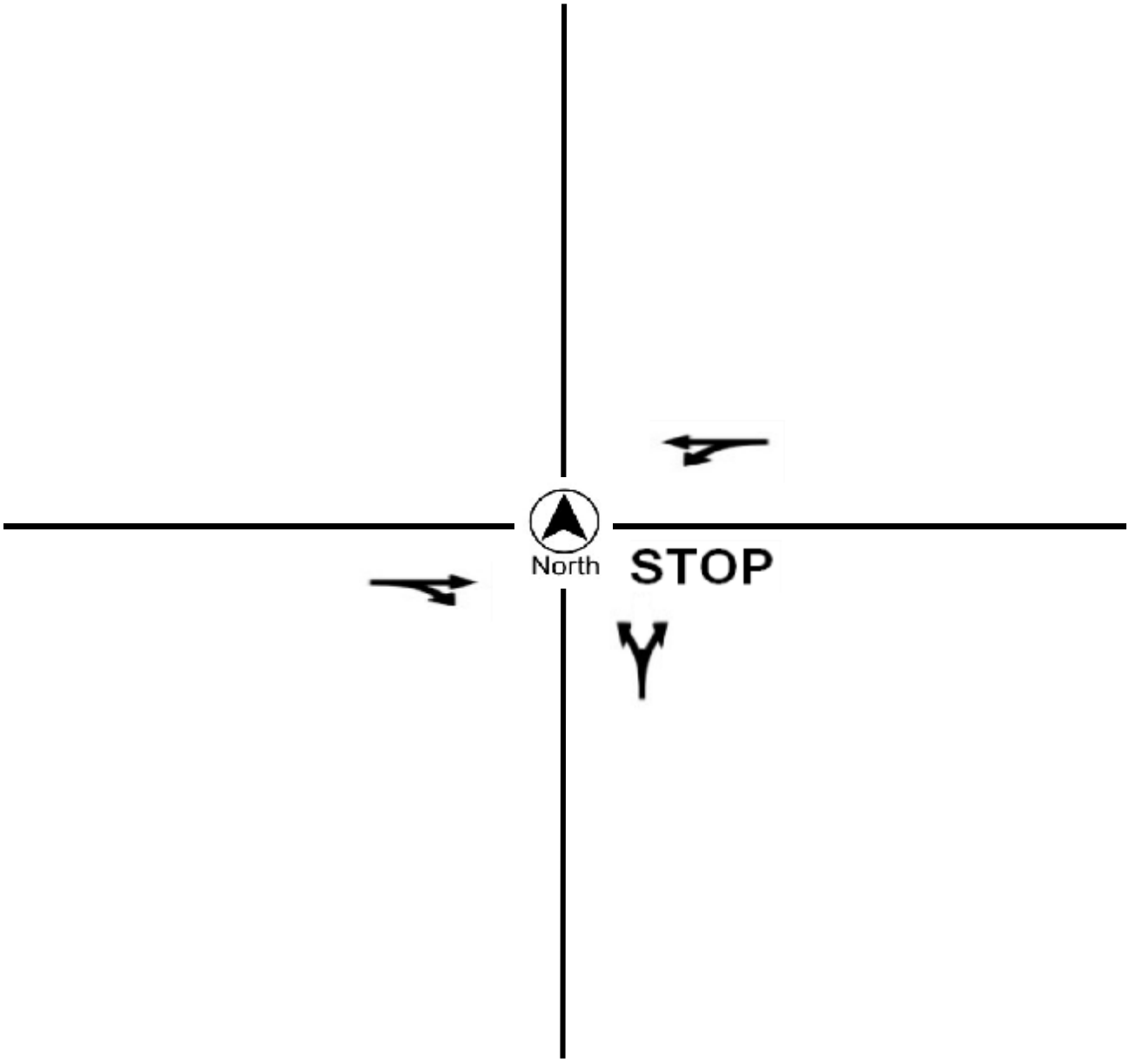
LOCATION	Riggin Ave @ Linwood St	**N/S STREET**	/ Linwood St
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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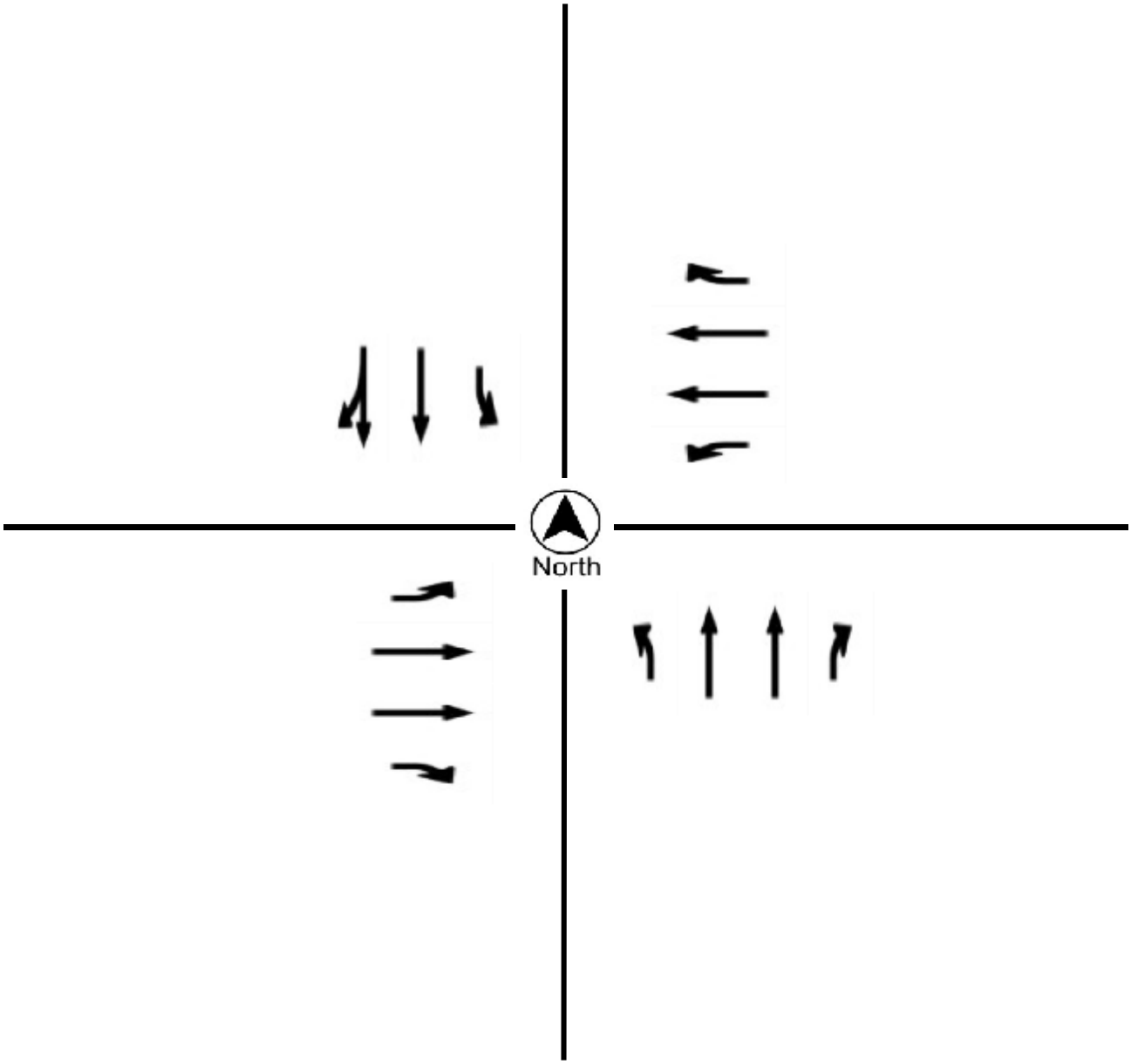
LOCATION	Riggin Ave @ Plaza Dr	**N/S STREET**	Plaza Dr / Plaza Dr
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	194 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

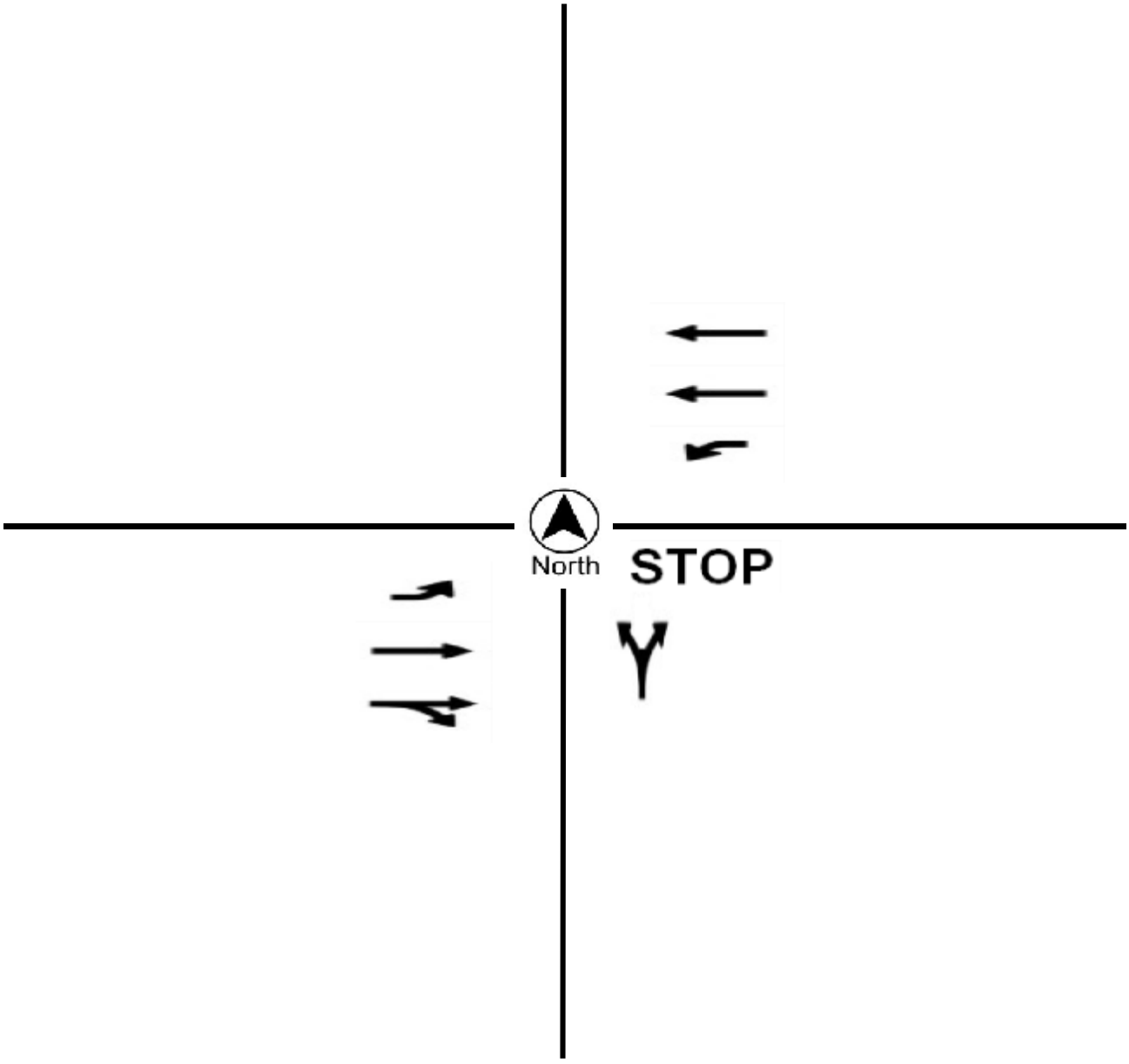
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Riggin Ave @ Rd 72	**N/S STREET**	/ Rd 72
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Wednesday, June 02, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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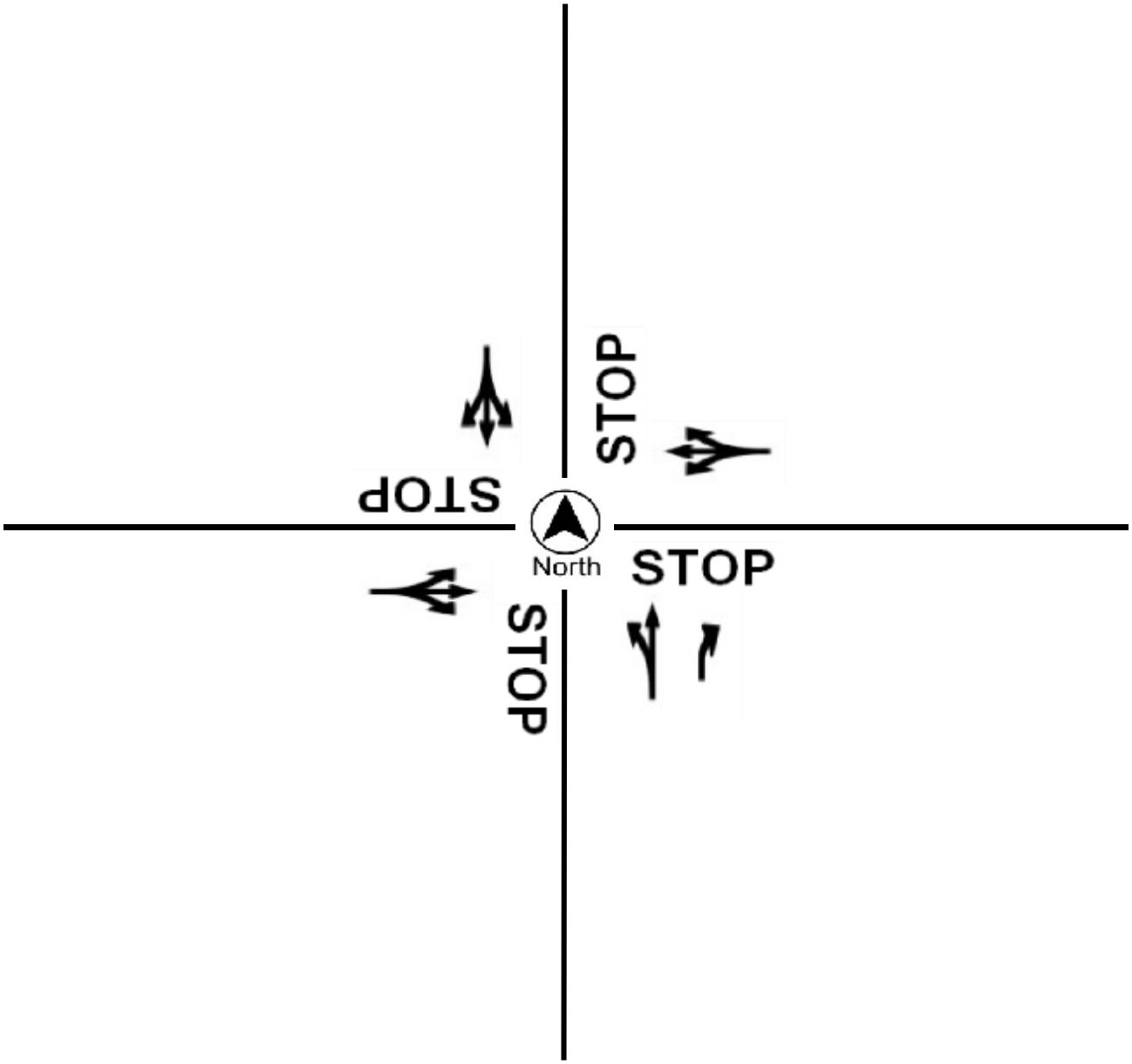
Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Riggin Ave @ Shirk Rd	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	Riggin Ave / Riggin Ave
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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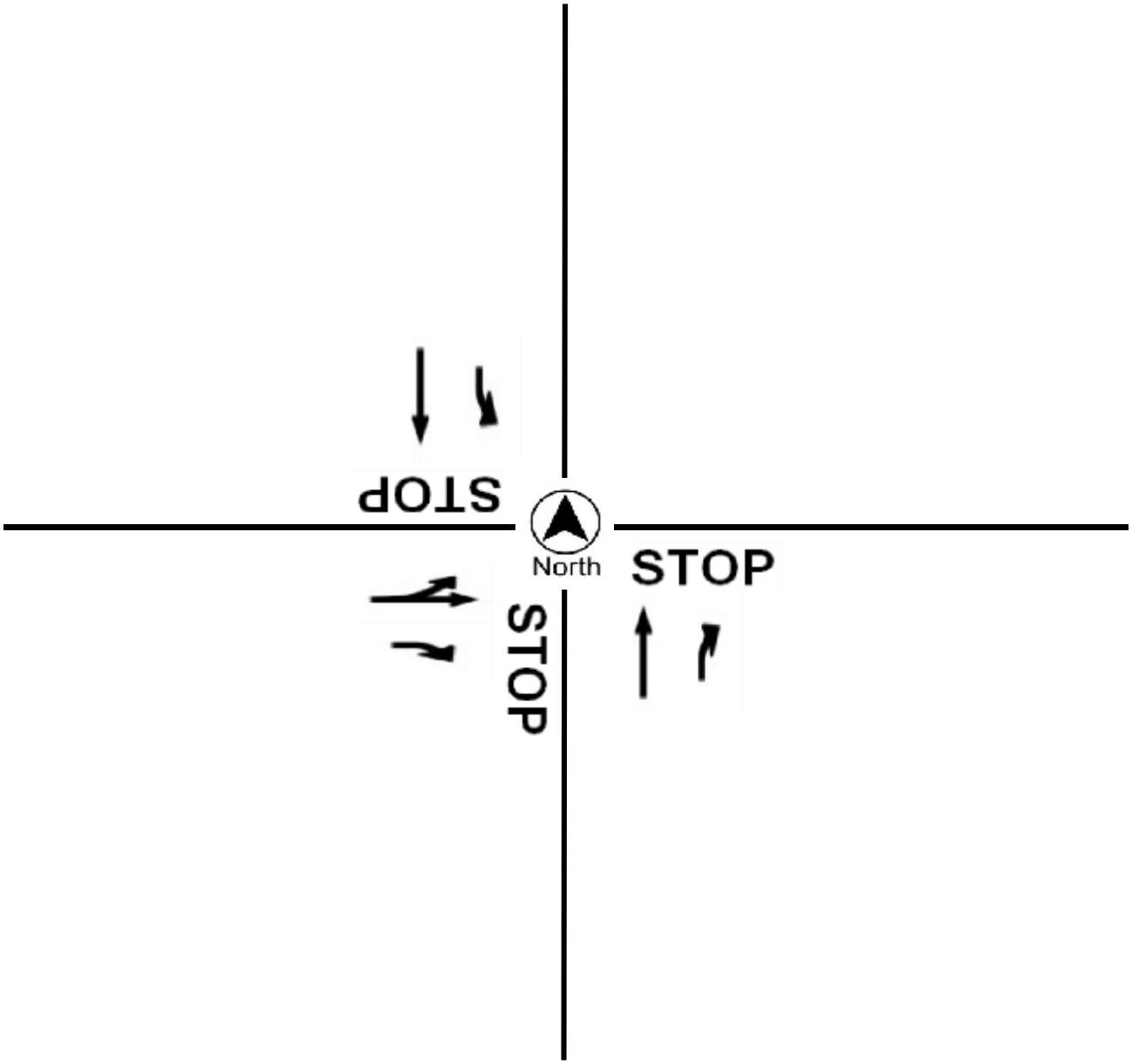
Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Shirk Rd @ SR 198 Eastbound Ramps	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	SR198 EB Ramps / SR198 EB Ramps
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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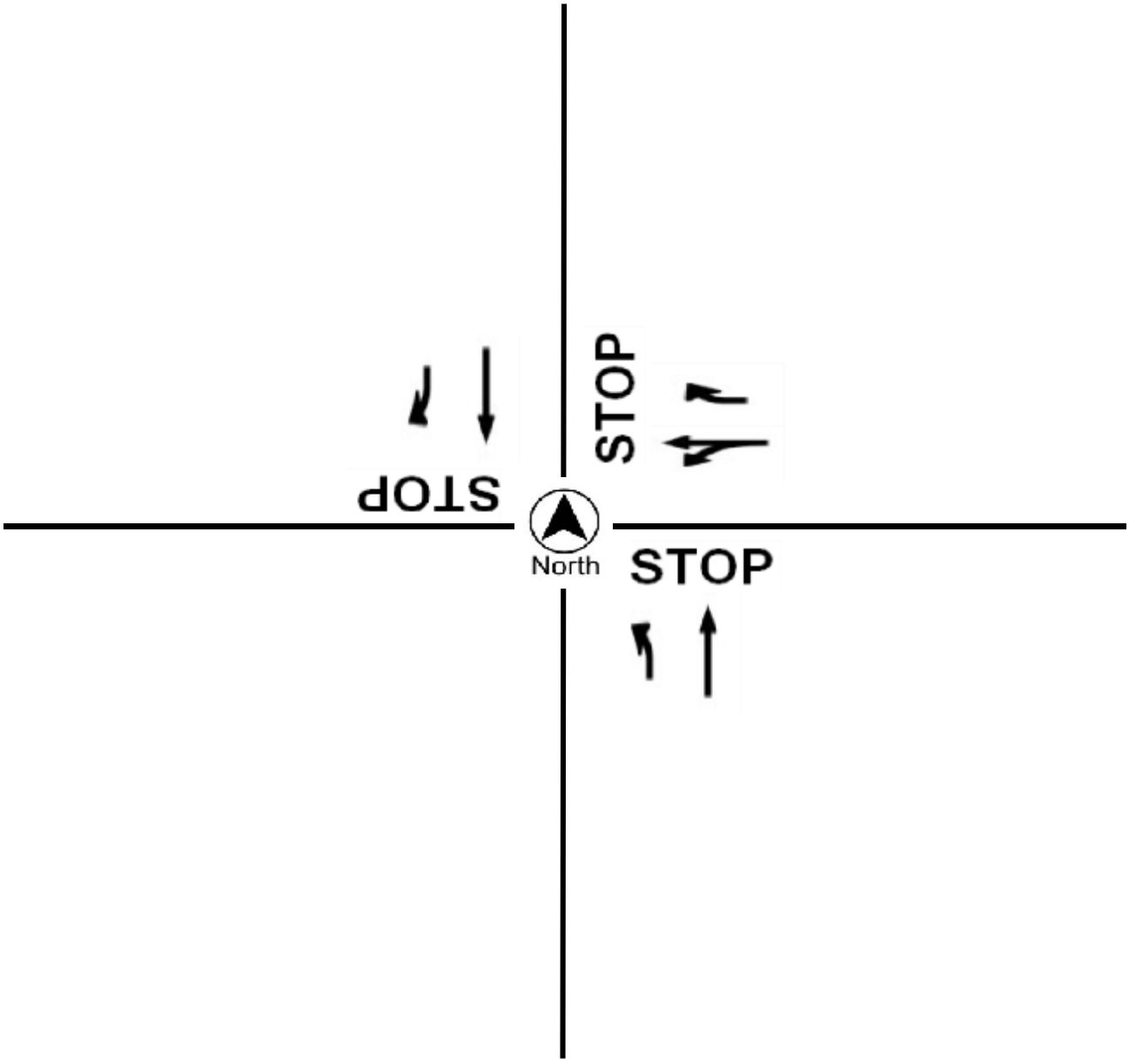
Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Shirk Rd @ SR 198 Westbound Ramps	**N/S STREET**	Shirk Rd / Shirk Rd
COUNTY	Tulare	**E/W STREET**	SR198 WB Ramps / SR198 WB Ramps
COLLECTION DATE	Thursday, May 27, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



524-13
Carleton Acres Specific Plan

Historical Count Comparison
PM Peak Hour

Akers St/Avenue 320

PM	Count	NB			SB			EB			WB			TOTAL	% DIFF
		L	T	R	L	T	R	L	T	R	L	T	R		
4 - 5	Dec 2019	20	0	27	0	1	0	0	82	27	20	19	0	196	8.78
4 - 5	Jun 2021	24	0	39	0	2	0	0	85	16	22	25	1	214	

Akers St/Riggin Ave

PM	Count	NB			SB			EB			WB			TOTAL	% DIFF
		L	T	R	L	T	R	L	T	R	L	T	R		
430 - 530	Dec 2019	37	113	130	77	162	45	47	442	69	137	245	41	1,103	-31.72
4 - 5	May 2021	32	75	160	25	49	15	13	0	58	130	225	19	801	

Linwood St/Riggin Ave

PM	Count	NB			SB			EB			WB			TOTAL	% DIFF
		L	T	R	L	T	R	L	T	R	L	T	R		
430 - 530	Dec 2019	11	0	40	0	0	0	0	673	37	33	449	0	1,243	-18.65
4 - 5	May 2021	11	0	24	0	0	0	0	573	30	25	368	0	1,031	

Linwood St/Ferguson Ave

PM	Count	NB			SB			EB			WB			TOTAL	% DIFF
		L	T	R	L	T	R	L	T	R	L	T	R		
445 - 545	Dec 2019	47	25	14	20	46	18	56	273	104	27	131	29	790	-12.22
5 - 6	May 2021	46	28	9	19	56	14	42	224	93	19	116	33	699	

NOT included in TOTAL or % DIFF

Demaree St/Pratt Rd

		NB			SB			EB			WB				
PM	Count	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	% DIFF
4 - 5	Dec 2019	0	171	38	56	260	0	0	0	0	25	0	11	561	2.99
4 - 5	Jun 2021	0	176	74	43	243	0	0	0	0	23	0	19	578	

Demaree St/Shannon Pkwy

		NB			SB			EB			WB				
PM	Count	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	% DIFF
430 - 530	Dec 2019	1	251	118	17	259	0	0	0	0	89	0	10	745	1.33
4 - 5	Jun 2021	1	262	111	12	288	0	0	0	0	76	0	5	755	

	% DIFF
AVERAGE	-13.45

Demaree & Mineral King

M	TCAG 2016 2 Hr	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 2 Hr	TCAG 2016 Peak	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 Peak
EBL	0	0.03%	0	0	0	0.03%	0	0
EBT	0	0.03%	0	0	0	0.03%	0	0
EBR	0	0.03%	0	0	0	0.03%	0	0
WBL	760	1.38%	814	697	455	1.38%	487	326
WBT	921	1.38%	986	916	504	1.38%	540	424
WBR	522	1.38%	559	595	285	1.38%	305	278
NBL	346	0.62%	357	364	191	0.62%	197	189
NBT	1440	0.62%	1485	1606	754	0.62%	778	782
NBR	0	0.62%	0	0	0	0.62%	0	0
SBL	0	0.69%	0	0	0	0.69%	0	0
SBT	1311	0.69%	1357	1484	656	0.69%	679	735
SBR	357	0.69%	369	394	186	0.69%	193	198

Demaree & Noble

M	TCAG 2016 2 Hr	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 2 Hr	TCAG 2016 Peak	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 Peak
EBL	500	0.45%	511	602	271	0.45%	277	303
EBT	1049	0.45%	1073	961	607	0.45%	621	460
EBR	463	0.45%	474	472	262	0.45%	268	238
WBL	0	0.31%	0	0	0	0.31%	0	0
WBT	0	0.31%	0	0	0	0.31%	0	0
WBR	0	0.31%	0	0	0	0.31%	0	0
NBL	0	3.46%	0	0	0	3.46%	0	0
NBT	1234	3.46%	1463	1390	646	3.46%	766	672
NBR	523	3.46%	620	497	238	3.46%	282	234
SBL	588	3.31%	692	591	314	3.31%	370	292
SBT	1408	3.31%	1657	1594	755	3.31%	889	791
SBR	0	3.31%	0	0	0	3.31%	0	0

Shirk & SR 198 EB Ramps

M	TCAG 2016 2 Hr	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 2 Hr	TCAG 2016 Peak	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 Peak
EBL	374	3.32%	440	374	222	3.32%	261	188
EBT	2	3.32%	2	2	1	3.32%	1	1
EBR	301	3.32%	354	267	171	3.32%	201	148
WBL	0	1.91%	0	0	0	1.91%	0	0
WBT	0	1.91%	0	0	0	1.91%	0	0
WBR	0	1.91%	0	0	0	1.91%	0	0
NBL	0	4.31%	0	0	0	4.31%	0	0
NBT	440	4.31%	543	449	204	4.31%	252	250
NBR	85	4.31%	105	74	46	4.31%	57	41
SBL	622	5.47%	812	573	339	5.47%	442	332
SBT	441	5.47%	576	463	249	5.47%	325	228
SBR	0	5.47%	0	0	0	5.47%	0	0

Shirk & SR 198 WB Ramps

M	TCAG 2016 2 Hr	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 2 Hr	TCAG 2016 Peak	Growth Rates	TCAG 2021 2Hr Grown	Metro 2021 Peak
EBL	0	3.56%	0	0	0	3.56%	0	0
EBT	0	3.56%	0	0	0	3.56%	0	0
EBR	0	3.56%	0	0	0	3.56%	0	0
WBL	90	1.85%	99	94	47	1.85%	52	51
WBT	0	1.85%	0	5	0	1.85%	0	3
WBR	363	1.85%	398	362	205	1.85%	225	187
NBL	164	5.39%	213	160	87	5.39%	113	85
NBT	660	5.39%	858	657	334	5.39%	434	343
NBR	0	5.39%	0	0	0	5.39%	0	0
SBL	0	4.31%	0	0	0	4.31%	0	0
SBT	983	4.31%	1214	960	550	4.31%	679	511
SBR	189	4.31%	233	231	104	4.31%	128	124

APPENDIX D

Pending Land Developments

Carleton Acres Specific Plan
Pending Development

Residential

DEVELOPMENT			
Name	Location	Type	Units
Luisi Acres	SW quadrant Giddings St/Ferguson Ave	Single-Family Residential	244
Lance Lane Estates	Goddard St/Houston Ave	Single-Family Residential	84
Willow Springs	SW quadrant Cotta St/Seeger Ave	Single-Family Residential	167
Highland Park Estates at Shannon Ranch	Giddings St/Riggin Ave	Single-Family Residential	223
Highland Park Estates	Divisadero St/Riggin Ave	Single-Family Residential	54
River Run Ranch 5-7	McAuliff Rd/Houston Ave	Single-Family Residential	158
River Island Ranch	NE quadrant Dinuba Blvd/Riverway Dr	Single-Family Residential	249
Quintana De Oro	Linwood St S/Madoc Ave	Single-Family Residential	14
Greystone 3	Akers St/Sedona Ave	Single-Family Residential	63
Sycamore Heights	Akers St/Feguson Ave	Single-Family Residential	91

Source : City of Visalia Residential Development Activity map, updated September 30, 2021

Non-Residential

DEVELOPMENT		
Type	Location	Variable
High School	SE corner Roeben St/Shannon Pkwy	1,500 students
Industrial Park	NW corner Shirk St/Riggin Ave	3,474,650 SF gross floor area

City of Visalia Residential Development Activity

Tentative Maps represent portions or entireties of Tentative Subdivision Maps which have received approval and have not been finaled / recorded.
Final Maps represent portions or entireties of subdivision maps which have been finaled / recorded and contain vacant undeveloped lots. Last map update: September 30, 2021

No.	Name	Type	Single-family Units	Multi-family Units	Status
1	Lusi Acres	Single-Family Tract	244	0	TENTATIVE
2	Lance Lane Estates	Single-Family Tract	84	0	TENTATIVE
3	Willow Springs	Single-Family Tract	167	0	TENTATIVE
4	Highland Park Estates at Shannon Ranch	Single-Family Small Lots	223	0	TENTATIVE
5	Highland Park Estates	Single-Family Tract	54	0	TENTATIVE
6	River Run Ranch 5-7	Single-Family Tract	158	0	TENTATIVE
7	Maddox @ Caldwell VII	Single-Family Tract	43	0	TENTATIVE
8	Diamond Oaks	Single & Multi-Family Tract	180	24	TENTATIVE
9	The Grove	Single-Family "Five Pack" & Apartments	60	44	TENTATIVE
10	Houdini Acres	Single-Family & Duplexes	10	4	TENTATIVE
11	Rose Estates	Single-Family Tract	6	0	TENTATIVE
12	River Island Ranch	Single-Family Tract	249	0	TENTATIVE
13	Quintana De Oro	Single-Family Tract	14	0	TENTATIVE
14	Greystone 3	Single-Family Tract	63	0	TENTATIVE
15	Sycamore Heights	Single-Family Tract	91	0	TENTATIVE
16	Vista Del Sol	Single-Family Tract	95	0	TENTATIVE
17	Candelas II	Single-Family Tract	59	0	TENTATIVE
18	Quail River Apartments	Apartments	146		UNBUILT
19	Diamond Oaks Multi-family	Apartments	182		UNBUILT
20	East Haven Duplexes	Duplexes / Triplexes / Fourplexes	15		UNBUILT
21	Visalia Apartments	Apartments	200		UNBUILT
22	Emerald Creek [MFR ONLY]	Duplexes / Triplexes / Fourplexes		18	UNBUILT
23	Wood Ranch Unit No 3	Duplexes / Triplexes / Fourplexes		38	UNBUILT
24	Lofts at Fort Visalia	Urban multi-family / mixed use	81		UNBUILT
25	Lovers- Tulare Apartments	Duplexes / Triplexes / Fourplexes	32		UNBUILT
26	Teagan Ranch	Single-Family Tract	8		UNBUILT
27	Village at Shannon Pkwy. Apartments	Apartments	216		UNBUILT
28	Reserve at Ritchie Ranch	Apartments	219		UNBUILT
29	West Myrtle Senior Apartments	Duplexes (senior citizen development)	66		UNBUILT
30	Highland Park Unit 1	Single-Family Small Lots	76		UNBUILT
31	Bonadventure Unit 2 Phase 2	Single-Family Custom Homes	11		CUSTOM
32	East Oak Estates Unit No 2	Single-Family Custom Homes	37		CUSTOM
33	Kirkwood Estates Unit No 3	Single-Family Custom Homes	37		CUSTOM
34	Da Vinci at Bella Sera	Single-Family Custom Homes	32		CUSTOM
35	Riggin Ranch	Single-Family Custom Homes	33		CUSTOM
36	Valley Palms	Single-Family Custom Homes	36		CUSTOM
37	Hall Estates	Single-Family Custom Homes	30		CUSTOM
38	Pinkham Ranch	Single-Family Custom Homes	17		CUSTOM
39	Los Gatos	Single-Family Custom Homes	9		CUSTOM
40	Oakglen Estates	Single-Family Custom Homes	15		CUSTOM
41	San Sebastian III	Single-Family Custom Homes	9		CUSTOM
42	Cobblestone Estates II, Unit 3	Single-Family Custom Homes	18		CUSTOM
43	Los Pinos	Single-Family Custom Homes	21		CUSTOM
44	Sterling Oaks Unit 1 [Amended]	Single-Family Tract	91		ACTIVE
45	Quail River	Single-Family Tract & Small Lots	323		ACTIVE
46	Riverwood Unit 2 [MFR ONLY]	Duplexes / Triplexes / Fourplexes		29	ACTIVE
47	Shannon Ranch 3 Units 1, 2, 3, 4 & 6	Single-Family Tract	145		ACTIVE
48	1834 E. Houston Avenue	Apartments	22		ACTIVE
49	Shannon Ranch 3 Units 13 & 14	Single-Family Tract	63		ACTIVE
50	Pine River Ranch Estates Phase 2	Single-Family Tract	88		ACTIVE
51	Lowery West Phase 1A	Single-Family Tract	65		ACTIVE
52	Southern Highlands	Single-Family Small Lots & Fourplexes	71	48	ACTIVE
53	Diamond Oaks Phase 1	Single-Family Tract & Duplexes	44	24	ACTIVE
54	Shannon Ranch 3 Units 10 & 11	Single-Family Tract	70		ACTIVE
55	Cherry Creek	Single-Family Tract	45		ACTIVE
56	River Island Ranch Phase 1	Single-Family Tract	153		ACTIVE
57	Walnut Park Estates	Single-Family Tract	33		ACTIVE
58	Shannon Ranch 3 Units 9 & 12	Single-Family Tract	59		ACTIVE
59	Willow Springs Unit 2	Single-Family Tract	87		ACTIVE
60	Cameron Creek Garden Unit	Single-Family "Five Pack"	30		ACTIVE
61	Caldwell & Demaree Garden Unit	Single-Family "Five Pack"	92		ACTIVE
62	Hillsdale Southland	Single-Family Tract	41		ACTIVE
63	La Valencia	Single-Family Custom Homes	35		COMPLETE
64	Northgate Estates	Single-Family Custom Homes	16		COMPLETE
65	Oak Meadow Estates No. 5	Single-Family Custom Homes	10		COMPLETE
66	Pheasant Ridge Unit No 2 Phase 1	Single-Family Tract	9		COMPLETE
67	Stonegate Estates	Single-Family Custom Homes	8		COMPLETE
68	Pine River Ranch Estates Phase 1	Single-Family Tract	56		COMPLETE
69	Campo Estates Unit 1	Single-Family Tract	50		COMPLETE
70	Shannon Ranch 3 Units 5, 7 & 8	Single-Family Tract	81		COMPLETE
71	Willow Springs Unit 1	Single-Family Tract	26		COMPLETE
72	Lowery West Phase 1B	Single-Family Tract	93		COMPLETE
73	Candelas	Single-Family Tract	149		COMPLETE
74	Orchard Walk	Single-Family Tract	104		COMPLETE
75	Lowery West Phase 2	Single-Family Tract	59		COMPLETE
76	Campo Estates Units 2 & 3	Single-Family Tract	51		COMPLETE

CITY LIMITS
PARCELS

STATUS

UNBUILT or PERMILINARY
ACTIVE - CUSTOM HOMES
ACTIVE - TRACT HOMES
COMPLETE or BUILT OUT
TENTATIVE

0 2,000 4,000 8,000 Feet

N W E S

Carleton Acres - Trip Generation

11/10/2022

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	244 Dwelling Units	eq	2,362	eq	25% 45	75% 134	eq	63% 151	37% 89
210	Single-Family detached Housing	84 Dwelling Units	eq	886	eq	25% 16	75% 48	eq	63% 54	37% 32
210	Single-Family detached Housing	167 Dwelling Units	eq	1,667	eq	25% 31	75% 93	eq	63% 105	37% 61
210	Single-Family detached Housing	223 Dwelling Units	eq	2,175	eq	25% 41	75% 122	eq	63% 138	37% 81
210	Single-Family detached Housing	54 Dwelling Units	eq	590	eq	25% 11	75% 32	eq	63% 35	37% 21
210	Single-Family detached Housing	158 Dwelling Units	eq	1,584	eq	25% 29	75% 88	eq	63% 99	37% 58
210	Single-Family detached Housing	249 Dwelling Units	eq	2,407	eq	25% 45	75% 136	eq	63% 154	37% 90
210	Single-Family detached Housing	14 Dwelling Units	eq	170	eq	25% 4	75% 11	eq	63% 10	37% 6
210	Single-Family detached Housing	63 Dwelling Units	eq	680	eq	25% 12	75% 37	eq	63% 41	37% 24
210	Single-Family detached Housing	91 Dwelling Units	eq	953	eq	25% 17	75% 52	eq	63% 58	37% 34
Total				13,473		251	753		845	496

Carleton Acres - Trip Generation High School

9/22/2022

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
525	High School	1500 Students	1.94	2,910	eq	68% 501	32% 236	eq	32% 147	68% 313

Carleton Acres - Trip Generation

11/10/2022

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	Rate	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
110	General Light Industrial	3474.65 1000 sq ft GFA	eq	13,227	eq	88% 542	12% 74	eq	13% 55	87% 371

APPENDIX E

Intersection LOS Analysis
Synchro Output

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	25	9	53	22	80	9	635	60	73	550	5
Future Volume (veh/h)	7	25	9	53	22	80	9	635	60	73	550	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	27	10	58	24	87	10	690	65	79	598	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	694	741	274	766	202	732	22	865	81	106	1135	9
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.01	0.26	0.26	0.06	0.32	0.31
Sat Flow, veh/h	1176	1297	481	1258	354	1283	1634	3270	308	1634	3597	30
Grp Volume(v), veh/h	8	0	37	58	0	111	10	373	382	79	294	309
Grp Sat Flow(s),veh/h/ln	1176	0	1778	1258	0	1636	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.4	0.0	1.1	2.5	0.0	3.8	0.7	23.6	23.6	5.7	16.4	16.4
Cycle Q Clear(g_c), s	4.2	0.0	1.1	3.6	0.0	3.8	0.7	23.6	23.6	5.7	16.4	16.4
Prop In Lane	1.00		0.27	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	694	0	1015	766	0	934	22	468	478	106	558	586
V/C Ratio(X)	0.01	0.00	0.04	0.08	0.00	0.12	0.45	0.80	0.80	0.75	0.53	0.53
Avail Cap(c_a), veh/h	694	0	1015	766	0	934	101	1062	1085	245	1218	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	11.3	12.1	0.0	12.0	58.7	41.1	41.2	55.2	33.7	33.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.3	13.5	3.2	3.1	10.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.9	0.0	1.8	0.4	11.9	12.2	2.9	8.1	8.5
LnGrp Delay(d),s/veh	12.8	0.0	11.4	12.3	0.0	12.2	72.3	44.3	44.3	65.2	34.5	34.5
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		45			169			765			682	
Approach Delay, s/veh		11.6			12.2			44.7			38.0	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.8	35.7		72.5	5.6	41.9		72.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.7	25.6		6.2	2.7	18.4		5.8
Green Ext Time (p_c), s	0.1	5.6		0.5	0.0	5.6		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		37.7
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	174	12	18	132	11	36
Future Vol, veh/h	174	12	18	132	11	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	189	13	20	143	12	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	202	0	379	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1370	-	623	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1370	-	613	845
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1370	-
HCM Lane V/C Ratio	0.066	-	-	0.014	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	185	41	0	195	113	3	0	37	7	194
Future Vol, veh/h	0	2	185	41	0	195	113	3	0	37	7	194
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	2	201	45	0	212	123	3	0	40	8	211
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	11.3	15.7	11.2
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	1%	63%	0%	29%
Vol Thru, %	3%	81%	37%	0%	54%
Vol Right, %	82%	18%	0%	100%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	238	228	308	3	24
LT Vol	37	2	195	0	7
Through Vol	7	185	113	0	13
RT Vol	194	41	0	3	4
Lane Flow Rate	259	248	335	3	26
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.369	0.363	0.552	0.004	0.044
Departure Headway (Hd)	5.14	5.266	5.937	4.909	6.017
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	698	684	609	729	594
Service Time	3.178	3.298	3.664	2.636	4.068
HCM Lane V/C Ratio	0.371	0.363	0.55	0.004	0.044
HCM Control Delay	11.2	11.3	15.8	7.7	9.3
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	1.7	1.7	3.4	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	13	4
Future Vol, veh/h	0	7	13	4
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	14	4
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	88	294	204	21	38	115
Future Vol, veh/h	88	294	204	21	38	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	95	95
Heavy Vehicles, %	2	9	18	2	2	2
Mvmt Flow	96	320	222	23	41	125

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	245	0	-	0	744	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1321	-	-	-	382	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	348	806
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	549	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	607
HCM Lane V/C Ratio	0.072	-	-	-	0.274
HCM Control Delay (s)	7.9	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	2	1	8	2	45	1	648	34	71	553	5
Future Vol, veh/h	1	2	1	8	2	45	1	648	34	71	553	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	9	2	49	1	704	37	77	601	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1113	1501	303	1181	1486	371	607	0	0	741	0	0
Stage 1	758	758	-	725	725	-	-	-	-	-	-	-
Stage 2	355	743	-	456	761	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	121	693	145	123	626	967	-	-	862	-	-
Stage 1	365	413	-	383	428	-	-	-	-	-	-	-
Stage 2	635	420	-	554	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	110	693	133	112	626	967	-	-	862	-	-
Mov Cap-2 Maneuver	138	110	-	133	112	-	-	-	-	-	-	-
Stage 1	365	376	-	383	428	-	-	-	-	-	-	-
Stage 2	582	420	-	501	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.9	16.7	0	1.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	967	-	-	149	367	862	-	-
HCM Lane V/C Ratio	0.001	-	-	0.029	0.163	0.09	-	-
HCM Control Delay (s)	8.7	-	-	29.9	16.7	9.6	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	108	0	0	54	0	0
Future Vol, veh/h	108	0	0	54	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	0	0	59	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	176	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	814	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	814	935
Mov Cap-2 Maneuver	-	-	-	-	814	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	964	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1471	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	108	0	0	56	0	0
Future Vol, veh/h	108	0	0	56	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	117	0	0	61	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	178	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	812	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	812	935
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	962	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1471	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	85	17	9	37	2	19	44	12	2	28	0
Future Vol, veh/h	2	85	17	9	37	2	19	44	12	2	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	9	2	2	9	2	2	2	2	2	2	2
Mvmt Flow	2	92	18	10	40	2	21	48	13	2	30	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	111	0	0	182	168	102	197	176	41
Stage 1	-	-	-	-	-	-	106	106	-	61	61	-
Stage 2	-	-	-	-	-	-	76	62	-	136	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1567	-	-	1479	-	-	779	725	953	762	717	1030
Stage 1	-	-	-	-	-	-	900	807	-	950	844	-
Stage 2	-	-	-	-	-	-	933	843	-	867	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1567	-	-	1479	-	-	749	719	953	709	711	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	719	-	709	711	-
Stage 1	-	-	-	-	-	-	899	806	-	949	838	-
Stage 2	-	-	-	-	-	-	893	837	-	804	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.4	10.3	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	756	1567	-	-	1479	-	-	711
HCM Lane V/C Ratio	0.108	0.001	-	-	0.007	-	-	0.046
HCM Control Delay (s)	10.3	7.3	0	-	7.5	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	87	0	0	49	0	0
Future Vol, veh/h	87	0	0	49	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	53	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	148	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	844	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	844	962
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	970	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	87	0	0	49	0	0
Future Vol, veh/h	87	0	0	49	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	53	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	148	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	844	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	844	962
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	970	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	87	0	0	49	0	0
Future Vol, veh/h	87	0	0	49	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	53	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	95	95	122	95
Stage 1	-	-	0	0	95	-
Stage 2	-	-	95	95	27	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	905	795	873	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	929	816	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	905	0	873	962
Mov Cap-2 Maneuver	-	-	905	0	873	-
Stage 1	-	-	-	0	929	-
Stage 2	-	-	929	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	98	19	26	29	28	45
Future Vol, veh/h	98	19	26	29	28	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	8	2	2
Mvmt Flow	107	21	28	32	30	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	127	0	205	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1459	-	783	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	767	935
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	863	-	-	1459	-
HCM Lane V/C Ratio	0.092	-	-	0.019	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	47	99	26	194	228	24
Future Vol, veh/h	47	99	26	194	228	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	18	2
Mvmt Flow	51	108	28	211	248	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	261	274	0	-	0
Stage 1	261	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	511	778	1289	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	498	778	1289	-	-	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	659	-	-
HCM Lane V/C Ratio	0.022	-	0.241	-	-
HCM Control Delay (s)	7.9	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	63	0	0	48
Future Vol, veh/h	0	0	63	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	68	0	0	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	995	-	-	1533	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	995	-	-	1533	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1533	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	107	40	0
Future Vol, veh/h	0	0	0	107	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	116	43	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	101	22	43	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	887	1050	1564	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1050	1564	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	958	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	27	22	202	85	50	279
Future Vol, veh/h	27	22	202	85	50	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	24	220	92	54	303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	632	220	0	0	220	0
Stage 1	220	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	444	820	-	-	1349	-
Stage 1	817	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	423	820	-	-	1349	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	423	820	1349	-
HCM Lane V/C Ratio	-	-	0.069	0.029	0.04	-
HCM Control Delay (s)	-	-	14.1	9.5	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	63	0	0	48
Future Vol, veh/h	0	0	63	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	68	0	0	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	995	-	-	1533	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	995	-	-	1533	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1533	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	9	0	5	0	0	82	15
Future Vol, veh/h	0	0	0	0	0	9	0	5	0	0	82	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10	0	5	0	0	89	16
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	7.7	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	65%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	35%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	55	42	0	0	9	5	7	17	17
LT Vol	0	0	0	0	0	9	0	7	0	0
Through Vol	0	55	27	0	0	0	0	0	17	17
RT Vol	0	0	15	0	0	0	5	0	0	0
Lane Flow Rate	0	59	46	0	0	10	5	8	18	18
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.076	0.056	0	0	0.014	0.006	0.011	0.023	0.015
Departure Headway (Hd)	4.622	4.622	4.374	4.929	4.929	5.3	4.1	5.206	4.706	2.97
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	775	819	0	0	668	858	683	754	1185
Service Time	2.35	2.35	2.102	2.629	2.629	3.094	1.894	2.975	2.475	0.739
HCM Lane V/C Ratio	0	0.076	0.056	0	0	0.015	0.006	0.012	0.024	0.015
HCM Control Delay	7.4	7.7	7.4	7.6	7.6	8.2	6.9	8	7.6	5.8
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0	0	0	0	0	0.1	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	33	0
Future Vol, veh/h	0	7	33	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	36	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	302	0	0	0	331	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	302	0	0	0	331	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	328	0	0	0	360	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11	11.6
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	302	0	0	0	0	331	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	302	0	0	0	0	331	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	328	0	0	0	0	360	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.429	0	0	0	0	0.468	0
Departure Headway (Hd)	5.208	4.706	4.706	6.146	6.146	4.687	4.687	4.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	681	758	0	0	0	0	763	0
Service Time	2.988	2.486	2.486	3.846	3.846	2.46	2.46	2.46
HCM Lane V/C Ratio	0.001	0.433	0	0	0	0	0.472	0
HCM Control Delay	8	11	7.5	8.8	8.8	7.5	11.6	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.2	0	0	0	0	2.5	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	63	0	0	48	0
Future Vol, veh/h	0	0	0	0	0	0	0	63	0	0	48	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	68	0	0	52	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	120	120	52	120	120	68	52	0	0	68	0	0
Stage 1	52	52	-	68	68	-	-	-	-	-	-	-
Stage 2	68	68	-	52	52	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	855	770	1016	855	770	995	1554	-	-	1533	-	-
Stage 1	961	852	-	942	838	-	-	-	-	-	-	-
Stage 2	942	838	-	961	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	855	770	1016	855	770	995	1554	-	-	1533	-	-
Mov Cap-2 Maneuver	855	770	-	855	770	-	-	-	-	-	-	-
Stage 1	961	852	-	942	838	-	-	-	-	-	-	-
Stage 2	942	838	-	961	852	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1554	-	-	-	-	-	-	-	-	1533	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	9	16	107	40	2
Future Vol, veh/h	3	9	16	107	40	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	17	116	43	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	138	23	46	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	841	1048	1560	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	831	1048	1560	-	-	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1560	-	984	-	-
HCM Lane V/C Ratio	0.011	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	593	78	50	515	5	103	1	38	31	2	73
Future Volume (veh/h)	91	593	78	50	515	5	103	1	38	31	2	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	99	645	85	54	560	5	112	1	41	34	2	79
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	813	335	95	711	6	608	5	223	45	3	105
Arrive On Green	0.09	0.23	0.23	0.06	0.20	0.18	0.49	0.49	0.48	0.09	0.09	0.09
Sat Flow, veh/h	1634	3539	1458	1634	3595	32	1250	11	458	485	29	1126
Grp Volume(v), veh/h	99	645	85	54	276	289	154	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1719	0	0	1640	0	0
Q Serve(g_s), s	7.0	20.6	5.7	3.9	17.8	17.8	6.1	0.0	0.0	8.2	0.0	0.0
Cycle Q Clear(g_c), s	7.0	20.6	5.7	3.9	17.8	17.8	6.1	0.0	0.0	8.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.73		0.27	0.30		0.69
Lane Grp Cap(c), veh/h	147	813	335	95	350	367	836	0	0	153	0	0
V/C Ratio(X)	0.68	0.79	0.25	0.57	0.79	0.79	0.18	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	836	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.9	43.5	37.8	55.1	45.7	45.8	17.5	0.0	0.0	53.3	0.0	0.0
Incr Delay (d2), s/veh	5.3	1.6	0.3	3.9	2.9	2.8	0.5	0.0	0.0	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.2	2.3	1.8	8.9	9.4	3.0	0.0	0.0	4.1	0.0	0.0
LnGrp Delay(d),s/veh	58.3	45.1	38.2	59.0	48.7	48.6	17.9	0.0	0.0	60.6	0.0	0.0
LnGrp LOS	E	D	D	E	D	D	B			E		
Approach Vol, veh/h		829			619			154			115	
Approach Delay, s/veh		46.0			49.5			17.9			60.6	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.3	11.0	31.6		15.2	14.8	27.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		8.1	5.9	22.6		10.2	9.0	19.8
Green Ext Time (p_c), s		0.3	0.0	2.9		0.3	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1627	293	30	861	17	149	23	62	50	23	97
Future Volume (veh/h)	77	1627	293	30	861	17	149	23	62	50	23	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	84	1768	318	33	936	18	162	25	67	54	25	105
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1531	267	67	1102	21	326	122	327	78	37	153
Arrive On Green	0.24	0.51	0.49	0.04	0.31	0.29	0.20	0.27	0.27	0.04	0.12	0.11
Sat Flow, veh/h	1774	3011	525	1634	3551	68	1634	447	1197	1774	310	1302
Grp Volume(v), veh/h	84	1016	1070	33	466	488	162	0	92	54	0	130
Grp Sat Flow(s),veh/h/ln	1774	1770	1767	1634	1770	1850	1634	0	1644	1774	0	1612
Q Serve(g_s), s	4.5	61.0	61.0	2.4	29.6	29.6	10.6	0.0	5.2	3.6	0.0	9.3
Cycle Q Clear(g_c), s	4.5	61.0	61.0	2.4	29.6	29.6	10.6	0.0	5.2	3.6	0.0	9.3
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.73	1.00		0.81
Lane Grp Cap(c), veh/h	424	900	898	67	549	574	326	0	449	78	0	190
V/C Ratio(X)	0.20	1.13	1.19	0.49	0.85	0.85	0.50	0.00	0.20	0.69	0.00	0.68
Avail Cap(c_a), veh/h	424	900	898	82	811	848	326	0	449	136	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	29.5	29.8	56.3	38.8	38.8	42.7	0.0	33.7	56.5	0.0	51.0
Incr Delay (d2), s/veh	0.2	68.5	93.7	5.5	5.7	5.5	1.2	0.0	1.0	10.3	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	46.6	52.8	1.2	15.4	16.0	4.9	0.0	2.5	2.0	0.0	5.1
LnGrp Delay(d),s/veh	36.6	98.0	123.5	61.8	44.5	44.3	43.8	0.0	34.8	66.8	0.0	69.3
LnGrp LOS	D	F	F	E	D	D	D		C	E		E
Approach Vol, veh/h		2170			987			254			184	
Approach Delay, s/veh		108.2			45.0			40.6			68.6	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	36.8	8.9	65.0	28.0	18.1	32.7	41.2
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	5.6	7.2	4.4	63.0	12.6	11.3	6.5	31.6
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.3	2.9	3.6

Intersection Summary		
HCM 2010 Ctrl Delay		84.0
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	504	68	103	447	33	96
Future Vol, veh/h	504	68	103	447	33	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	548	74	112	486	36	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	622	0	1052	311
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	955	-	222	685
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	955	-	196	685
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	418	-	-	955	-
HCM Lane V/C Ratio	0.335	-	-	0.117	-
HCM Control Delay (s)	17.9	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	631	5	18	559	3	12
Future Vol, veh/h	631	5	18	559	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	686	5	20	608	3	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1032	346
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	900	-	229	650
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	900	-	224	650
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	900	-
HCM Lane V/C Ratio	0.02	-	-	0.022	-
HCM Control Delay (s)	9.5	-	-	9.1	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	337	87	76	287	74	90	500	54	51	458	198
Future Volume (veh/h)	198	337	87	76	287	74	90	500	54	51	458	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	215	366	95	83	312	80	98	543	59	55	498	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	983	405	326	1074	443	156	996	410	103	602	259
Arrive On Green	0.17	0.28	0.28	0.20	0.30	0.30	0.10	0.28	0.28	0.06	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2413	1036
Grp Volume(v), veh/h	215	366	95	83	312	80	98	543	59	55	365	348
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	11.3	7.5	3.1	3.9	6.1	3.6	5.2	11.7	1.5	2.9	17.5	17.7
Cycle Q Clear(g_c), s	11.3	7.5	3.1	3.9	6.1	3.6	5.2	11.7	1.5	2.9	17.5	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	284	983	405	326	1074	443	156	996	410	103	442	419
V/C Ratio(X)	0.76	0.37	0.23	0.25	0.29	0.18	0.63	0.55	0.14	0.53	0.83	0.83
Avail Cap(c_a), veh/h	436	983	405	326	1074	443	163	996	410	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	26.2	11.7	30.4	23.9	23.1	39.2	27.4	7.0	40.9	31.9	32.6
Incr Delay (d2), s/veh	4.1	1.1	1.4	0.4	0.7	0.9	6.6	0.6	0.1	4.2	10.9	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.8	1.4	1.8	3.0	1.6	2.6	5.8	0.6	1.4	9.8	9.6
LnGrp Delay(d),s/veh	39.5	27.3	13.1	30.8	24.6	24.0	45.8	28.0	7.1	45.0	42.8	44.5
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		676			475			700			768	
Approach Delay, s/veh		29.2			25.6			28.8			43.7	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	29.3	22.0	29.0	12.6	26.5	19.6	31.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.9	13.7	5.9	9.5	7.2	19.7	13.3	8.1
Green Ext Time (p_c), s	0.0	3.6	0.8	1.5	0.0	0.7	0.4	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	474	6	4	292	0	28	0	18	0	0	0
Future Vol, veh/h	0	474	6	4	292	0	28	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	515	7	4	317	0	30	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	515	0	0	841	841	515	851	841	317
Stage 1	-	-	-	-	-	-	515	515	-	326	326	-
Stage 2	-	-	-	-	-	-	326	326	-	525	515	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1243	-	-	1051	-	-	284	301	560	280	301	724
Stage 1	-	-	-	-	-	-	543	535	-	687	648	-
Stage 2	-	-	-	-	-	-	687	648	-	536	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1051	-	-	283	299	560	269	299	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	283	299	-	269	299	-
Stage 1	-	-	-	-	-	-	543	535	-	687	645	-
Stage 2	-	-	-	-	-	-	684	645	-	517	535	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	1243	-	-	1051	-	-	-
HCM Lane V/C Ratio	0.142	-	-	-	0.004	-	-	-
HCM Control Delay (s)	17	0	-	-	8.4	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	492	0	0	309	0	0	0	0	0	0	0
Future Vol, veh/h	0	492	0	0	309	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	535	0	0	336	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	535	0	0	871	871	535	871	871	336
Stage 1	-	-	-	-	-	-	535	535	-	336	336	-
Stage 2	-	-	-	-	-	-	336	336	-	535	535	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1223	-	-	1033	-	-	271	289	545	271	289	706
Stage 1	-	-	-	-	-	-	529	524	-	678	642	-
Stage 2	-	-	-	-	-	-	678	642	-	529	524	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1033	-	-	271	289	545	271	289	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	289	-	271	289	-
Stage 1	-	-	-	-	-	-	529	524	-	678	642	-
Stage 2	-	-	-	-	-	-	678	642	-	529	524	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1223	-	-	1033	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	427	79	0	36	237	5	0	68	61	102
Future Vol, veh/h	0	6	427	79	0	36	237	5	0	68	61	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	464	86	0	39	258	5	0	74	66	111
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	29.3	14.5	11.9
HCM LOS	D	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	0%	1%	13%	13%
Vol Thru, %	47%	0%	83%	85%	81%
Vol Right, %	0%	100%	15%	2%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	102	512	278	62
LT Vol	68	0	6	36	8
Through Vol	61	0	427	237	50
RT Vol	0	102	79	5	4
Lane Flow Rate	140	111	557	302	67
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.282	0.193	0.83	0.491	0.133
Departure Headway (Hd)	7.243	6.257	5.367	5.845	7.106
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	494	569	668	610	507
Service Time	5.035	4.048	3.437	3.93	5.106
HCM Lane V/C Ratio	0.283	0.195	0.834	0.495	0.132
HCM Control Delay	12.9	10.6	29.3	14.5	11.2
HCM Lane LOS	B	B	D	B	B
HCM 95th-tile Q	1.1	0.7	9	2.7	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	50	4
Future Vol, veh/h	0	8	50	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	54	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.2
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	468	15	14	272	0	9	0	7	0	0	0
Future Vol, veh/h	0	468	15	14	272	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	509	16	15	296	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	525	0	0	843	843	517	847	851	296
Stage 1	-	-	-	-	-	-	517	517	-	326	326	-
Stage 2	-	-	-	-	-	-	326	326	-	521	525	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1042	-	-	284	300	558	282	297	743
Stage 1	-	-	-	-	-	-	541	534	-	687	648	-
Stage 2	-	-	-	-	-	-	687	648	-	539	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1042	-	-	280	295	558	275	292	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	295	-	275	292	-
Stage 1	-	-	-	-	-	-	541	534	-	687	637	-
Stage 2	-	-	-	-	-	-	675	637	-	532	529	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	15.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	1265	-	-	1042	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-	0.015	-	-	-
HCM Control Delay (s)	15.6	0	-	-	8.5	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	268	95	110	272	0	42	0	37	0	0	0
Future Vol, veh/h	0	268	95	110	272	0	42	0	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	291	103	120	296	0	46	0	40	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	395	0	0	878	878	343	898	930	296
Stage 1	-	-	-	-	-	-	343	343	-	535	535	-
Stage 2	-	-	-	-	-	-	535	535	-	363	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1164	-	-	268	287	700	260	267	743
Stage 1	-	-	-	-	-	-	672	637	-	529	524	-
Stage 2	-	-	-	-	-	-	529	524	-	656	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1164	-	-	243	252	700	222	234	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	252	-	222	234	-
Stage 1	-	-	-	-	-	-	672	637	-	529	460	-
Stage 2	-	-	-	-	-	-	464	460	-	618	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	18.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1265	-	-	1164	-	-	-
HCM Lane V/C Ratio	0.245	-	-	-	0.103	-	-	-
HCM Control Delay (s)	18.6	0	-	-	8.4	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0.3	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	468	272	0	0	0
Future Vol, veh/h	0	468	272	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	509	296	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	805	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	352	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	352	743
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	604	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	465	67	150	259	22	37	86	184	27	57	17
Future Volume (veh/h)	15	465	67	150	259	22	37	86	184	27	57	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	505	73	163	282	24	40	93	200	29	62	18
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	572	445	191	732	571	76	1435	587	62	1403	574
Arrive On Green	0.03	0.31	0.31	0.12	0.39	0.39	0.05	0.41	0.41	0.04	0.40	0.40
Sat Flow, veh/h	1634	1863	1451	1634	1863	1453	1634	3539	1449	1634	3539	1449
Grp Volume(v), veh/h	16	505	73	163	282	24	40	93	200	29	62	18
Grp Sat Flow(s),veh/h/ln	1634	1863	1451	1634	1863	1453	1634	1770	1449	1634	1770	1449
Q Serve(g_s), s	1.2	30.9	3.5	11.7	13.0	1.2	2.9	1.9	7.3	2.1	1.3	0.9
Cycle Q Clear(g_c), s	1.2	30.9	3.5	11.7	13.0	1.2	2.9	1.9	7.3	2.1	1.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	572	445	191	732	571	76	1435	587	62	1403	574
V/C Ratio(X)	0.32	0.88	0.16	0.86	0.39	0.04	0.52	0.06	0.34	0.47	0.04	0.03
Avail Cap(c_a), veh/h	82	761	593	191	885	690	177	1435	587	109	1403	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.5	18.9	52.0	26.0	22.5	55.9	21.8	9.9	56.6	22.2	22.1
Incr Delay (d2), s/veh	3.7	9.6	0.2	29.6	0.3	0.0	5.0	0.1	1.4	5.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.4	1.4	6.9	6.7	0.5	1.4	1.0	3.1	1.0	0.6	0.4
LnGrp Delay(d),s/veh	60.6	49.1	19.0	81.6	26.4	22.5	60.9	21.9	11.4	62.0	22.3	22.2
LnGrp LOS	E	D	B	F	C	C	E	C	B	E	C	C
Approach Vol, veh/h		594			469			333			109	
Approach Delay, s/veh		45.7			45.4			20.3			32.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	52.6	18.0	40.8	9.6	51.6	7.7	51.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	4.1	9.3	13.7	32.9	4.9	3.3	3.2	15.0
Green Ext Time (p_c), s	0.0	1.4	0.0	1.9	0.0	1.4	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	659	34	29	422	12	28
Future Vol, veh/h	659	34	29	422	12	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	716	37	32	459	13	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	753	0	1257	735
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	857	-	189	420
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	180	420
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	300	-	-	857	-
HCM Lane V/C Ratio	0.145	-	-	0.037	-
HCM Control Delay (s)	19	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	432	77	291	321	31	60	393	151	59	290	73
Future Volume (veh/h)	166	432	77	291	321	31	60	393	151	59	290	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	180	470	84	316	349	34	65	427	164	64	315	79
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	663	273	429	641	264	106	1202	457	106	1348	333
Arrive On Green	0.14	0.19	0.19	0.14	0.18	0.18	0.13	0.96	0.92	0.07	0.48	0.46
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2510	954	1634	2814	695
Grp Volume(v), veh/h	180	470	84	316	349	34	65	300	291	64	196	198
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1694	1634	1770	1740
Q Serve(g_s), s	12.8	14.9	6.0	11.5	10.7	2.3	4.5	1.3	1.9	4.6	7.8	8.1
Cycle Q Clear(g_c), s	12.8	14.9	6.0	11.5	10.7	2.3	4.5	1.3	1.9	4.6	7.8	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	231	663	273	429	641	264	106	847	811	106	848	834
V/C Ratio(X)	0.78	0.71	0.31	0.74	0.54	0.13	0.61	0.35	0.36	0.60	0.23	0.24
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	847	811	136	848	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	45.7	42.0	49.8	44.6	41.2	50.8	1.4	2.0	54.6	18.3	18.6
Incr Delay (d2), s/veh	8.4	1.4	0.6	2.6	0.7	0.2	5.1	1.0	1.1	5.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	7.4	2.4	5.2	5.3	1.0	2.2	0.7	0.9	2.2	4.0	4.0
LnGrp Delay(d),s/veh	58.1	47.1	42.7	52.4	45.3	41.4	55.9	2.4	3.1	60.0	19.0	19.3
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		734			699			656			458	
Approach Delay, s/veh		49.3			48.3			8.0			24.8	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	61.5	20.2	26.5	11.8	61.5	21.0	25.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.6	3.9	13.5	16.9	6.5	10.1	14.8	12.7
Green Ext Time (p_c), s	0.0	3.8	0.8	3.6	0.0	3.7	0.3	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	263	68	279	324	69	137	578	81	80	464	82
Future Volume (veh/h)	186	263	68	279	324	69	137	578	81	80	464	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	286	74	303	352	75	149	628	88	87	504	89
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	424	175	376	684	282	1061	1651	680	158	643	265
Arrive On Green	0.16	0.12	0.12	0.23	0.19	0.19	0.33	0.47	0.47	0.05	0.18	0.18
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	286	74	303	352	75	149	628	88	87	504	89
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	9.3	5.6	21.0	10.7	5.2	3.9	13.8	1.6	3.2	16.3	4.4
Cycle Q Clear(g_c), s	14.3	9.3	5.6	21.0	10.7	5.2	3.9	13.8	1.6	3.2	16.3	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	424	175	376	684	282	1061	1651	680	158	643	265
V/C Ratio(X)	0.79	0.67	0.42	0.81	0.51	0.27	0.14	0.38	0.13	0.55	0.78	0.34
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1061	1651	680	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	50.6	49.0	43.6	43.4	41.2	27.9	20.8	2.6	55.7	46.8	20.1
Incr Delay (d2), s/veh	3.9	1.3	1.2	5.3	0.6	0.5	0.1	0.7	0.4	4.0	9.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	4.6	2.3	10.1	5.3	2.2	1.7	6.9	0.7	1.5	8.8	2.0
LnGrp Delay(d),s/veh	52.5	51.9	50.1	48.9	44.0	41.7	27.9	21.4	3.0	59.6	56.1	23.5
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		562			730			865			680	
Approach Delay, s/veh		51.9			45.8			20.7			52.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	60.0	31.6	18.4	44.2	25.8	22.8	27.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.2	15.8	23.0	11.3	5.9	18.3	16.3	12.7
Green Ext Time (p_c), s	0.0	3.2	2.6	1.1	0.9	1.5	0.6	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.9
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	43	42	89	0	47	9	39	0	26	175	109	0	29	140	13
Future Vol, veh/h	0	43	42	89	0	47	9	39	0	26	175	109	0	29	140	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	47	46	97	0	51	10	42	0	28	190	118	0	32	152	14
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.4	9.4	11.8	10.3
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	25%	100%	0%	16%
Vol Thru, %	56%	24%	0%	19%	77%
Vol Right, %	35%	51%	0%	81%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	174	47	48	182
LT Vol	26	43	47	0	29
Through Vol	175	42	0	9	140
RT Vol	109	89	0	39	13
Lane Flow Rate	337	189	51	52	198
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.446	0.28	0.095	0.081	0.287
Departure Headway (Hd)	4.886	5.33	6.688	5.602	5.223
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	741	677	537	641	690
Service Time	2.886	3.346	4.406	3.32	3.243
HCM Lane V/C Ratio	0.455	0.279	0.095	0.081	0.287
HCM Control Delay	11.8	10.4	10.1	8.8	10.3
HCM Lane LOS	B	B	B	A	B
HCM 95th-tile Q	2.3	1.1	0.3	0.3	1.2

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	192	4	46	131	44	5	131	52	29	9	15
Future Vol, veh/h	25	192	4	46	131	44	5	131	52	29	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	209	4	50	142	48	5	142	57	32	10	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	213	0	0	441	555	107	496	533	95
Stage 1	-	-	-	-	-	-	265	265	-	266	266	-
Stage 2	-	-	-	-	-	-	176	290	-	230	267	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1381	-	-	1355	-	-	500	438	926	457	451	943
Stage 1	-	-	-	-	-	-	717	688	-	716	687	-
Stage 2	-	-	-	-	-	-	809	671	-	752	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1355	-	-	462	414	926	302	426	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	462	414	-	302	426	-
Stage 1	-	-	-	-	-	-	703	675	-	702	662	-
Stage 2	-	-	-	-	-	-	754	646	-	546	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	17.1	15.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	491	1381	-	-	1355	-	-	398
HCM Lane V/C Ratio	0.012	0.405	0.02	-	-	0.037	-	-	0.145
HCM Control Delay (s)	12.9	17.2	7.7	-	-	7.8	-	-	15.6
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	1.9	0.1	-	-	0.1	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	116	167	123	100	22	183	352	240	25	276	30
Future Volume (veh/h)	35	116	167	123	100	22	183	352	240	25	276	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	38	126	182	134	109	24	199	383	261	27	300	33
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	146	211	177	411	91	204	950	743	60	785	614
Arrive On Green	0.04	0.21	0.20	0.11	0.28	0.26	0.21	0.85	0.85	0.07	0.84	0.84
Sat Flow, veh/h	1634	690	997	1634	1479	326	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	38	0	308	134	0	133	199	383	261	27	300	33
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1805	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.7	0.0	21.2	9.6	0.0	6.9	14.5	5.6	2.6	1.9	4.5	0.4
Cycle Q Clear(g_c), s	2.7	0.0	21.2	9.6	0.0	6.9	14.5	5.6	2.6	1.9	4.5	0.4
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	358	177	0	502	204	950	743	60	785	614
V/C Ratio(X)	0.55	0.00	0.86	0.76	0.00	0.27	0.97	0.40	0.35	0.45	0.38	0.05
Avail Cap(c_a), veh/h	144	0	436	177	0	502	204	950	743	82	785	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.3	0.0	46.1	52.0	0.0	33.9	47.3	4.8	1.6	54.5	5.8	5.5
Incr Delay (d2), s/veh	6.5	0.0	13.8	17.0	0.0	0.3	52.4	1.2	1.2	4.9	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	11.2	5.2	0.0	3.5	9.5	2.9	1.2	0.9	2.4	0.2
LnGrp Delay(d),s/veh	62.8	0.0	59.8	68.9	0.0	34.2	99.7	5.9	2.7	59.4	7.1	5.7
LnGrp LOS	E		E	E		C	F	A	A	E	A	A
Approach Vol, veh/h		346			267			843			360	
Approach Delay, s/veh		60.2			51.6			27.1			10.9	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	65.2	17.0	29.5	19.0	54.5	9.1	37.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.9	7.6	11.6	23.2	16.5	6.5	4.7	8.9
Green Ext Time (p_c), s	0.0	3.9	0.0	0.6	0.0	3.9	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	54	229	100	0	13	161	27	0	70	24	14	0	22	58	26
Future Vol, veh/h	0	54	229	100	0	13	161	27	0	70	24	14	0	22	58	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	249	109	0	14	175	29	0	76	26	15	0	24	63	28
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10	9.6	10.9	10.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	54	153	176	13	107	81	106
LT Vol	70	54	0	0	13	0	0	22
Through Vol	24	0	153	76	0	107	54	58
RT Vol	14	0	0	100	0	0	27	26
Lane Flow Rate	117	59	166	192	14	117	88	115
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.211	0.099	0.258	0.271	0.025	0.189	0.136	0.198
Departure Headway (Hd)	6.47	6.1	5.594	5.216	6.328	5.821	5.584	6.183
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	589	644	694	567	618	644	582
Service Time	4.194	3.824	3.318	2.916	4.051	3.544	3.306	3.907
HCM Lane V/C Ratio	0.21	0.1	0.258	0.277	0.025	0.189	0.137	0.198
HCM Control Delay	10.9	9.5	10.3	9.8	9.2	9.9	9.2	10.4
HCM Lane LOS	B	A	B	A	A	A	A	B
HCM 95th-tile Q	0.8	0.3	1	1.1	0.1	0.7	0.5	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	168	58	122	126	18	49	593	144	23	561	28
Future Volume (veh/h)	52	168	58	122	126	18	49	593	144	23	561	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	57	183	63	133	137	20	53	645	157	25	610	30
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	245	192	142	299	234	93	1732	421	58	2031	100
Arrive On Green	0.06	0.13	0.13	0.09	0.16	0.16	0.06	0.61	0.60	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2825	687	1634	3434	169
Grp Volume(v), veh/h	57	183	63	133	137	20	53	404	398	25	314	326
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1742	1634	1770	1833
Q Serve(g_s), s	4.1	11.4	4.7	9.7	8.0	1.4	3.8	13.7	14.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	4.1	11.4	4.7	9.7	8.0	1.4	3.8	13.7	14.0	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.09
Lane Grp Cap(c), veh/h	94	245	192	142	299	234	93	1085	1068	58	1047	1084
V/C Ratio(X)	0.61	0.75	0.33	0.94	0.46	0.09	0.57	0.37	0.37	0.43	0.30	0.30
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1085	1068	82	1047	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	0.92	0.92	0.92
Uniform Delay (d), s/veh	55.2	50.2	47.3	54.5	45.6	42.9	55.1	11.6	11.9	54.6	0.0	0.0
Incr Delay (d2), s/veh	7.8	6.8	1.0	57.4	1.1	0.2	3.0	0.5	0.6	4.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.3	1.9	6.7	4.2	0.6	1.8	6.8	6.9	0.9	0.2	0.2
LnGrp Delay(d),s/veh	63.1	57.0	48.3	111.8	46.7	43.0	58.1	12.2	12.4	59.2	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		303			290			855			665	
Approach Delay, s/veh		56.3			76.3			15.1			2.9	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	77.6	14.4	19.8	10.9	75.0	10.9	23.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	3.8	16.0	11.7	13.4	5.8	2.0	6.1	10.0
Green Ext Time (p_c), s	0.0	6.2	0.0	0.7	0.1	6.3	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	193	215	82	117	119	146	550	71	105	606	34
Future Volume (veh/h)	69	193	215	82	117	119	146	550	71	105	606	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	75	210	234	89	127	129	159	598	77	114	659	37
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	706	291	95	654	269	210	1800	742	164	1699	700
Arrive On Green	0.07	0.20	0.20	0.06	0.18	0.18	0.13	0.51	0.51	0.10	0.48	0.48
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	75	210	234	89	127	129	159	598	77	114	659	37
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	5.4	6.1	18.4	6.5	3.6	9.5	11.3	12.0	3.3	8.1	14.3	1.6
Cycle Q Clear(g_c), s	5.4	6.1	18.4	6.5	3.6	9.5	11.3	12.0	3.3	8.1	14.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	706	291	95	654	269	210	1800	742	164	1699	700
V/C Ratio(X)	0.63	0.30	0.80	0.93	0.19	0.48	0.76	0.33	0.10	0.70	0.39	0.05
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1800	742	259	1699	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	54.0	40.9	45.8	56.3	41.4	43.8	50.5	17.4	15.3	52.2	19.9	16.6
Incr Delay (d2), s/veh	5.3	0.2	11.1	69.6	0.1	1.3	6.6	0.5	0.3	3.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.0	8.3	4.8	1.8	3.9	5.5	5.9	1.4	3.8	7.1	0.7
LnGrp Delay(d),s/veh	59.3	41.1	56.9	125.9	41.5	45.0	57.1	17.9	15.6	55.8	20.4	16.7
LnGrp LOS	E	D	E	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		519			345			834			810	
Approach Delay, s/veh		50.8			64.6			25.2			25.2	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	65.0	11.0	27.9	19.4	61.6	12.8	26.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.1	14.0	8.5	20.4	13.3	16.3	7.4	11.5
Green Ext Time (p_c), s	0.2	6.7	0.0	1.6	0.2	6.5	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	316	202	41	160	22	63	279	96	68	404	33
Future Volume (veh/h)	49	316	202	41	160	22	63	279	96	68	404	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	53	343	220	45	174	24	68	303	104	74	439	36
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	415	261	82	680	280	109	360	282	693	1026	803
Arrive On Green	0.06	0.20	0.18	0.05	0.19	0.19	0.13	0.39	0.39	0.42	0.55	0.55
Sat Flow, veh/h	1634	2087	1314	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	53	290	273	45	174	24	68	303	104	74	439	36
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.8	18.8	19.4	3.2	5.0	0.6	4.7	17.7	5.0	3.3	16.6	1.4
Cycle Q Clear(g_c), s	3.8	18.8	19.4	3.2	5.0	0.6	4.7	17.7	5.0	3.3	16.6	1.4
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	352	325	82	680	280	109	360	282	693	1026	803
V/C Ratio(X)	0.57	0.82	0.84	0.55	0.26	0.09	0.62	0.84	0.37	0.11	0.43	0.04
Avail Cap(c_a), veh/h	109	367	338	82	680	280	123	855	670	693	1026	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.94	0.94	0.94	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	46.0	47.0	55.7	41.2	4.9	50.5	35.1	20.9	20.8	15.8	12.4
Incr Delay (d2), s/veh	5.0	12.7	15.6	7.3	0.2	0.1	7.4	19.6	3.5	0.1	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.4	10.2	1.6	2.5	0.2	2.3	11.1	2.2	1.5	8.9	0.6
LnGrp Delay(d),s/veh	60.2	58.7	62.6	62.9	41.4	5.0	58.0	54.7	24.4	20.9	17.1	12.5
LnGrp LOS	E	E	E	E	D	A	E	D	C	C	B	B
Approach Vol, veh/h		616			243			475			549	
Approach Delay, s/veh		60.6			41.8			48.6			17.3	
Approach LOS		E			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	27.2	10.0	27.9	12.0	70.1	10.8	27.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	5.3	19.7	5.2	21.4	6.7	18.6	5.8	7.0
Green Ext Time (p_c), s	1.5	1.5	0.0	0.5	0.0	2.0	0.0	2.5

Intersection Summary		
HCM 2010 Ctrl Delay		42.5
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	278	74	88	123	124	127	635	156	161	428	44
Future Volume (veh/h)	80	278	74	88	123	124	127	635	156	161	428	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	87	302	80	96	134	135	138	690	170	175	465	48
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	440	181	147	475	196	185	1830	754	221	1909	787
Arrive On Green	0.08	0.12	0.12	0.09	0.13	0.13	0.23	1.00	1.00	0.27	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	87	302	80	96	134	135	138	690	170	175	465	48
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.0	9.8	4.6	6.8	4.1	10.6	9.4	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	6.0	9.8	4.6	6.8	4.1	10.6	9.4	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	440	181	147	475	196	185	1830	754	221	1909	787
V/C Ratio(X)	0.46	0.69	0.44	0.65	0.28	0.69	0.75	0.38	0.23	0.79	0.24	0.06
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1830	754	354	1909	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.75	0.75	0.75	0.86	0.86	0.86	0.87	0.87	0.87	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.5	50.3	27.9	52.8	46.7	49.6	44.8	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.4	1.3	5.5	0.3	3.7	5.1	0.5	0.6	5.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.9	1.9	3.3	2.0	4.5	4.5	0.1	0.1	5.7	0.1	0.0
LnGrp Delay(d),s/veh	51.8	51.7	29.1	58.3	47.0	53.3	49.9	0.5	0.6	47.5	0.3	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		469			365			998			688	
Approach Delay, s/veh		47.9			52.3			7.4			12.3	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	66.1	14.8	18.9	17.6	68.7	13.6	20.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.3	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	13.9	2.0	8.8	11.8	11.4	2.0	8.0	12.6
Green Ext Time (p_c), s	0.4	6.7	0.3	1.1	0.3	6.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	347	133	108	265	109	101	1048	70	76	838	295
Future Volume (veh/h)	472	347	133	108	265	109	101	1048	70	76	838	295
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	513	377	145	117	288	118	110	1139	76	83	911	321
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	692	285	218	493	203	150	1896	781	109	1807	745
Arrive On Green	0.13	0.20	0.20	0.07	0.14	0.14	0.09	0.54	0.54	0.07	0.51	0.51
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	513	377	145	117	288	118	110	1139	76	83	911	321
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	11.5	10.7	4.3	9.1	9.1	7.9	26.4	3.1	6.0	20.4	16.6
Cycle Q Clear(g_c), s	15.0	11.5	10.7	4.3	9.1	9.1	7.9	26.4	3.1	6.0	20.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	692	285	218	493	203	150	1896	781	109	1807	745
V/C Ratio(X)	1.29	0.54	0.51	0.54	0.58	0.58	0.73	0.60	0.10	0.76	0.50	0.43
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1896	781	109	1807	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	0.86	0.86	0.86	0.93	0.93	0.93
Uniform Delay (d), s/veh	52.5	43.5	43.1	54.0	48.4	48.4	53.1	19.1	13.6	55.1	19.3	18.4
Incr Delay (d2), s/veh	148.0	0.6	1.2	2.0	1.1	2.6	14.9	1.2	0.2	25.0	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	5.7	4.4	1.9	4.6	3.8	4.2	13.1	1.3	3.5	10.1	7.0
LnGrp Delay(d),s/veh	200.5	44.0	44.3	56.1	49.5	51.0	68.0	20.3	13.9	80.0	20.3	20.1
LnGrp LOS	F	D	D	E	D	D	E	C	B	F	C	C
Approach Vol, veh/h		1035			523			1325			1315	
Approach Delay, s/veh		121.6			51.3			23.9			24.0	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	68.3	12.3	27.5	15.0	65.3	19.0	20.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	9.0	28.4	6.3	13.5	9.9	22.4	17.0	11.1
Green Ext Time (p_c), s	0.0	11.9	0.1	3.6	0.0	12.9	0.0	3.6

Intersection Summary		
HCM 2010 Ctrl Delay		51.4
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	3	25	56	3	7	24	853	23	16	1130	31
Future Volume (veh/h)	23	3	25	56	3	7	24	853	23	16	1130	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	25	3	27	61	3	8	26	927	25	17	1228	34
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	82	64	99	32	86	59	2588	1066	51	3694	1059
Arrive On Green	0.03	0.04	0.04	0.06	0.07	0.06	0.04	0.73	0.73	0.03	0.73	0.73
Sat Flow, veh/h	1634	1863	1458	1634	450	1201	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	25	3	27	61	0	11	26	927	25	17	1228	34
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1651	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.8	0.2	1.9	4.4	0.0	0.8	1.9	11.4	0.2	1.2	10.5	0.8
Cycle Q Clear(g_c), s	1.8	0.2	1.9	4.4	0.0	0.8	1.9	11.4	0.2	1.2	10.5	0.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	82	64	99	0	118	59	2588	1066	51	3694	1059
V/C Ratio(X)	0.46	0.04	0.42	0.62	0.00	0.09	0.44	0.36	0.02	0.33	0.33	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2588	1066	82	3694	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	54.9	41.6	55.0	0.0	52.7	56.7	5.9	0.7	56.9	5.9	4.6
Incr Delay (d2), s/veh	6.1	0.2	4.4	6.1	0.0	0.3	5.1	0.4	0.0	3.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.8	2.2	0.0	0.4	0.9	5.7	0.1	0.6	5.0	0.3
LnGrp Delay(d),s/veh	63.0	55.1	46.0	61.1	0.0	53.0	61.8	6.3	0.8	60.7	6.2	4.7
LnGrp LOS	E	E	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		55			72			978			1279	
Approach Delay, s/veh		54.3			59.9			7.6			6.8	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	91.8	11.3	9.3	8.3	91.2	8.0	12.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.4	6.4	3.9	3.9	12.5	3.8	2.8
Green Ext Time (p_c), s	0.0	14.5	0.0	0.1	0.0	14.6	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	41	38	463	79	64	680
Future Volume (veh/h)	41	38	463	79	64	680
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	45	41	503	86	70	739
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	93	83	1447	1133	108	1633
Arrive On Green	0.06	0.06	0.78	0.78	0.13	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	45	41	503	86	70	739
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	3.2	3.3	9.9	1.7	4.9	0.0
Cycle Q Clear(g_c), s	3.2	3.3	9.9	1.7	4.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	93	83	1447	1133	108	1633
V/C Ratio(X)	0.48	0.49	0.35	0.08	0.65	0.45
Avail Cap(c_a), veh/h	268	239	1447	1133	150	1633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.88	0.88	1.00	1.00	0.90	0.90
Uniform Delay (d), s/veh	54.9	54.9	4.1	3.2	50.7	0.0
Incr Delay (d2), s/veh	3.4	3.9	0.7	0.1	5.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	5.3	0.7	2.3	0.4
LnGrp Delay(d),s/veh	58.3	58.8	4.8	3.3	56.5	0.8
LnGrp LOS	E	E	A	A	E	A
Approach Vol, veh/h	86		589			809
Approach Delay, s/veh	58.5		4.5			5.6
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.9	97.2				109.2		10.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.9	11.9				2.0		5.3
Green Ext Time (p_c), s	0.0	6.3				6.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	45	61	33	40	67	77	871	86	62	584	37
Future Volume (veh/h)	52	45	61	33	40	67	77	871	86	62	584	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	57	49	66	36	43	73	84	947	93	67	635	40
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	85	115	67	62	106	128	2087	205	108	2127	134
Arrive On Green	0.06	0.12	0.10	0.04	0.10	0.09	0.16	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	1634	721	971	1634	621	1055	1634	3256	320	1634	3382	213
Grp Volume(v), veh/h	57	0	115	36	0	116	84	515	525	67	332	343
Grp Sat Flow(s),veh/h/ln	1634	0	1691	1634	0	1677	1634	1770	1806	1634	1770	1825
Q Serve(g_s), s	4.1	0.0	7.7	2.6	0.0	8.1	5.8	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	7.7	2.6	0.0	8.1	5.8	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	97	0	200	67	0	168	128	1134	1157	108	1113	1148
V/C Ratio(X)	0.59	0.00	0.57	0.54	0.00	0.69	0.66	0.45	0.45	0.62	0.30	0.30
Avail Cap(c_a), veh/h	196	0	428	144	0	372	218	1134	1157	163	1113	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	0.88	0.88	0.88	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.0	0.0	50.5	56.4	0.0	52.7	49.1	0.0	0.0	50.6	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	2.5	6.5	0.0	5.0	5.0	1.2	1.1	5.4	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.8	1.3	0.0	4.0	2.8	0.4	0.4	2.2	0.2	0.2
LnGrp Delay(d),s/veh	60.5	0.0	53.0	63.0	0.0	57.7	54.0	1.2	1.1	56.0	0.7	0.6
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		172			152			1124			742	
Approach Delay, s/veh		55.5			58.9			5.1			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	80.9	8.9	18.2	13.4	79.5	11.1	16.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.1	2.0	4.6	9.7	7.8	2.0	6.1	10.1
Green Ext Time (p_c), s	0.0	8.1	0.0	0.5	0.1	8.1	0.3	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	36.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	58	3	215	0	97	394	0	0	0	587	143
Future Vol, veh/h	0	0	0	0	0	58	3	215	0	97	394	0	0	0	587	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	63	3	234	0	105	428	0	0	0	638	155
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	14.2	25.5	52.8
HCM LOS	B	D	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	394	61	215	587	143
LT Vol	97	0	58	0	0	0
Through Vol	0	394	3	0	587	0
RT Vol	0	0	0	215	0	143
Lane Flow Rate	105	428	66	234	638	155
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.207	0.782	0.146	0.438	1	0.248
Departure Headway (Hd)	7.074	6.573	7.954	6.862	6.447	5.733
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	552	449	528	568	628
Service Time	4.782	4.282	5.736	4.562	4.164	3.45
HCM Lane V/C Ratio	0.206	0.775	0.147	0.443	1.123	0.247
HCM Control Delay	11.6	28.9	12.1	14.8	63.1	10.3
HCM Lane LOS	B	D	B	B	F	B
HCM 95th-tile Q	0.8	7.2	0.5	2.2	14.5	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	476	128	351	222	731	0	0	866	161
Future Volume (veh/h)	0	0	0	476	128	351	222	731	0	0	866	161
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				517	139	382	241	795	0	0	941	175
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				968	551	432	594	2226	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.25	0.84	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				517	139	382	241	795	0	0	941	175
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				15.9	6.8	30.0	7.6	6.3	0.0	0.0	13.1	3.6
Cycle Q Clear(g_c), s				15.9	6.8	30.0	7.6	6.3	0.0	0.0	13.1	3.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				968	551	432	594	2226	0	0	1430	589
V/C Ratio(X)				0.53	0.25	0.88	0.41	0.36	0.00	0.00	0.66	0.30
Avail Cap(c_a), veh/h				1185	675	529	594	2226	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.75	0.75	0.75	0.92	0.92	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				35.3	32.1	40.3	39.5	4.2	0.0	0.0	8.1	7.2
Incr Delay (d2), s/veh				0.3	0.2	11.1	0.4	0.4	0.0	0.0	2.3	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.2	3.5	13.4	3.4	3.1	0.0	0.0	6.5	1.6
LnGrp Delay(d),s/veh				35.7	32.3	51.4	39.9	4.6	0.0	0.0	10.4	8.4
LnGrp LOS				D	C	D	D	A			B	A
Approach Vol, veh/h					1038			1036			1116	
Approach Delay, s/veh					41.0			12.8			10.1	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.0			27.0	53.0		40.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		8.3			9.6	15.1		32.0
Green Ext Time (p_c), s		5.0			2.1	5.4		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	376	487	320	217	900	0	0	845	227
Future Volume (veh/h)	0	0	0	376	487	320	217	900	0	0	845	227
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				409	529	348	236	978	0	0	918	247
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				816	911	375	283	2392	0	0	1660	684
Arrive On Green				0.26	0.26	0.26	0.23	0.90	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				409	529	348	236	978	0	0	918	247
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.2	15.7	27.9	16.5	5.3	0.0	0.0	22.3	13.0
Cycle Q Clear(g_c), s				13.2	15.7	27.9	16.5	5.3	0.0	0.0	22.3	13.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				816	911	375	283	2392	0	0	1660	684
V/C Ratio(X)				0.50	0.58	0.93	0.83	0.41	0.00	0.00	0.55	0.36
Avail Cap(c_a), veh/h				822	917	378	340	2392	0	0	1660	684
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.86	0.86	0.00	0.00	0.80	0.80
Uniform Delay (d), s/veh				38.0	38.9	43.5	44.5	2.2	0.0	0.0	22.8	20.4
Incr Delay (d2), s/veh				0.5	0.9	28.5	12.2	0.4	0.0	0.0	1.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.8	7.8	14.2	8.4	2.5	0.0	0.0	11.1	5.4
LnGrp Delay(d),s/veh				38.5	39.8	72.0	56.7	2.7	0.0	0.0	23.9	21.5
LnGrp LOS				D	D	E	E	A			C	C
Approach Vol, veh/h					1286			1214			1165	
Approach Delay, s/veh					48.1			13.2			23.4	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.1			24.8	60.3		34.9
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		7.3			18.5	24.3		29.9
Green Ext Time (p_c), s		14.7			0.3	11.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	216	1	170	0	0	0	0	0	0	288	48	0	381	262	0
Future Vol, veh/h	0	216	1	170	0	0	0	0	0	0	288	48	0	381	262	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	235	1	185	0	0	0	0	0	0	313	52	0	414	285	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	16	19.1	27
HCM LOS	C	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	48	217	170	381	262
LT Vol	0	0	216	0	381	0
Through Vol	288	0	1	0	0	262
RT Vol	0	48	0	170	0	0
Lane Flow Rate	313	52	236	185	414	285
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.615	0.092	0.512	0.338	0.816	0.52
Departure Headway (Hd)	7.068	6.351	7.81	6.589	7.09	6.579
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	559	460	543	509	544
Service Time	4.862	4.144	5.589	4.367	4.87	4.359
HCM Lane V/C Ratio	0.617	0.093	0.513	0.341	0.813	0.524
HCM Control Delay	20.6	9.8	18.6	12.7	34.4	16.3
HCM Lane LOS	C	A	C	B	D	C
HCM 95th-tile Q	4.1	0.3	2.9	1.5	7.9	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	125	235	0	0	0	0	746	414	395	935	0
Future Volume (veh/h)	207	125	235	0	0	0	0	746	414	395	935	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	225	136	255				0	811	450	429	1016	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	726	299				0	2692	772	525	2577	0
Arrive On Green	0.21	0.21	0.21				0.00	0.53	0.53	0.33	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	225	136	255				0	811	450	429	1016	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.2	3.8	20.2				0.0	10.7	25.2	14.9	0.0	0.0
Cycle Q Clear(g_c), s	15.2	3.8	20.2				0.0	10.7	25.2	14.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	726	299				0	2692	772	525	2577	0
V/C Ratio(X)	0.67	0.19	0.85				0.00	0.30	0.58	0.82	0.39	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2692	772	660	2577	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	44.0	39.4	45.9				0.0	15.8	19.2	38.5	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	12.5				0.0	0.3	3.2	5.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	1.9	9.2				0.0	5.1	10.8	6.8	0.1	0.0
LnGrp Delay(d),s/veh	46.3	39.5	58.5				0.0	16.1	22.4	43.6	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		616						1261			1445	
Approach Delay, s/veh		49.8						18.4			13.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	23.9	67.5		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	16.9	27.2		22.2		2.0		
Green Ext Time (p_c), s	1.0	11.2		1.8		16.7		

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	529	274	0	0	0	0	773	268	336	910	0
Future Volume (veh/h)	349	529	274	0	0	0	0	773	268	336	910	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	379	575	298				0	840	291	365	989	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	2016	831	472	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.57	0.57	0.30	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	379	575	298				0	840	291	365	989	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.3	19.0	21.8				0.0	16.1	12.9	12.6	0.0	0.0
Cycle Q Clear(g_c), s	13.3	19.0	21.8				0.0	16.1	12.9	12.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	2016	831	472	2660	0
V/C Ratio(X)	0.66	0.89	1.12				0.00	0.42	0.35	0.77	0.37	0.00
Avail Cap(c_a), veh/h	576	643	265				0	2016	831	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.83	0.83	0.83				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	45.6	48.0	49.1				0.0	14.6	13.9	40.3	0.0	0.0
Incr Delay (d2), s/veh	2.3	12.9	88.4				0.0	0.6	1.2	2.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	10.5	15.3				0.0	8.0	5.4	5.6	0.1	0.0
LnGrp Delay(d),s/veh	47.9	60.9	137.5				0.0	15.2	15.1	42.6	0.3	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1252						1131			1354	
Approach Delay, s/veh		75.2						15.2			11.7	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.8	72.4		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	14.6	18.1		23.8		2.0		
Green Ext Time (p_c), s	1.2	12.8		0.0		14.5		

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	63	0	0	48
Future Vol, veh/h	0	0	63	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	68	0	0	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	995	-	-	1533	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	995	-	-	1533	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1533	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	468	272	0	0	0
Future Vol, veh/h	0	468	272	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	509	296	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	805	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	352	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	352	743
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	604	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	38	115	15	16	114
Future Vol, veh/h	53	38	115	15	16	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	41	125	16	17	124

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	706	926	-	-	1462	-
Stage 1	901	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	926	-	-	1462	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	698	926	1462	-
HCM Lane V/C Ratio	-	-	0.083	0.045	0.012	-
HCM Control Delay (s)	-	-	10.6	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	33	21	118	12	11	122
Future Vol, veh/h	33	21	118	12	11	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	23	128	13	12	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	285	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	705	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	922	-	-	1458	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	699	922	1458	-
HCM Lane V/C Ratio	-	-	0.051	0.025	0.008	-
HCM Control Delay (s)	-	-	10.4	9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	26	112	5	0	115
Future Vol, veh/h	0	26	112	5	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	122	5	0	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	929	-	-	1465	-
Stage 1	903	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	929	-	-	1465	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	901	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	929	1465	-
HCM Lane V/C Ratio	-	-	-	0.03	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	110	112	6	13	14
Future Vol, veh/h	4	110	112	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	120	122	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	122	0	-	0	250	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1465	-	-	-	739	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1465	-	-	-	737	929
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1465	-	-	-	737	929
HCM Lane V/C Ratio	0.003	-	-	-	0.019	0.016
HCM Control Delay (s)	7.5	-	-	-	10	8.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	113	114	9	22	25
Future Vol, veh/h	8	113	114	9	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	123	124	10	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	264	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	725	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	721	927
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1463	-	-	-	721	927
HCM Lane V/C Ratio	0.006	-	-	-	0.033	0.029
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	112	124	5	15	19
Future Vol, veh/h	7	112	124	5	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	122	135	5	16	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	135	0	-	0	272	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1449	-	-	-	717	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	713	914
Mov Cap-2 Maneuver	-	-	-	-	713	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1449	-	-	-	713	914
HCM Lane V/C Ratio	0.005	-	-	-	0.023	0.023
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

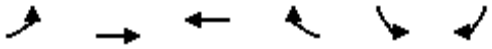
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	103	14	19	97	6	4
Future Vol, veh/h	103	14	19	97	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	15	21	105	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	259	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1478	-	730	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	720	941
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	720	941	-	-	1478	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.014	-
HCM Control Delay (s)	10	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	244	193	0	268	32
Future Volume (veh/h)	0	244	193	0	268	32
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	265	210	0	291	35
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	396	396	0	2499	1149
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	265	210	0	291	35
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	8.6	6.7	0.0	2.6	0.6
Cycle Q Clear(g_c), s	0.0	8.6	6.7	0.0	2.6	0.6
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	396	396	0	2499	1149
V/C Ratio(X)	0.00	0.67	0.53	0.00	0.12	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2499	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.70	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.2	50.3	0.0	3.0	2.8
Incr Delay (d2), s/veh	0.0	2.0	0.8	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	3.3	0.0	1.1	0.3
LnGrp Delay(d),s/veh	0.0	53.1	51.1	0.0	3.1	2.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		265	210		326	
Approach Delay, s/veh		53.1	51.1		3.0	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.4		100.6		19.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				10.6		4.6		8.7
Green Ext Time (p_c), s				2.8		1.1		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	479	0	0	444	239	37	0	234	0	0	0
Future Volume (veh/h)	38	479	0	0	444	239	37	0	234	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	41	521	0	0	483	260	40	0	254			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1118	0	0	846	349	1876	0	863			
Arrive On Green	0.03	0.32	0.00	0.00	0.24	0.24	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	41	521	0	0	483	260	40	0	254			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.2	15.4	0.0	0.0	15.6	21.5	0.7	0.0	11.2			
Cycle Q Clear(g_c), s	3.2	15.4	0.0	0.0	15.6	21.5	0.7	0.0	11.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1118	0	0	846	349	1876	0	863			
V/C Ratio(X)	0.82	0.47	0.00	0.00	0.57	0.75	0.02	0.00	0.29			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1876	0	863			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.63	0.63	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.6	35.7	0.0	0.0	43.6	45.8	11.0	0.0	13.1			
Incr Delay (d2), s/veh	61.0	0.3	0.0	0.0	0.4	2.0	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	7.6	0.0	0.0	7.7	8.9	0.3	0.0	4.6			
LnGrp Delay(d),s/veh	123.7	36.0	0.0	0.0	44.0	47.8	11.0	0.0	13.3			
LnGrp LOS	F	D			D	D	B		B			
Approach Vol, veh/h		562			743			294				
Approach Delay, s/veh		42.4			45.3			13.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.9		47.1			10.0	37.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		13.2		17.4			5.2	23.5
Green Ext Time (p_c), s		0.0		7.8			0.0	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	168	299	57	0	11	220	50	0	41	19	15	0	55	17	126
Future Vol, veh/h	0	168	299	57	0	11	220	50	0	41	19	15	0	55	17	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	183	325	62	0	12	239	54	0	45	21	16	0	60	18	137
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.7	12.1	11.2	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	64%	0%	100%	59%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	36%	0%	0%	41%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	168	199	157	11	147	123	55	11	132
LT Vol	41	0	168	0	0	11	0	0	55	0	0
Through Vol	0	19	0	199	100	0	147	73	0	11	6
RT Vol	0	15	0	0	57	0	0	50	0	0	126
Lane Flow Rate	45	37	183	217	170	12	159	134	60	12	143
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.099	0.074	0.35	0.385	0.29	0.025	0.305	0.246	0.129	0.025	0.261
Departure Headway (Hd)	8.004	7.195	6.894	6.39	6.134	7.391	6.886	6.6	7.751	7.25	6.577
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	494	519	561	582	482	518	540	460	491	542
Service Time	5.803	4.995	4.667	4.163	3.906	5.176	4.672	4.385	5.542	5.04	4.367
HCM Lane V/C Ratio	0.101	0.075	0.353	0.387	0.292	0.025	0.307	0.248	0.13	0.024	0.264
HCM Control Delay	11.7	10.6	13.4	13.2	11.4	10.4	12.7	11.6	11.7	10.2	11.7
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.2	1.6	1.8	1.2	0.1	1.3	1	0.4	0.1	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	537	272	0	0	0
Future Vol, veh/h	0	537	272	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	584	296	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	880	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	318	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	318	743
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	557	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	63	0	0	48
Future Vol, veh/h	0	0	63	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	68	0	0	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	995	-	-	1533	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	995	-	-	1533	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	970	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1533	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	9	68	32	74	9	489	43	67	642	3
Future Volume (veh/h)	4	18	9	68	32	74	9	489	43	67	642	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	20	10	74	35	80	10	532	47	73	698	3
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	758	732	366	842	315	720	22	710	63	98	948	4
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.01	0.22	0.21	0.06	0.26	0.26
Sat Flow, veh/h	1172	1173	586	1266	505	1154	1634	3291	290	1634	3614	16
Grp Volume(v), veh/h	4	0	30	74	0	115	10	285	294	73	342	359
Grp Sat Flow(s),veh/h/ln	1172	0	1759	1266	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.2	0.0	0.8	2.8	0.0	3.4	0.7	18.1	18.2	5.3	21.2	21.2
Cycle Q Clear(g_c), s	3.6	0.0	0.8	3.6	0.0	3.4	0.7	18.1	18.2	5.3	21.2	21.2
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	758	0	1098	842	0	1035	22	382	391	98	464	488
V/C Ratio(X)	0.01	0.00	0.03	0.09	0.00	0.11	0.45	0.75	0.75	0.74	0.74	0.74
Avail Cap(c_a), veh/h	758	0	1098	842	0	1035	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	8.7	9.3	0.0	9.2	58.7	44.0	44.1	55.5	40.5	40.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	13.5	3.0	2.9	10.4	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.0	0.0	1.6	0.4	9.2	9.5	2.7	10.6	11.2
LnGrp Delay(d),s/veh	9.8	0.0	8.7	9.5	0.0	9.4	72.3	47.0	47.0	65.8	42.8	42.7
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		34			189			589			774	
Approach Delay, s/veh		8.8			9.4			47.4			44.9	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	29.9		78.9	5.6	35.5		78.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.3	20.2		5.6	2.7	23.2		5.6
Green Ext Time (p_c), s	0.1	5.2		0.6	0.0	5.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	120	5	26	164	20	11
Future Vol, veh/h	120	5	26	164	20	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	130	5	28	178	22	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	136	0	368	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1448	-	632	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1448	-	619	916
Mov Cap-2 Maneuver	-	-	-	-	619	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1448	-
HCM Lane V/C Ratio	0.048	-	-	0.02	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	98	32	0	192	152	9	0	48	15	235
Future Vol, veh/h	0	3	98	32	0	192	152	9	0	48	15	235
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	107	35	0	209	165	10	0	52	16	255
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10	17.4	12.1
HCM LOS	A	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	298	133	344	9	19
LT Vol	48	3	192	0	2
Through Vol	15	98	152	0	15
RT Vol	235	32	0	9	2
Lane Flow Rate	324	145	374	10	21
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.445	0.219	0.617	0.013	0.034
Departure Headway (Hd)	5.073	5.465	5.938	4.949	5.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	716	659	609	727	597
Service Time	3.073	3.482	3.646	2.656	4.03
HCM Lane V/C Ratio	0.453	0.22	0.614	0.014	0.035
HCM Control Delay	12.1	10	17.7	7.7	9.2
HCM Lane LOS	B	A	C	A	A
HCM 95th-tile Q	2.3	0.8	4.2	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	15	2
Future Vol, veh/h	0	2	15	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	16	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	133	195	257	29	30	94
Future Vol, veh/h	133	195	257	29	30	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	212	279	32	33	102

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	796	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1249	-	-	-	356	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	309	744
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	529	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	555
HCM Lane V/C Ratio	0.116	-	-	-	0.243
HCM Control Delay (s)	8.3	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	74	0	427	5	58	653	2
Future Vol, veh/h	0	5	0	12	5	74	0	427	5	58	653	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	80	0	464	5	63	710	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1072	1307	356	951	1305	235	712	0	0	470	0	0
Stage 1	837	837	-	467	467	-	-	-	-	-	-	-
Stage 2	235	470	-	484	838	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	175	158	640	214	159	767	884	-	-	1088	-	-
Stage 1	327	380	-	545	560	-	-	-	-	-	-	-
Stage 2	747	558	-	533	380	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	149	640	199	150	767	884	-	-	1088	-	-
Mov Cap-2 Maneuver	146	149	-	199	150	-	-	-	-	-	-	-
Stage 1	327	358	-	545	560	-	-	-	-	-	-	-
Stage 2	662	558	-	495	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.1	14.5	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	149	479	1088	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.206	0.058	-	-
HCM Control Delay (s)	0	-	-	30.1	14.5	8.5	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	2	1	85	1	0
Future Vol, veh/h	70	2	1	85	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	2	1	92	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	172	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	818	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	817	984
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	817	-	-	1520	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	0	0	89	0	0
Future Vol, veh/h	70	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	76	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	173	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1523	-	817	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1523	-	817	985
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1523	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	44	22	22	66	5	21	25	4	1	31	2
Future Vol, veh/h	2	44	22	22	66	5	21	25	4	1	31	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	48	24	24	72	5	23	27	4	1	34	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	72	0	0	204	189	60	202	198	74
Stage 1	-	-	-	-	-	-	64	64	-	122	122	-
Stage 2	-	-	-	-	-	-	140	125	-	80	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1528	-	-	754	706	1005	756	698	988
Stage 1	-	-	-	-	-	-	947	842	-	882	795	-
Stage 2	-	-	-	-	-	-	863	792	-	929	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1522	-	-	1528	-	-	715	694	1005	721	686	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	694	-	721	686	-
Stage 1	-	-	-	-	-	-	946	841	-	881	782	-
Stage 2	-	-	-	-	-	-	811	779	-	894	831	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.7	10.4	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	1522	-	-	1528	-	-	700
HCM Lane V/C Ratio	0.075	0.001	-	-	0.016	-	-	0.053
HCM Control Delay (s)	10.4	7.4	0	-	7.4	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	43	0	0	86	0	0
Future Vol, veh/h	43	0	0	86	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	0	0	93	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	140	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	853	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	853	1022
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	43	0	0	86	0	0
Future Vol, veh/h	43	0	0	86	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	0	0	93	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	140	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	853	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	853	1022
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	43	0	0	86	0	0
Future Vol, veh/h	43	0	0	86	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	0	0	93	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	47	47	94	47
Stage 1	-	-	0	0	47	-
Stage 2	-	-	47	47	47	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	963	845	906	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	975	856	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	963	0	906	1022
Mov Cap-2 Maneuver	-	-	963	0	906	-
Stage 1	-	-	-	0	975	-
Stage 2	-	-	975	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	38	14	42	74	24	30
Future Vol, veh/h	38	14	42	74	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	15	46	80	26	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	221	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1547	-	767	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	858	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	743	1020
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1547	-
HCM Lane V/C Ratio	0.067	-	-	0.03	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	34	38	57	263	176	65
Future Vol, veh/h	34	38	57	263	176	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	41	62	286	191	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	637	227	262	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	441	812	1302	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	812	1302	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1302	-	560	-	-
HCM Lane V/C Ratio	0.048	-	0.14	-	-
HCM Control Delay (s)	7.9	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	42	0	0	65
Future Vol, veh/h	0	0	42	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	46	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	46	0	0	46	0
Stage 1	46	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	879	1023	-	-	1562	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	1023	-	-	1562	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1562	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	130	50	0
Future Vol, veh/h	0	0	0	130	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	141	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	125	27	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	857	1042	1549	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	857	1042	1549	-	-	-
Mov Cap-2 Maneuver	857	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	943	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	40	51	274	33	26	192
Future Vol, veh/h	40	51	274	33	26	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	55	298	36	28	209

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	563	298	0	0	298	0
Stage 1	298	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	487	741	-	-	1263	-
Stage 1	753	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	475	741	-	-	1263	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	475	741	1263	-
HCM Lane V/C Ratio	-	-	0.092	0.075	0.022	-
HCM Control Delay (s)	-	-	13.3	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	42	0	0	65
Future Vol, veh/h	0	0	42	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	46	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	46	0	0	46	0
Stage 1	46	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	879	1023	-	-	1562	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	1023	-	-	1562	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1562	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	13	0	9	0	0	90	40
Future Vol, veh/h	0	0	0	0	0	13	0	9	0	0	90	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	14	0	10	0	0	98	43
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	7.8	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	60	70	0	0	13	9	8	21	21
LT Vol	0	0	0	0	0	13	0	8	0	0
Through Vol	0	60	30	0	0	0	0	0	21	21
RT Vol	0	0	40	0	0	0	9	0	0	0
Lane Flow Rate	0	65	76	0	0	14	10	9	23	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.084	0.09	0	0	0.022	0.012	0.013	0.03	0.019
Departure Headway (Hd)	4.653	4.653	4.253	5.054	5.054	5.5	4.3	5.271	4.77	3.034
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	767	838	0	0	655	837	671	740	1150
Service Time	2.4	2.4	2	2.757	2.757	3.2	2	3.067	2.567	0.83
HCM Lane V/C Ratio	0	0.085	0.091	0	0	0.021	0.012	0.013	0.031	0.02
HCM Control Delay	7.4	7.8	7.4	7.8	7.8	8.3	7.1	8.1	7.7	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	42	0
Future Vol, veh/h	0	8	42	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	46	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	278	0	0	0	253	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	278	0	0	0	253	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	302	0	0	0	275	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.4	10.1
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	278	0	0	0	0	253	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	278	0	0	0	0	253	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	302	0	0	0	0	275	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.392	0	0	0	0	0.357	0
Departure Headway (Hd)	4.665	4.665	4.665	5.909	5.909	4.679	4.679	4.679
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	768	0	0	0	0	762	0
Service Time	2.426	2.426	2.426	3.609	3.609	2.445	2.445	2.445
HCM Lane V/C Ratio	0	0.393	0	0	0	0	0.361	0
HCM Control Delay	7.4	10.4	7.4	8.6	8.6	7.4	10.1	7.4
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	1.9	0	0	0	0	1.6	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	42	0	0	65	0
Future Vol, veh/h	0	0	0	0	0	0	0	42	0	0	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	46	0	0	71	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	117	117	71	117	117	46	71	0	0	46	0	0
Stage 1	71	71	-	46	46	-	-	-	-	-	-	-
Stage 2	46	46	-	71	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	859	773	991	859	773	1023	1529	-	-	1562	-	-
Stage 1	939	836	-	968	857	-	-	-	-	-	-	-
Stage 2	968	857	-	939	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	859	773	991	859	773	1023	1529	-	-	1562	-	-
Mov Cap-2 Maneuver	859	773	-	859	773	-	-	-	-	-	-	-
Stage 1	939	836	-	968	857	-	-	-	-	-	-	-
Stage 2	968	857	-	939	836	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	-	-	-	-	-	-	1562	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	11	19	130	50	5
Future Vol, veh/h	4	11	19	130	50	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	21	141	54	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	30	60	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	805	1038	1542	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	1038	1542	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1542	-	959	-	-
HCM Lane V/C Ratio	0.013	-	0.017	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	413	81	57	566	11	100	0	34	3	2	14
Future Volume (veh/h)	145	413	81	57	566	11	100	0	34	3	2	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	158	449	88	62	615	12	109	0	37	3	2	15
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	608	250	260	761	15	639	0	217	9	6	47
Arrive On Green	0.12	0.17	0.17	0.16	0.21	0.20	0.50	0.00	0.49	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3551	69	1285	0	436	245	163	1226
Grp Volume(v), veh/h	158	449	88	62	306	321	146	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1634	0	0
Q Serve(g_s), s	11.3	14.4	6.4	4.0	19.7	19.8	5.6	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	11.3	14.4	6.4	4.0	19.7	19.8	5.6	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.15		0.75
Lane Grp Cap(c), veh/h	191	608	250	260	379	397	856	0	0	63	0	0
V/C Ratio(X)	0.83	0.74	0.35	0.24	0.81	0.81	0.17	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	260	560	586	856	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.8	47.1	43.8	44.1	44.8	44.8	16.6	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	23.8	1.7	0.8	0.3	4.1	3.9	0.4	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	7.2	2.6	1.8	10.0	10.5	2.7	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	75.6	48.8	44.6	44.4	48.8	48.7	17.0	0.0	0.0	59.3	0.0	0.0
LnGrp LOS	E	D	D	D	D	D	B			E		
Approach Vol, veh/h		695			689			146			20	
Approach Delay, s/veh		54.4			48.4			17.0			59.3	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		63.7	23.1	24.6		8.6	18.0	29.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.6	6.0	16.4		3.4	13.3	21.8
Green Ext Time (p_c), s		0.3	0.0	2.2		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1627	293	30	861	17	149	23	62	50	23	97
Future Volume (veh/h)	77	1627	293	30	861	17	149	23	62	50	23	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	84	1768	318	33	936	18	162	25	67	54	25	105
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1531	267	67	1102	21	326	122	327	78	37	153
Arrive On Green	0.24	0.51	0.49	0.04	0.31	0.29	0.20	0.27	0.27	0.04	0.12	0.11
Sat Flow, veh/h	1774	3011	525	1634	3551	68	1634	447	1197	1774	310	1302
Grp Volume(v), veh/h	84	1016	1070	33	466	488	162	0	92	54	0	130
Grp Sat Flow(s),veh/h/ln	1774	1770	1767	1634	1770	1850	1634	0	1644	1774	0	1612
Q Serve(g_s), s	4.5	61.0	61.0	2.4	29.6	29.6	10.6	0.0	5.2	3.6	0.0	9.3
Cycle Q Clear(g_c), s	4.5	61.0	61.0	2.4	29.6	29.6	10.6	0.0	5.2	3.6	0.0	9.3
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.73	1.00		0.81
Lane Grp Cap(c), veh/h	424	900	898	67	549	574	326	0	449	78	0	190
V/C Ratio(X)	0.20	1.13	1.19	0.49	0.85	0.85	0.50	0.00	0.20	0.69	0.00	0.68
Avail Cap(c_a), veh/h	424	900	898	82	811	848	326	0	449	136	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	29.5	29.8	56.3	38.8	38.8	42.7	0.0	33.7	56.5	0.0	51.0
Incr Delay (d2), s/veh	0.2	70.2	95.1	5.5	5.7	5.5	1.2	0.0	1.0	10.3	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	47.0	53.2	1.2	15.4	16.0	4.9	0.0	2.5	2.0	0.0	5.1
LnGrp Delay(d),s/veh	36.6	99.7	124.9	61.8	44.5	44.3	43.8	0.0	34.8	66.8	0.0	69.3
LnGrp LOS	D	F	F	E	D	D	D		C	E		E
Approach Vol, veh/h		2170			987			254			184	
Approach Delay, s/veh		109.7			45.0			40.6			68.6	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	36.8	8.9	65.0	28.0	18.1	32.7	41.2
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	5.6	7.2	4.4	63.0	12.6	11.3	6.5	31.6
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.3	2.9	3.6

Intersection Summary		
HCM 2010 Ctrl Delay		84.9
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	375	34	26	506	46	60
Future Vol, veh/h	375	34	26	506	46	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	408	37	28	550	50	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	445	0	758	222
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1112	-	343	782
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	334	782
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	1112	-
HCM Lane V/C Ratio	0.233	-	-	0.025	-
HCM Control Delay (s)	14.5	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	427	6	12	523	2	4
Future Vol, veh/h	427	6	12	523	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	464	7	13	568	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	471	0	777	235
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1087	-	334	767
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	330	767
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1087	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	8.7	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	154	84	64	278	35	57	324	42	28	478	188
Future Volume (veh/h)	174	154	84	64	278	35	57	324	42	28	478	188
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	189	167	91	70	302	38	62	352	46	30	520	204
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	983	405	366	1218	502	112	972	400	75	626	244
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.27	0.27	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2489	972
Grp Volume(v), veh/h	189	167	91	70	302	38	62	352	46	30	369	355
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	9.9	3.2	3.1	3.1	5.5	1.6	3.3	7.2	1.1	1.6	17.8	18.0
Cycle Q Clear(g_c), s	9.9	3.2	3.1	3.1	5.5	1.6	3.3	7.2	1.1	1.6	17.8	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	258	983	405	366	1218	502	112	972	400	75	445	425
V/C Ratio(X)	0.73	0.17	0.22	0.19	0.25	0.08	0.55	0.36	0.11	0.40	0.83	0.83
Avail Cap(c_a), veh/h	436	983	405	366	1218	502	163	972	400	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	24.6	13.0	28.3	21.2	19.9	40.6	26.3	6.3	41.7	31.9	32.5
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.5	0.3	4.0	0.2	0.1	3.5	11.3	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	1.6	1.4	1.4	2.8	0.7	1.6	3.5	0.4	0.8	10.0	9.8
LnGrp Delay(d),s/veh	40.1	25.0	14.3	28.5	21.7	20.2	44.6	26.5	6.4	45.2	43.2	44.7
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		447			410			460			754	
Approach Delay, s/veh		29.2			22.7			26.9			44.0	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	28.7	24.2	29.0	10.2	26.6	18.2	35.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.6	9.2	5.1	5.2	5.3	20.0	11.9	7.5
Green Ext Time (p_c), s	0.0	3.8	0.3	0.9	0.0	0.7	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	208	19	10	390	0	5	1	3	2	0	0
Future Vol, veh/h	0	208	19	10	390	0	5	1	3	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	226	21	11	424	0	5	1	3	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	424	0	0	226	0	0	672	672	226	674	672	424
Stage 1	-	-	-	-	-	-	226	226	-	446	446	-
Stage 2	-	-	-	-	-	-	446	446	-	228	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1135	-	-	1342	-	-	370	377	813	368	377	630
Stage 1	-	-	-	-	-	-	777	717	-	591	574	-
Stage 2	-	-	-	-	-	-	591	574	-	775	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1342	-	-	367	373	813	363	373	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	373	-	363	373	-
Stage 1	-	-	-	-	-	-	777	717	-	591	568	-
Stage 2	-	-	-	-	-	-	584	568	-	771	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.2	15
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1135	-	-	1342	-	-	363
HCM Lane V/C Ratio	0.022	-	-	-	0.008	-	-	0.006
HCM Control Delay (s)	13.2	0	-	-	7.7	0	-	15
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	146	60	0	86	320	3	0	80	36	26
Future Vol, veh/h	0	8	146	60	0	86	320	3	0	80	36	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	159	65	0	93	348	3	0	87	39	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	10.9	16.5	11.2
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	26	214	409	84
LT Vol	80	0	8	86	0
Through Vol	36	0	146	320	82
RT Vol	0	26	60	3	2
Lane Flow Rate	126	28	233	445	91
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.238	0.045	0.336	0.63	0.155
Departure Headway (Hd)	6.797	5.733	5.206	5.101	6.126
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	528	623	691	707	584
Service Time	4.542	3.478	3.244	3.131	4.178
HCM Lane V/C Ratio	0.239	0.045	0.337	0.629	0.156
HCM Control Delay	11.7	8.8	10.9	16.5	10.3
HCM Lane LOS	B	A	B	C	B
HCM 95th-tile Q	0.9	0.1	1.5	4.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	82	2
Future Vol, veh/h	0	0	82	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	89	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	150	13	10	71	0	5	0	3	0	0	0
Future Vol, veh/h	0	150	13	10	71	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	163	14	11	77	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	177	0	0	269	269	170	271	276	77
Stage 1	-	-	-	-	-	-	170	170	-	99	99	-
Stage 2	-	-	-	-	-	-	99	99	-	172	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1399	-	-	684	637	874	682	632	984
Stage 1	-	-	-	-	-	-	832	758	-	907	813	-
Stage 2	-	-	-	-	-	-	907	813	-	830	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1522	-	-	1399	-	-	680	632	874	675	627	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	632	-	675	627	-
Stage 1	-	-	-	-	-	-	832	758	-	907	806	-
Stage 2	-	-	-	-	-	-	900	806	-	827	753	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1522	-	-	1399	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.008	-	-	-
HCM Control Delay (s)	9.9	0	-	-	7.6	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	92	38	290	58	0	13	0	9	0	0	0
Future Vol, veh/h	0	92	38	290	58	0	13	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	100	41	315	63	0	14	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	141	0	0	814	814	121	819	834	63
Stage 1	-	-	-	-	-	-	121	121	-	693	693	-
Stage 2	-	-	-	-	-	-	693	693	-	126	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1442	-	-	297	312	930	294	304	1002
Stage 1	-	-	-	-	-	-	883	796	-	434	445	-
Stage 2	-	-	-	-	-	-	434	445	-	878	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1442	-	-	245	241	930	240	235	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	241	-	240	235	-
Stage 1	-	-	-	-	-	-	883	796	-	434	344	-
Stage 2	-	-	-	-	-	-	336	344	-	869	780	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.8	16	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	1540	-	-	1442	-	-	-
HCM Lane V/C Ratio	0.068	-	-	-	0.219	-	-	-
HCM Control Delay (s)	16	0	-	-	8.2	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.8	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	92	360	0	0	0
Future Vol, veh/h	0	92	360	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	391	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	391	0	-	0	491	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1168	-	-	-	537	658
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	537	658
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	154	14	139	342	36	45	83	81	14	112	28
Future Volume (veh/h)	30	154	14	139	342	36	45	83	81	14	112	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	33	167	15	151	372	39	49	90	88	15	122	30
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	256	198	229	440	343	88	1980	812	49	1895	777
Arrive On Green	0.04	0.14	0.14	0.14	0.24	0.24	0.05	0.56	0.56	0.03	0.54	0.54
Sat Flow, veh/h	1634	1863	1442	1634	1863	1449	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	33	167	15	151	372	39	49	90	88	15	122	30
Grp Sat Flow(s),veh/h/ln	1634	1863	1442	1634	1863	1449	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	2.4	10.2	0.9	10.5	22.9	2.5	3.5	1.4	1.6	1.1	2.0	1.2
Cycle Q Clear(g_c), s	2.4	10.2	0.9	10.5	22.9	2.5	3.5	1.4	1.6	1.1	2.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	256	198	229	440	343	88	1980	812	49	1895	777
V/C Ratio(X)	0.49	0.65	0.08	0.66	0.84	0.11	0.56	0.05	0.11	0.31	0.06	0.04
Avail Cap(c_a), veh/h	82	761	589	229	885	688	177	1980	812	109	1895	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	49.0	30.5	48.9	43.7	36.0	55.4	11.9	2.6	57.0	13.4	13.2
Incr Delay (d2), s/veh	5.5	2.8	0.2	6.9	4.5	0.1	5.3	0.0	0.3	3.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.4	0.4	5.2	12.3	1.0	1.7	0.7	0.7	0.5	1.0	0.5
LnGrp Delay(d),s/veh	61.8	51.8	30.6	55.8	48.2	36.1	60.7	12.0	2.8	60.5	13.5	13.3
LnGrp LOS	E	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		215			562			227			167	
Approach Delay, s/veh		51.9			49.4			19.0			17.7	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	71.1	20.8	20.5	10.5	68.3	8.9	32.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	12.5	12.2	5.5	4.0	4.4	24.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.6	0.0	1.2	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	263	17	16	524	16	14
Future Vol, veh/h	263	17	16	524	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	18	17	570	17	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	899	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1257	-	309	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	303	744
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	1257	-
HCM Lane V/C Ratio	0.078	-	-	0.014	-
HCM Control Delay (s)	14.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	177	67	168	346	34	50	290	70	22	279	107
Future Volume (veh/h)	78	177	67	168	346	34	50	290	70	22	279	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	85	192	73	183	376	37	54	315	76	24	303	116
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	508	209	295	550	227	93	1689	402	57	1445	542
Arrive On Green	0.08	0.14	0.14	0.09	0.16	0.16	0.11	1.00	1.00	0.04	0.57	0.56
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2838	675	1634	2520	945
Grp Volume(v), veh/h	85	192	73	183	376	37	54	195	196	24	211	208
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1696
Q Serve(g_s), s	6.1	5.9	5.4	6.7	12.0	2.6	3.8	0.0	0.0	1.7	6.9	7.3
Cycle Q Clear(g_c), s	6.1	5.9	5.4	6.7	12.0	2.6	3.8	0.0	0.0	1.7	6.9	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	132	508	209	295	550	227	93	1053	1038	57	1015	972
V/C Ratio(X)	0.64	0.38	0.35	0.62	0.68	0.16	0.58	0.18	0.19	0.42	0.21	0.21
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1053	1038	136	1015	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	46.5	46.3	52.4	47.9	43.9	51.8	0.0	0.0	56.7	12.4	12.7
Incr Delay (d2), s/veh	5.1	0.5	1.0	2.0	1.4	0.3	5.5	0.4	0.4	4.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.9	2.2	3.0	6.0	1.1	1.8	0.1	0.1	0.9	3.5	3.5
LnGrp Delay(d),s/veh	58.5	47.0	47.3	54.4	49.3	44.2	57.3	0.4	0.4	61.5	12.9	13.3
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		350			596			445			443	
Approach Delay, s/veh		49.9			50.6			7.3			15.7	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	75.4	15.2	21.2	10.8	72.8	13.7	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.7	2.0	8.7	7.9	5.8	9.3	8.1	14.0
Green Ext Time (p_c), s	0.0	3.0	0.5	2.7	0.0	2.9	0.2	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	177	58	86	217	35	51	287	42	64	275	46
Future Volume (veh/h)	61	177	58	86	217	35	51	287	42	64	275	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	66	192	63	93	236	38	55	312	46	70	299	50
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	326	134	157	426	175	1760	2225	917	158	437	180
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.56	0.63	0.63	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	66	192	63	93	236	38	55	312	46	70	299	50
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	4.7	6.2	4.9	6.5	7.5	2.8	0.9	4.3	0.7	2.6	9.7	3.0
Cycle Q Clear(g_c), s	4.7	6.2	4.9	6.5	7.5	2.8	0.9	4.3	0.7	2.6	9.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	326	134	157	426	175	1760	2225	917	158	437	180
V/C Ratio(X)	0.60	0.59	0.47	0.59	0.55	0.22	0.03	0.14	0.05	0.44	0.68	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1760	2225	917	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	52.3	51.7	52.0	49.8	47.7	12.1	9.1	1.9	55.4	50.3	31.2
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.6	1.1	0.6	0.0	0.1	0.1	1.9	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.1	2.1	3.1	3.8	1.2	0.4	2.1	0.3	1.2	5.2	1.4
LnGrp Delay(d),s/veh	59.2	53.9	54.1	55.6	50.9	48.3	12.1	9.2	2.0	57.3	58.7	35.0
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		321			367			413			419	
Approach Delay, s/veh		55.0			51.8			8.8			55.7	
Approach LOS		E			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.5	15.5	15.1	70.6	18.8	12.1	18.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.3	8.5	8.2	2.9	11.7	6.7	9.5
Green Ext Time (p_c), s	0.0	1.6	1.4	0.8	0.8	1.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	22	0	137	23	51	0	54	79	71	0	15	209	38
Future Vol, veh/h	0	5	3	22	0	137	23	51	0	54	79	71	0	15	209	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	24	0	149	25	55	0	59	86	77	0	16	227	41
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.6	10.4	10	10.9
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	17%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	73%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	204	30	137	74	262
LT Vol	54	5	137	0	15
Through Vol	79	3	0	23	209
RT Vol	71	22	0	51	38
Lane Flow Rate	222	33	149	80	285
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.298	0.048	0.259	0.118	0.383
Departure Headway (Hd)	4.844	5.315	6.354	5.36	4.843
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	734	678	569	673	738
Service Time	2.924	3.315	4.054	3.06	2.917
HCM Lane V/C Ratio	0.302	0.049	0.262	0.119	0.386
HCM Control Delay	10	8.6	11.3	8.8	10.9
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.2	0.2	1	0.4	1.8

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	100	6	39	187	17	6	187	54	40	17	36
Future Vol, veh/h	12	100	6	39	187	17	6	187	54	40	17	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	109	7	42	203	18	7	203	59	43	18	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	115	0	0	334	445	58	479	438	111
Stage 1	-	-	-	-	-	-	138	138	-	297	297	-
Stage 2	-	-	-	-	-	-	196	307	-	182	141	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1344	-	-	1472	-	-	596	506	996	470	511	921
Stage 1	-	-	-	-	-	-	851	781	-	687	666	-
Stage 2	-	-	-	-	-	-	787	660	-	802	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1344	-	-	1472	-	-	538	487	996	290	492	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	487	-	290	492	-
Stage 1	-	-	-	-	-	-	843	773	-	680	647	-
Stage 2	-	-	-	-	-	-	711	641	-	551	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	17.3	15.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	550	1344	-	-	1472	-	-	440
HCM Lane V/C Ratio	0.012	0.476	0.01	-	-	0.029	-	-	0.23
HCM Control Delay (s)	11.8	17.4	7.7	-	-	7.5	-	-	15.6
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.5	0	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	51	182	192	145	27	92	184	88	10	353	24
Future Volume (veh/h)	15	51	182	192	145	27	92	184	88	10	353	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	55	198	209	158	29	100	200	96	11	384	26
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	66	237	177	407	75	145	1017	796	44	902	706
Arrive On Green	0.03	0.19	0.17	0.11	0.27	0.25	0.18	1.00	1.00	0.05	0.97	0.97
Sat Flow, veh/h	1634	356	1281	1634	1532	281	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	16	0	253	209	0	187	100	200	96	11	384	26
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	0.0	17.9	13.0	0.0	10.2	6.9	0.0	0.0	0.8	1.3	0.1
Cycle Q Clear(g_c), s	1.2	0.0	17.9	13.0	0.0	10.2	6.9	0.0	0.0	0.8	1.3	0.1
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	0	303	177	0	482	145	1017	796	44	902	706
V/C Ratio(X)	0.35	0.00	0.83	1.18	0.00	0.39	0.69	0.20	0.12	0.25	0.43	0.04
Avail Cap(c_a), veh/h	144	0	423	177	0	505	204	1017	796	82	902	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	57.3	0.0	47.8	53.5	0.0	36.2	47.8	0.0	0.0	55.6	1.0	1.0
Incr Delay (d2), s/veh	4.5	0.0	9.8	124.7	0.0	0.5	5.7	0.4	0.3	2.8	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.9	12.0	0.0	5.2	3.3	0.1	0.1	0.4	0.8	0.0
LnGrp Delay(d),s/veh	61.8	0.0	57.5	178.2	0.0	36.7	53.5	0.4	0.3	58.4	2.4	1.1
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		269			396			396			421	
Approach Delay, s/veh		57.8			111.4			13.8			3.8	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	69.5	17.0	26.2	14.6	62.1	7.4	35.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	2.8	2.0	15.0	19.9	8.9	3.3	3.2	12.2
Green Ext Time (p_c), s	0.0	2.6	0.0	0.6	0.1	2.6	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	122	59	0	12	213	12	0	77	16	18	0	23	53	51
Future Vol, veh/h	0	10	122	59	0	12	213	12	0	77	16	18	0	23	53	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	133	64	0	13	232	13	0	84	17	20	0	25	58	55
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.1	9.6	10.4	10
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	10	81	100	12	142	83	127
LT Vol	77	10	0	0	12	0	0	23
Through Vol	16	0	81	41	0	142	71	53
RT Vol	18	0	0	59	0	0	12	51
Lane Flow Rate	121	11	88	108	13	154	90	138
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.205	0.018	0.137	0.155	0.022	0.236	0.136	0.218
Departure Headway (Hd)	6.124	6.19	5.684	5.264	6.12	5.614	5.512	5.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	582	635	686	588	644	654	635
Service Time	3.828	3.89	3.384	2.964	3.82	3.314	3.212	3.39
HCM Lane V/C Ratio	0.205	0.019	0.139	0.157	0.022	0.239	0.138	0.217
HCM Control Delay	10.4	9	9.3	8.9	9	10	9.1	10
HCM Lane LOS	B	A	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.5	0.5	0.1	0.9	0.5	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	75	39	172	161	19	40	362	72	20	530	34
Future Volume (veh/h)	30	75	39	172	161	19	40	362	72	20	530	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	82	42	187	175	21	43	393	78	22	576	37
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	149	117	142	239	187	80	1964	386	56	2198	141
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.67	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2950	580	1634	3377	217
Grp Volume(v), veh/h	33	82	42	187	175	21	43	234	237	22	301	312
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	2.4	5.1	3.3	10.4	10.8	1.5	3.1	6.1	6.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.3	10.4	10.8	1.5	3.1	6.1	6.3	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	63	149	117	142	239	187	80	1178	1172	56	1151	1187
V/C Ratio(X)	0.52	0.55	0.36	1.32	0.73	0.11	0.53	0.20	0.20	0.40	0.26	0.26
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1178	1172	82	1151	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.3	54.8	50.3	46.3	55.7	7.7	7.9	54.7	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	185.0	4.3	0.3	5.1	0.4	0.4	4.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	1.4	12.0	5.9	0.6	1.5	3.1	3.2	0.8	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	239.8	54.6	46.5	60.8	8.1	8.2	59.1	0.5	0.5
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		157			383			514			635	
Approach Delay, s/veh		57.1			144.6			12.6			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	83.9	14.4	13.6	9.9	82.1	8.6	19.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.5	8.3	12.4	7.1	5.1	2.0	4.4	12.8
Green Ext Time (p_c), s	0.0	4.2	0.0	0.8	0.1	4.2	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	105	143	89	99	83	137	460	80	107	479	60
Future Volume (veh/h)	42	105	143	89	99	83	137	460	80	107	479	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	114	155	97	108	90	149	500	87	116	521	65
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	521	214	95	545	224	200	1981	816	166	1906	786
Arrive On Green	0.05	0.15	0.15	0.06	0.15	0.15	0.12	0.56	0.56	0.10	0.54	0.54
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	114	155	97	108	90	149	500	87	116	521	65
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.2	7.0	3.2	6.7	10.6	8.7	3.4	8.2	9.6	2.6
Cycle Q Clear(g_c), s	3.3	3.4	12.2	7.0	3.2	6.7	10.6	8.7	3.4	8.2	9.6	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	521	214	95	545	224	200	1981	816	166	1906	786
V/C Ratio(X)	0.55	0.22	0.72	1.02	0.20	0.40	0.74	0.25	0.11	0.70	0.27	0.08
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1981	816	259	1906	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.5	45.1	48.8	56.5	44.3	45.8	50.8	13.5	12.4	52.1	15.0	13.4
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.9	0.2	1.1	5.4	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.2	5.7	1.6	2.8	5.1	4.3	1.4	3.9	4.7	1.1
LnGrp Delay(d),s/veh	61.0	45.3	53.4	151.5	44.5	46.9	56.2	13.8	12.6	55.7	15.2	13.5
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		315			295			736			702	
Approach Delay, s/veh		51.6			80.4			22.3			21.7	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	71.2	11.0	21.6	18.7	68.6	10.2	22.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.2	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.2	10.7	9.0	14.2	12.6	11.6	5.3	8.7
Green Ext Time (p_c), s	0.2	5.4	0.0	1.5	0.2	5.4	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	113	99	71	188	52	137	355	58	24	347	59
Future Volume (veh/h)	29	113	99	71	188	52	137	355	58	24	347	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	32	123	108	77	204	57	149	386	63	26	377	64
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	214	173	82	441	182	123	437	342	763	1167	914
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.12	0.15	0.47	0.47	0.47	0.63	0.63
Sat Flow, veh/h	1634	1861	1505	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	32	116	115	77	204	57	149	386	63	26	377	64
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	7.5	8.3	5.6	6.4	1.5	9.0	22.5	2.4	1.0	11.4	2.1
Cycle Q Clear(g_c), s	2.3	7.5	8.3	5.6	6.4	1.5	9.0	22.5	2.4	1.0	11.4	2.1
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	203	184	82	441	182	123	437	342	763	1167	914
V/C Ratio(X)	0.49	0.57	0.62	0.94	0.46	0.31	1.22	0.88	0.18	0.03	0.32	0.07
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	763	1167	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	50.3	51.6	56.8	48.8	5.9	51.0	30.4	16.3	17.3	10.5	8.7
Incr Delay (d2), s/veh	5.2	2.4	3.3	77.6	0.7	0.9	144.1	19.2	1.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	3.8	4.3	3.2	0.6	8.9	13.7	1.1	0.5	6.0	0.9
LnGrp Delay(d),s/veh	61.6	52.7	54.9	134.4	49.5	6.8	195.1	49.6	17.3	17.3	11.2	8.9
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	B	A
Approach Vol, veh/h		263			338			598			467	
Approach Delay, s/veh		54.7			61.6			82.4			11.2	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	32.2	10.0	17.8	13.0	79.2	8.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.3	24.5	7.6	10.3	11.0	13.4	4.3	8.4
Green Ext Time (p_c), s	1.4	1.6	0.0	1.5	0.0	1.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	133	35	86	176	58	138	260	65	240	497	106
Future Volume (veh/h)	33	133	35	86	176	58	138	260	65	240	497	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	145	38	93	191	63	150	283	71	261	540	115
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	274	113	143	431	178	197	1831	754	301	2057	848
Arrive On Green	0.04	0.08	0.08	0.09	0.12	0.12	0.24	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	36	145	38	93	191	63	150	283	71	261	540	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.5	4.7	2.3	6.6	6.0	4.8	10.2	0.0	0.0	17.8	0.0	0.0
Cycle Q Clear(g_c), s	2.5	4.7	2.3	6.6	6.0	4.8	10.2	0.0	0.0	17.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	274	113	143	431	178	197	1831	754	301	2057	848
V/C Ratio(X)	0.28	0.53	0.34	0.65	0.44	0.35	0.76	0.15	0.09	0.87	0.26	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1831	754	354	2057	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83
Uniform Delay (d), s/veh	54.2	53.3	30.4	52.9	48.9	48.4	44.0	0.0	0.0	36.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.6	5.2	0.7	1.1	5.9	0.2	0.2	15.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	1.0	3.2	3.0	2.0	4.9	0.0	0.1	9.2	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	32.0	58.2	49.6	49.4	49.9	0.2	0.2	51.6	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		219			347			504			916	
Approach Delay, s/veh		50.9			51.8			15.0			14.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.1	66.1	14.5	13.3	18.5	73.7	9.2	18.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	19.8	2.0	8.6	6.7	12.2	2.0	4.5	8.0
Green Ext Time (p_c), s	0.3	4.5	0.3	0.5	0.3	4.5	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	318	101	70	206	45	50	491	48	120	1167	337
Future Volume (veh/h)	168	318	101	70	206	45	50	491	48	120	1167	337
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	183	346	110	76	224	49	54	534	52	130	1268	366
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	543	224	171	412	170	94	2097	864	109	2129	877
Arrive On Green	0.09	0.15	0.15	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	183	346	110	76	224	49	54	534	52	130	1268	366
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.7	11.0	8.3	2.8	7.2	3.7	3.9	8.7	1.8	8.0	26.7	16.0
Cycle Q Clear(g_c), s	6.7	11.0	8.3	2.8	7.2	3.7	3.9	8.7	1.8	8.0	26.7	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	543	224	171	412	170	94	2097	864	109	2129	877
V/C Ratio(X)	0.64	0.64	0.49	0.44	0.54	0.29	0.57	0.25	0.06	1.19	0.60	0.42
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2097	864	109	2129	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	52.6	47.7	46.5	55.0	50.0	48.5	55.1	11.7	10.3	56.0	14.8	12.7
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	0.9	5.2	0.3	0.1	144.3	1.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.5	3.4	1.3	3.6	1.5	1.9	4.3	0.8	8.0	13.2	6.7
LnGrp Delay(d),s/veh	54.6	48.7	47.9	56.8	51.1	49.4	60.4	12.0	10.5	200.3	16.0	14.1
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		639			349			640			1764	
Approach Delay, s/veh		50.3			52.1			16.0			29.2	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	75.1	10.5	22.4	10.9	76.2	14.9	18.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	10.7	4.8	13.0	5.9	28.7	8.7	9.2
Green Ext Time (p_c), s	0.0	14.2	0.1	2.8	0.0	9.7	0.2	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	4	23	0	5	13	926	65	14	824	24
Future Volume (veh/h)	14	0	4	23	0	5	13	926	65	14	824	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	15	0	4	25	0	5	14	1007	71	15	896	26
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	61	47	54	0	61	48	2730	1125	49	3926	1126
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	15	0	4	25	0	5	14	1007	71	15	896	26
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.1	0.0	0.3	1.8	0.0	0.4	1.0	10.9	0.6	1.1	5.9	0.5
Cycle Q Clear(g_c), s	1.1	0.0	0.3	1.8	0.0	0.4	1.0	10.9	0.6	1.1	5.9	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	61	47	54	0	61	48	2730	1125	49	3926	1126
V/C Ratio(X)	0.34	0.00	0.08	0.46	0.00	0.08	0.29	0.37	0.06	0.31	0.23	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2730	1125	82	3926	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.8	57.0	0.0	56.5	57.0	4.4	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.4	0.0	0.8	6.1	0.0	0.6	3.4	0.4	0.1	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.9	0.0	0.2	0.5	5.5	0.3	0.5	2.8	0.2
LnGrp Delay(d),s/veh	61.7	0.0	43.5	63.0	0.0	57.1	60.4	4.8	0.7	60.5	3.9	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		19			30			1092			937	
Approach Delay, s/veh		57.8			62.1			5.2			4.8	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	96.6	8.0	7.9	7.5	96.6	7.3	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.1	12.9	3.8	2.3	3.0	7.9	3.1	2.4
Green Ext Time (p_c), s	0.0	12.3	0.0	0.0	0.0	12.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	112	52	652	47	38	554
Future Volume (veh/h)	112	52	652	47	38	554
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	122	57	709	51	41	602
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	172	154	1397	1094	73	1542
Arrive On Green	0.11	0.11	0.75	0.75	0.09	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	122	57	709	51	41	602
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	8.7	4.4	18.4	1.1	2.9	0.0
Cycle Q Clear(g_c), s	8.7	4.4	18.4	1.1	2.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	172	154	1397	1094	73	1542
V/C Ratio(X)	0.71	0.37	0.51	0.05	0.56	0.39
Avail Cap(c_a), veh/h	268	239	1397	1094	150	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.91	0.91	1.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	51.9	50.0	6.1	3.9	53.5	0.0
Incr Delay (d2), s/veh	4.8	1.4	1.3	0.1	5.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.8	9.8	0.5	1.4	0.3
LnGrp Delay(d),s/veh	56.7	51.3	7.4	4.0	59.4	0.7
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	179		760			643
Approach Delay, s/veh	55.0		7.1			4.4
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	94.0				103.4		16.6
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	4.9	20.4				2.0		10.7
Green Ext Time (p_c), s	0.0	6.5				6.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	35	95	57	46	41	62	369	25	30	725	34
Future Volume (veh/h)	52	35	95	57	46	41	62	369	25	30	725	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	57	38	103	62	50	45	67	401	27	33	788	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	53	143	100	78	70	109	2176	146	67	2136	100
Arrive On Green	0.09	0.12	0.10	0.06	0.09	0.07	0.13	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	445	1205	1634	905	814	1634	3367	226	1634	3442	162
Grp Volume(v), veh/h	57	0	141	62	0	95	67	210	218	33	405	420
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1719	1634	1770	1823	1634	1770	1834
Q Serve(g_s), s	3.9	0.0	9.9	4.4	0.0	6.4	4.6	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	9.9	4.4	0.0	6.4	4.6	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	152	0	195	100	0	148	109	1144	1178	67	1098	1138
V/C Ratio(X)	0.37	0.00	0.72	0.62	0.00	0.64	0.62	0.18	0.18	0.50	0.37	0.37
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1144	1178	163	1098	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	51.1	0.0	51.6	55.0	0.0	53.4	50.5	0.0	0.0	53.9	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	4.9	6.1	0.0	4.5	5.2	0.3	0.3	5.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	4.8	2.2	0.0	3.3	2.2	0.1	0.1	1.1	0.3	0.3
LnGrp Delay(d),s/veh	52.6	0.0	56.6	61.1	0.0	58.0	55.8	0.3	0.3	59.3	0.9	0.9
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		198			157			495			858	
Approach Delay, s/veh		55.4			59.2			7.8			3.1	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	81.6	11.3	18.2	12.0	78.5	15.2	14.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.3	2.0	6.4	11.9	6.6	2.0	5.9	8.4
Green Ext Time (p_c), s	0.0	5.1	0.0	0.6	0.1	5.1	0.3	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	33.3
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	32	1	373	0	142	338	0	0	0	432	298
Future Vol, veh/h	0	0	0	0	0	32	1	373	0	142	338	0	0	0	432	298
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	35	1	405	0	154	367	0	0	0	470	324
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	31.4	26.1	39.2
HCM LOS	D	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	338	33	373	432	298
LT Vol	142	0	32	0	0	0
Through Vol	0	338	1	0	432	0
RT Vol	0	0	0	373	0	298
Lane Flow Rate	154	367	36	405	470	324
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.343	0.765	0.083	0.803	0.941	0.585
Departure Headway (Hd)	8.007	7.492	8.348	7.132	7.217	6.498
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	481	430	507	502	554
Service Time	5.754	5.238	6.089	4.873	4.964	4.244
HCM Lane V/C Ratio	0.343	0.763	0.084	0.799	0.936	0.585
HCM Control Delay	14.9	30.8	11.8	33.1	53.7	18.1
HCM Lane LOS	B	D	B	D	F	C
HCM 95th-tile Q	1.5	6.6	0.3	7.6	11.5	3.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	180	336	132	474	0	0	627	192
Future Volume (veh/h)	0	0	0	490	180	336	132	474	0	0	627	192
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				533	196	365	143	515	0	0	682	209
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				939	535	419	621	2257	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.20	0.64	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				533	196	365	143	515	0	0	682	209
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.1	28.6	4.6	7.4	0.0	0.0	7.2	4.6
Cycle Q Clear(g_c), s				16.7	10.1	28.6	4.6	7.4	0.0	0.0	7.2	4.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				939	535	419	621	2257	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.87	0.23	0.23	0.00	0.00	0.48	0.35
Avail Cap(c_a), veh/h				1185	675	529	621	2257	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.74	0.74	0.74	0.97	0.97	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				36.4	34.1	40.7	40.6	9.2	0.0	0.0	7.5	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.5	0.2	0.2	0.0	0.0	1.1	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.6	2.0	3.6	0.0	0.0	3.6	2.0
LnGrp Delay(d),s/veh				36.8	34.4	50.1	40.8	9.4	0.0	0.0	8.6	8.8
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1094			658			891	
Approach Delay, s/veh					40.8			16.3			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		81.0			28.0	53.0		39.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.4			6.6	9.2		30.6
Green Ext Time (p_c), s		2.9			1.8	4.0		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	253	451	179	192	475	0	0	928	365
Future Volume (veh/h)	0	0	0	253	451	179	192	475	0	0	928	365
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				275	490	195	209	516	0	0	1009	397
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				575	642	265	263	2661	0	0	1974	813
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.56	0.56
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				275	490	195	209	516	0	0	1009	397
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.3	15.8	15.2	15.0	9.6	0.0	0.0	21.2	19.9
Cycle Q Clear(g_c), s				9.3	15.8	15.2	15.0	9.6	0.0	0.0	21.2	19.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				575	642	265	263	2661	0	0	1974	813
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.19	0.00	0.00	0.51	0.49
Avail Cap(c_a), veh/h				822	917	378	340	2661	0	0	1974	813
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				44.0	46.7	46.4	51.6	9.8	0.0	0.0	16.4	16.1
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.2	0.2	0.0	0.0	0.7	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	7.9	6.4	7.4	4.8	0.0	0.0	10.4	8.3
LnGrp Delay(d),s/veh				44.6	49.0	50.8	60.8	9.9	0.0	0.0	17.1	17.7
LnGrp LOS				D	D	D	E	A			B	B
Approach Vol, veh/h					960			725			1406	
Approach Delay, s/veh					48.1			24.6			17.3	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.3	70.9		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		11.6			17.0	23.2		17.8
Green Ext Time (p_c), s		12.0			0.3	10.2		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	152	1	65	0	0	0	0	0	0	326	65	0	245	205	0
Future Vol, veh/h	0	152	1	65	0	0	0	0	0	0	326	65	0	245	205	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	165	1	71	0	0	0	0	0	0	354	71	0	266	223	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12.6	15.9	13.6
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	326	65	153	65	245	205
LT Vol	0	0	152	0	245	0
Through Vol	326	0	1	0	0	205
RT Vol	0	65	0	65	0	0
Lane Flow Rate	354	71	166	71	266	223
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.595	0.105	0.339	0.12	0.476	0.367
Departure Headway (Hd)	6.044	5.334	7.341	6.126	6.434	5.927
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	595	671	489	584	559	606
Service Time	3.784	3.073	5.09	3.874	4.174	3.666
HCM Lane V/C Ratio	0.595	0.106	0.339	0.122	0.476	0.368
HCM Control Delay	17.3	8.7	13.8	9.7	14.9	12.1
HCM Lane LOS	C	A	B	A	B	B
HCM 95th-tile Q	3.9	0.4	1.5	0.4	2.5	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	93	175	0	0	0	0	461	372	281	802	0
Future Volume (veh/h)	147	93	175	0	0	0	0	461	372	281	802	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	160	101	190				0	501	404	305	872	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	261	566	233				0	3107	891	409	2737	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.26	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	160	101	190				0	501	404	305	872	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	10.9	3.0	15.1				0.0	5.1	17.9	10.6	0.0	0.0
Cycle Q Clear(g_c), s	10.9	3.0	15.1				0.0	5.1	17.9	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	261	566	233				0	3107	891	409	2737	0
V/C Ratio(X)	0.61	0.18	0.81				0.00	0.16	0.45	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3107	891	660	2737	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	46.9	43.6	48.7				0.0	10.1	12.6	42.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.7	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	1.5	6.5				0.0	2.4	7.6	4.7	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.7	55.4				0.0	10.2	14.2	45.1	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		451						905			1177	
Approach Delay, s/veh		50.6						12.0			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.5	77.3		23.2		96.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	12.6	19.9		17.1		2.0		
Green Ext Time (p_c), s	0.9	9.3		1.5		10.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	439	118	0	0	0	0	504	308	431	727	0
Future Volume (veh/h)	164	439	118	0	0	0	0	504	308	431	727	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	178	477	128				0	548	335	468	790	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	514	574	237				0	1975	814	569	2729	0
Arrive On Green	0.16	0.16	0.16				0.00	0.56	0.56	0.36	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	178	477	128				0	548	335	468	790	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	9.7	15.8	16.1	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	9.7	15.8	16.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	514	574	237				0	1975	814	569	2729	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.28	0.41	0.82	0.29	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1975	814	792	2729	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.2				0.0	13.9	15.2	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.4	1.7				0.0	0.3	1.5	4.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.3	4.0				0.0	4.8	6.7	7.3	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.9				0.0	14.2	16.7	40.9	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		783						883			1258	
Approach Delay, s/veh		52.2						15.2			15.4	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.5	71.0		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	19.1	17.8		17.7		2.0		
Green Ext Time (p_c), s	1.4	8.9		1.2		9.4		

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	47	0	0	65
Future Vol, veh/h	0	0	47	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	51	0	0	51	0
Stage 1	51	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	873	1017	-	-	1555	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1017	-	-	1555	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1555	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	172	71	0	0	0
Future Vol, veh/h	0	172	71	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	187	77	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	264	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	725	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	725	984
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	96	76	84	118
Future Vol, veh/h	11	13	96	76	84	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	104	83	91	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	415	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	594	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	558	951	-	-	1488	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	558	951	1488	-
HCM Lane V/C Ratio	-	-	0.021	0.015	0.061	-
HCM Control Delay (s)	-	-	11.6	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	112	87	89	123
Future Vol, veh/h	15	17	112	87	89	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	122	95	97	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	449	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	568	929	-	-	1465	-
Stage 1	903	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	530	929	-	-	1465	-
Mov Cap-2 Maneuver	530	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	530	929	1465	-
HCM Lane V/C Ratio	-	-	0.031	0.02	0.066	-
HCM Control Delay (s)	-	-	12	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	112	66	0	123
Future Vol, veh/h	0	19	112	66	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	122	72	0	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	256	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	733	929	-	-	1465	-
Stage 1	903	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	733	929	-	-	1465	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	892	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	929	1465	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	74	66	46	12	13
Future Vol, veh/h	68	74	66	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	80	72	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	300	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	691	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	658	990
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1528	-	-	-	658	990
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	69	56	60	9	8
Future Vol, veh/h	67	69	56	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	75	61	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	282	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	708	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	674	1004
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	674	1004
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.4	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	46	69	60	50	4	5
Future Vol, veh/h	46	69	60	50	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	75	65	54	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	240	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	748	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	724	999
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1537	-	-	-	724	999
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

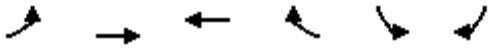
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	23	33	53	6	9
Future Vol, veh/h	66	23	33	53	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	25	36	58	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	201	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	788	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	769	990
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	990	-	-	1528	-
HCM Lane V/C Ratio	0.008	0.01	-	-	0.023	-
HCM Control Delay (s)	9.7	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	145	155	0	210	46
Future Volume (veh/h)	0	145	155	0	210	46
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	158	168	0	228	50
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	277	277	0	2605	1199
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	158	168	0	228	50
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.2	5.5	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.2	5.5	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	277	277	0	2605	1199
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2605	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.4	53.5	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.9	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.8	0.0	0.7	0.3
LnGrp Delay(d),s/veh	0.0	55.2	55.1	0.0	2.1	2.0
LnGrp LOS		E	E		A	A
Approach Vol, veh/h		158	168		278	
Approach Delay, s/veh		55.2	55.1		2.1	
Approach LOS		E	E		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.4		104.6		15.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.2		3.7		7.5
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	339	0	0	383	272	28	0	249	0	0	0
Future Volume (veh/h)	21	339	0	0	383	272	28	0	249	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	368	0	0	416	296	30	0	271			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1114	0	0	889	366	1880	0	865			
Arrive On Green	0.02	0.31	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	368	0	0	416	296	30	0	271			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.3	0.0	0.0	13.0	24.8	0.5	0.0	12.1			
Cycle Q Clear(g_c), s	1.8	10.3	0.0	0.0	13.0	24.8	0.5	0.0	12.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1114	0	0	889	366	1880	0	865			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.31			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1880	0	865			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.60	0.60	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	34.1	0.0	0.0	41.3	45.7	10.9	0.0	13.2			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.6	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.1	0.0	0.0	6.4	10.2	0.2	0.0	4.9			
LnGrp Delay(d),s/veh	103.0	34.2	0.0	0.0	41.5	48.3	10.9	0.0	13.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		391			712			301				
Approach Delay, s/veh		38.3			44.3			13.2				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		83.1		46.9			8.3	38.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.1		12.3			3.8	26.8
Green Ext Time (p_c), s		0.0		6.2			0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	58	149	14	0	8	225	21	0	63	10	19	0	59	11	132
Future Vol, veh/h	0	58	149	14	0	8	225	21	0	63	10	19	0	59	11	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	162	15	0	9	245	23	0	68	11	21	0	64	12	143
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.8	10.4	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	58	99	64	8	150	96	59	7	136
LT Vol	63	0	58	0	0	8	0	0	59	0	0
Through Vol	0	10	0	99	50	0	150	75	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	132
Lane Flow Rate	68	32	63	108	69	9	163	104	64	8	147
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.134	0.053	0.118	0.187	0.117	0.016	0.279	0.174	0.122	0.014	0.232
Departure Headway (Hd)	7.049	6.091	6.734	6.23	6.075	6.663	6.16	6.005	6.848	6.347	5.665
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	587	532	575	590	537	584	597	523	563	633
Service Time	4.799	3.84	4.475	3.972	3.817	4.404	3.901	3.747	4.591	4.091	3.408
HCM Lane V/C Ratio	0.134	0.055	0.118	0.188	0.117	0.017	0.279	0.174	0.122	0.014	0.232
HCM Control Delay	10.9	9.2	10.4	10.4	9.6	9.5	11.3	10	10.5	9.2	10.1
HCM Lane LOS	B	A	B	B	A	A	B	A	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.1	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	172	71	0	0	0
Future Vol, veh/h	0	172	71	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	187	77	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	264	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	725	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	725	984
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	47	0	0	65
Future Vol, veh/h	0	0	47	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	51	0	0	51	0
Stage 1	51	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	873	1017	-	-	1555	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1017	-	-	1555	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1555	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	21	9	32	16	67	10	247	43	54	295	4
Future Volume (veh/h)	3	21	9	32	16	67	10	247	43	54	295	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	3	23	10	35	17	73	11	268	47	59	321	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	909	893	388	968	223	957	24	380	66	81	577	7
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.01	0.13	0.12	0.05	0.16	0.16
Sat Flow, veh/h	1199	1232	536	1262	308	1322	1634	3018	522	1634	3580	45
Grp Volume(v), veh/h	3	0	33	35	0	90	11	156	159	59	159	166
Grp Sat Flow(s),veh/h/ln	1199	0	1768	1262	0	1630	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.6	1.0	0.0	2.0	0.8	10.1	10.4	4.3	9.9	9.9
Cycle Q Clear(g_c), s	2.0	0.0	0.6	1.6	0.0	2.0	0.8	10.1	10.4	4.3	9.9	9.9
Prop In Lane	1.00		0.30	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	909	0	1281	968	0	1180	24	223	223	81	285	299
V/C Ratio(X)	0.00	0.00	0.03	0.04	0.00	0.08	0.47	0.70	0.71	0.73	0.56	0.56
Avail Cap(c_a), veh/h	909	0	1281	968	0	1180	101	1062	1062	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.1	0.0	4.7	4.9	0.0	4.9	58.7	50.3	50.4	56.2	46.4	46.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	13.7	3.9	4.2	11.6	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.3	0.0	0.9	0.5	5.2	5.4	2.2	5.0	5.2
LnGrp Delay(d),s/veh	5.1	0.0	4.7	4.9	0.0	5.0	72.4	54.2	54.7	67.8	48.0	48.0
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		36			125			326			384	
Approach Delay, s/veh		4.7			5.0			55.0			51.1	
Approach LOS		A			A			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	19.1		90.9	5.7	23.4		90.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	6.3	12.4		4.0	2.8	11.9		4.0
Green Ext Time (p_c), s	0.1	2.2		0.4	0.0	2.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	120	5	26	164	20	11
Future Vol, veh/h	120	5	26	164	20	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	130	5	28	178	22	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	136	0	368	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1448	-	632	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1448	-	619	916
Mov Cap-2 Maneuver	-	-	-	-	619	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1448	-
HCM Lane V/C Ratio	0.048	-	-	0.02	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	98	32	0	192	152	9	0	48	15	235
Future Vol, veh/h	0	3	98	32	0	192	152	9	0	48	15	235
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	107	35	0	209	165	10	0	52	16	255
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10	17.4	12.1
HCM LOS	A	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	298	133	344	9	19
LT Vol	48	3	192	0	2
Through Vol	15	98	152	0	15
RT Vol	235	32	0	9	2
Lane Flow Rate	324	145	374	10	21
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.445	0.219	0.617	0.013	0.034
Departure Headway (Hd)	5.073	5.465	5.938	4.949	5.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	716	659	609	727	597
Service Time	3.073	3.482	3.646	2.656	4.03
HCM Lane V/C Ratio	0.453	0.22	0.614	0.014	0.035
HCM Control Delay	12.1	10	17.7	7.7	9.2
HCM Lane LOS	B	A	C	A	A
HCM 95th-tile Q	2.3	0.8	4.2	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	15	2
Future Vol, veh/h	0	2	15	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	16	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	133	195	257	29	30	94
Future Vol, veh/h	133	195	257	29	30	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	212	279	32	33	102

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	796	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1249	-	-	-	356	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	309	744
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	529	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	555
HCM Lane V/C Ratio	0.116	-	-	-	0.243
HCM Control Delay (s)	8.3	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	74	0	427	5	58	653	2
Future Vol, veh/h	0	5	0	12	5	74	0	427	5	58	653	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	80	0	464	5	63	710	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1072	1307	356	951	1305	235	712	0	0	470	0	0
Stage 1	837	837	-	467	467	-	-	-	-	-	-	-
Stage 2	235	470	-	484	838	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	175	158	640	214	159	767	884	-	-	1088	-	-
Stage 1	327	380	-	545	560	-	-	-	-	-	-	-
Stage 2	747	558	-	533	380	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	149	640	199	150	767	884	-	-	1088	-	-
Mov Cap-2 Maneuver	146	149	-	199	150	-	-	-	-	-	-	-
Stage 1	327	358	-	545	560	-	-	-	-	-	-	-
Stage 2	662	558	-	495	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.1	14.5	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	149	479	1088	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.206	0.058	-	-
HCM Control Delay (s)	0	-	-	30.1	14.5	8.5	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	2	1	85	1	0
Future Vol, veh/h	70	2	1	85	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	2	1	92	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	172	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	818	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	817	984
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	817	-	-	1520	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	0	0	89	0	0
Future Vol, veh/h	70	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	76	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	173	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1523	-	817	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1523	-	817	985
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1523	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	63	278	43	55	304	4	83	0	38	5	1	7
Future Vol, veh/h	63	278	43	55	304	4	83	0	38	5	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	302	47	60	330	4	90	0	41	5	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	335	0	0	349	0	0	920	917	326	935	938	333
Stage 1	-	-	-	-	-	-	463	463	-	452	452	-
Stage 2	-	-	-	-	-	-	457	454	-	483	486	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1224	-	-	1210	-	-	251	272	715	246	264	709
Stage 1	-	-	-	-	-	-	579	564	-	587	570	-
Stage 2	-	-	-	-	-	-	583	569	-	565	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1224	-	-	1210	-	-	224	238	715	209	231	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	238	-	209	231	-
Stage 1	-	-	-	-	-	-	539	525	-	546	535	-
Stage 2	-	-	-	-	-	-	540	534	-	496	513	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.2	27.9	16
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1224	-	-	1210	-	-	341
HCM Lane V/C Ratio	0.46	0.056	-	-	0.049	-	-	0.041
HCM Control Delay (s)	27.9	8.1	0	-	8.1	0	-	16
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	43	0	0	86	0	0
Future Vol, veh/h	43	0	0	86	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	0	0	93	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	140	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	853	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	853	1022
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	43	0	0	86	0	0
Future Vol, veh/h	43	0	0	86	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	0	0	93	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	140	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	853	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	853	1022
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	931	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	43	0	0	86	0	0
Future Vol, veh/h	43	0	0	86	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	0	0	93	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	47	47	94	47
Stage 1	-	-	0	0	47	-
Stage 2	-	-	47	47	47	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	963	845	906	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	975	856	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	963	0	906	1022
Mov Cap-2 Maneuver	-	-	963	0	906	-
Stage 1	-	-	-	0	975	-
Stage 2	-	-	975	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	38	14	42	74	24	30
Future Vol, veh/h	38	14	42	74	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	15	46	80	26	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	221	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1547	-	767	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	858	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	743	1020
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1547	-
HCM Lane V/C Ratio	0.067	-	-	0.03	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	34	38	57	263	176	65
Future Vol, veh/h	34	38	57	263	176	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	41	62	286	191	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	637	227	262	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	441	812	1302	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	812	1302	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1302	-	560	-	-
HCM Lane V/C Ratio	0.048	-	0.14	-	-
HCM Control Delay (s)	7.9	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	42	0	0	65
Future Vol, veh/h	0	0	42	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	46	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	46	0	0	46	0
Stage 1	46	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	879	1023	-	-	1562	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	1023	-	-	1562	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1562	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	130	50	0
Future Vol, veh/h	0	0	0	130	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	141	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	125	27	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	857	1042	1549	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	857	1042	1549	-	-	-
Mov Cap-2 Maneuver	857	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	943	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	40	51	274	33	26	192
Future Vol, veh/h	40	51	274	33	26	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	55	298	36	28	209

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	563	298	0	0	298	0
Stage 1	298	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	487	741	-	-	1263	-
Stage 1	753	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	475	741	-	-	1263	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	475	741	1263	-
HCM Lane V/C Ratio	-	-	0.092	0.075	0.022	-
HCM Control Delay (s)	-	-	13.3	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	42	0	0	65
Future Vol, veh/h	0	0	42	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	46	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	46	0	0	46	0
Stage 1	46	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	879	1023	-	-	1562	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	1023	-	-	1562	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1562	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	13	0	9	0	0	90	40
Future Vol, veh/h	0	0	0	0	0	13	0	9	0	0	90	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	14	0	10	0	0	98	43
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	7.8	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	60	70	0	0	13	9	8	21	21
LT Vol	0	0	0	0	0	13	0	8	0	0
Through Vol	0	60	30	0	0	0	0	0	21	21
RT Vol	0	0	40	0	0	0	9	0	0	0
Lane Flow Rate	0	65	76	0	0	14	10	9	23	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.084	0.09	0	0	0.022	0.012	0.013	0.03	0.019
Departure Headway (Hd)	4.653	4.653	4.253	5.054	5.054	5.5	4.3	5.271	4.77	3.034
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	767	838	0	0	655	837	671	740	1150
Service Time	2.4	2.4	2	2.757	2.757	3.2	2	3.067	2.567	0.83
HCM Lane V/C Ratio	0	0.085	0.091	0	0	0.021	0.012	0.013	0.031	0.02
HCM Control Delay	7.4	7.8	7.4	7.8	7.8	8.3	7.1	8.1	7.7	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	42	0
Future Vol, veh/h	0	8	42	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	46	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	278	0	0	0	253	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	278	0	0	0	253	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	302	0	0	0	275	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.4	10.1
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	278	0	0	0	0	253	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	278	0	0	0	0	253	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	302	0	0	0	0	275	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.392	0	0	0	0	0.357	0
Departure Headway (Hd)	4.665	4.665	4.665	5.909	5.909	4.679	4.679	4.679
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	768	0	0	0	0	762	0
Service Time	2.426	2.426	2.426	3.609	3.609	2.445	2.445	2.445
HCM Lane V/C Ratio	0	0.393	0	0	0	0	0.361	0
HCM Control Delay	7.4	10.4	7.4	8.6	8.6	7.4	10.1	7.4
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	1.9	0	0	0	0	1.6	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	42	0	0	65	0
Future Vol, veh/h	0	0	0	0	0	0	0	42	0	0	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	46	0	0	71	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	117	117	71	117	117	46	71	0	0	46	0	0
Stage 1	71	71	-	46	46	-	-	-	-	-	-	-
Stage 2	46	46	-	71	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	859	773	991	859	773	1023	1529	-	-	1562	-	-
Stage 1	939	836	-	968	857	-	-	-	-	-	-	-
Stage 2	968	857	-	939	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	859	773	991	859	773	1023	1529	-	-	1562	-	-
Mov Cap-2 Maneuver	859	773	-	859	773	-	-	-	-	-	-	-
Stage 1	939	836	-	968	857	-	-	-	-	-	-	-
Stage 2	968	857	-	939	836	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	-	-	-	-	-	-	1562	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	11	19	130	50	5
Future Vol, veh/h	4	11	19	130	50	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	21	141	54	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	30	60	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	805	1038	1542	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	1038	1542	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1542	-	959	-	-
HCM Lane V/C Ratio	0.013	-	0.017	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	413	81	57	566	11	100	0	34	3	2	14
Future Volume (veh/h)	145	413	81	57	566	11	100	0	34	3	2	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	158	449	88	62	615	12	109	0	37	3	2	15
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	608	250	260	761	15	639	0	217	9	6	47
Arrive On Green	0.12	0.17	0.17	0.16	0.21	0.20	0.50	0.00	0.49	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3551	69	1285	0	436	245	163	1226
Grp Volume(v), veh/h	158	449	88	62	306	321	146	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1634	0	0
Q Serve(g_s), s	11.3	14.4	6.4	4.0	19.7	19.8	5.6	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	11.3	14.4	6.4	4.0	19.7	19.8	5.6	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.15		0.75
Lane Grp Cap(c), veh/h	191	608	250	260	379	397	856	0	0	63	0	0
V/C Ratio(X)	0.83	0.74	0.35	0.24	0.81	0.81	0.17	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	260	560	586	856	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.8	47.1	43.8	44.1	44.8	44.8	16.6	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	23.8	1.7	0.8	0.3	4.1	3.9	0.4	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	7.2	2.6	1.8	10.0	10.5	2.7	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	75.6	48.8	44.6	44.4	48.8	48.7	17.0	0.0	0.0	59.3	0.0	0.0
LnGrp LOS	E	D	D	D	D	D	B			E		
Approach Vol, veh/h		695			689			146			20	
Approach Delay, s/veh		54.4			48.4			17.0			59.3	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		63.7	23.1	24.6		8.6	18.0	29.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.6	6.0	16.4		3.4	13.3	21.8
Green Ext Time (p_c), s		0.3	0.0	2.2		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1627	293	30	861	17	149	23	62	50	23	97
Future Volume (veh/h)	77	1627	293	30	861	17	149	23	62	50	23	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	84	1768	318	33	936	18	162	25	67	54	25	105
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1531	267	67	1102	21	326	122	327	78	37	153
Arrive On Green	0.24	0.51	0.49	0.04	0.31	0.29	0.20	0.27	0.27	0.04	0.12	0.11
Sat Flow, veh/h	1774	3011	525	1634	3551	68	1634	447	1197	1774	310	1302
Grp Volume(v), veh/h	84	1016	1070	33	466	488	162	0	92	54	0	130
Grp Sat Flow(s),veh/h/ln	1774	1770	1767	1634	1770	1850	1634	0	1644	1774	0	1612
Q Serve(g_s), s	4.5	61.0	61.0	2.4	29.6	29.6	10.6	0.0	5.2	3.6	0.0	9.3
Cycle Q Clear(g_c), s	4.5	61.0	61.0	2.4	29.6	29.6	10.6	0.0	5.2	3.6	0.0	9.3
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.73	1.00		0.81
Lane Grp Cap(c), veh/h	424	900	898	67	549	574	326	0	449	78	0	190
V/C Ratio(X)	0.20	1.13	1.19	0.49	0.85	0.85	0.50	0.00	0.20	0.69	0.00	0.68
Avail Cap(c_a), veh/h	424	900	898	82	811	848	326	0	449	136	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	29.5	29.8	56.3	38.8	38.8	42.7	0.0	33.7	56.5	0.0	51.0
Incr Delay (d2), s/veh	0.2	70.2	95.1	5.5	5.7	5.5	1.2	0.0	1.0	10.3	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	47.0	53.2	1.2	15.4	16.0	4.9	0.0	2.5	2.0	0.0	5.1
LnGrp Delay(d),s/veh	36.6	99.7	124.9	61.8	44.5	44.3	43.8	0.0	34.8	66.8	0.0	69.3
LnGrp LOS	D	F	F	E	D	D	D		C	E		E
Approach Vol, veh/h		2170			987			254			184	
Approach Delay, s/veh		109.7			45.0			40.6			68.6	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	36.8	8.9	65.0	28.0	18.1	32.7	41.2
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	5.6	7.2	4.4	63.0	12.6	11.3	6.5	31.6
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.3	2.9	3.6

Intersection Summary		
HCM 2010 Ctrl Delay		84.9
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	375	34	26	506	46	60
Future Vol, veh/h	375	34	26	506	46	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	408	37	28	550	50	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	445	0	758	222
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1112	-	343	782
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	334	782
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	1112	-
HCM Lane V/C Ratio	0.233	-	-	0.025	-
HCM Control Delay (s)	14.5	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	427	6	12	523	2	4
Future Vol, veh/h	427	6	12	523	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	464	7	13	568	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	471	0	777	235
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1087	-	334	767
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	330	767
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1087	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	8.7	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	154	84	64	278	35	57	324	42	28	478	188
Future Volume (veh/h)	174	154	84	64	278	35	57	324	42	28	478	188
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	189	167	91	70	302	38	62	352	46	30	520	204
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	983	405	366	1218	502	112	972	400	75	626	244
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.27	0.27	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2489	972
Grp Volume(v), veh/h	189	167	91	70	302	38	62	352	46	30	369	355
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	9.9	3.2	3.1	3.1	5.5	1.6	3.3	7.2	1.1	1.6	17.8	18.0
Cycle Q Clear(g_c), s	9.9	3.2	3.1	3.1	5.5	1.6	3.3	7.2	1.1	1.6	17.8	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	258	983	405	366	1218	502	112	972	400	75	445	425
V/C Ratio(X)	0.73	0.17	0.22	0.19	0.25	0.08	0.55	0.36	0.11	0.40	0.83	0.83
Avail Cap(c_a), veh/h	436	983	405	366	1218	502	163	972	400	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	24.6	13.0	28.3	21.2	19.9	40.6	26.3	6.3	41.7	31.9	32.5
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.5	0.3	4.0	0.2	0.1	3.5	11.3	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	1.6	1.4	1.4	2.8	0.7	1.6	3.5	0.4	0.8	10.0	9.8
LnGrp Delay(d),s/veh	40.1	25.0	14.3	28.5	21.7	20.2	44.6	26.5	6.4	45.2	43.2	44.7
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		447			410			460			754	
Approach Delay, s/veh		29.2			22.7			26.9			44.0	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	28.7	24.2	29.0	10.2	26.6	18.2	35.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.6	9.2	5.1	5.2	5.3	20.0	11.9	7.5
Green Ext Time (p_c), s	0.0	3.8	0.3	0.9	0.0	0.7	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	208	19	10	390	0	5	1	3	2	0	0
Future Vol, veh/h	0	208	19	10	390	0	5	1	3	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	226	21	11	424	0	5	1	3	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	424	0	0	226	0	0	672	672	226	674	672	424
Stage 1	-	-	-	-	-	-	226	226	-	446	446	-
Stage 2	-	-	-	-	-	-	446	446	-	228	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1135	-	-	1342	-	-	370	377	813	368	377	630
Stage 1	-	-	-	-	-	-	777	717	-	591	574	-
Stage 2	-	-	-	-	-	-	591	574	-	775	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1342	-	-	367	373	813	363	373	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	373	-	363	373	-
Stage 1	-	-	-	-	-	-	777	717	-	591	568	-
Stage 2	-	-	-	-	-	-	584	568	-	771	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.2	15
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1135	-	-	1342	-	-	363
HCM Lane V/C Ratio	0.022	-	-	-	0.008	-	-	0.006
HCM Control Delay (s)	13.2	0	-	-	7.7	0	-	15
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	146	60	0	86	320	3	0	80	36	26
Future Vol, veh/h	0	8	146	60	0	86	320	3	0	80	36	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	159	65	0	93	348	3	0	87	39	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	10.9	16.5	11.2
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	26	214	409	84
LT Vol	80	0	8	86	0
Through Vol	36	0	146	320	82
RT Vol	0	26	60	3	2
Lane Flow Rate	126	28	233	445	91
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.238	0.045	0.336	0.63	0.155
Departure Headway (Hd)	6.797	5.733	5.206	5.101	6.126
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	528	623	691	707	584
Service Time	4.542	3.478	3.244	3.131	4.178
HCM Lane V/C Ratio	0.239	0.045	0.337	0.629	0.156
HCM Control Delay	11.7	8.8	10.9	16.5	10.3
HCM Lane LOS	B	A	B	C	B
HCM 95th-tile Q	0.9	0.1	1.5	4.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	82	2
Future Vol, veh/h	0	0	82	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	89	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	150	13	10	71	0	5	0	3	0	0	0
Future Vol, veh/h	0	150	13	10	71	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	163	14	11	77	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	177	0	0	269	269	170	271	276	77
Stage 1	-	-	-	-	-	-	170	170	-	99	99	-
Stage 2	-	-	-	-	-	-	99	99	-	172	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1399	-	-	684	637	874	682	632	984
Stage 1	-	-	-	-	-	-	832	758	-	907	813	-
Stage 2	-	-	-	-	-	-	907	813	-	830	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1522	-	-	1399	-	-	680	632	874	675	627	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	632	-	675	627	-
Stage 1	-	-	-	-	-	-	832	758	-	907	806	-
Stage 2	-	-	-	-	-	-	900	806	-	827	753	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1522	-	-	1399	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.008	-	-	-
HCM Control Delay (s)	9.9	0	-	-	7.6	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	92	38	290	58	0	13	0	9	0	0	0
Future Vol, veh/h	0	92	38	290	58	0	13	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	100	41	315	63	0	14	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	141	0	0	814	814	121	819	834	63
Stage 1	-	-	-	-	-	-	121	121	-	693	693	-
Stage 2	-	-	-	-	-	-	693	693	-	126	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1442	-	-	297	312	930	294	304	1002
Stage 1	-	-	-	-	-	-	883	796	-	434	445	-
Stage 2	-	-	-	-	-	-	434	445	-	878	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1442	-	-	245	241	930	240	235	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	241	-	240	235	-
Stage 1	-	-	-	-	-	-	883	796	-	434	344	-
Stage 2	-	-	-	-	-	-	336	344	-	869	780	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.8	16	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	1540	-	-	1442	-	-	-
HCM Lane V/C Ratio	0.068	-	-	-	0.219	-	-	-
HCM Control Delay (s)	16	0	-	-	8.2	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.8	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	92	360	0	0	0
Future Vol, veh/h	0	92	360	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	100	391	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	391	0	-	0	491	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1168	-	-	-	537	658
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	537	658
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	154	14	139	342	36	45	83	81	14	112	28
Future Volume (veh/h)	30	154	14	139	342	36	45	83	81	14	112	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	33	167	15	151	372	39	49	90	88	15	122	30
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	256	198	229	440	343	88	1980	812	49	1895	777
Arrive On Green	0.04	0.14	0.14	0.14	0.24	0.24	0.05	0.56	0.56	0.03	0.54	0.54
Sat Flow, veh/h	1634	1863	1442	1634	1863	1449	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	33	167	15	151	372	39	49	90	88	15	122	30
Grp Sat Flow(s),veh/h/ln	1634	1863	1442	1634	1863	1449	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	2.4	10.2	0.9	10.5	22.9	2.5	3.5	1.4	1.6	1.1	2.0	1.2
Cycle Q Clear(g_c), s	2.4	10.2	0.9	10.5	22.9	2.5	3.5	1.4	1.6	1.1	2.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	256	198	229	440	343	88	1980	812	49	1895	777
V/C Ratio(X)	0.49	0.65	0.08	0.66	0.84	0.11	0.56	0.05	0.11	0.31	0.06	0.04
Avail Cap(c_a), veh/h	82	761	589	229	885	688	177	1980	812	109	1895	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	49.0	30.5	48.9	43.7	36.0	55.4	11.9	2.6	57.0	13.4	13.2
Incr Delay (d2), s/veh	5.5	2.8	0.2	6.9	4.5	0.1	5.3	0.0	0.3	3.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.4	0.4	5.2	12.3	1.0	1.7	0.7	0.7	0.5	1.0	0.5
LnGrp Delay(d),s/veh	61.8	51.8	30.6	55.8	48.2	36.1	60.7	12.0	2.8	60.5	13.5	13.3
LnGrp LOS	E	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		215			562			227			167	
Approach Delay, s/veh		51.9			49.4			19.0			17.7	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	71.1	20.8	20.5	10.5	68.3	8.9	32.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	12.5	12.2	5.5	4.0	4.4	24.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.6	0.0	1.2	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	263	17	16	524	16	14
Future Vol, veh/h	263	17	16	524	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	18	17	570	17	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	899	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1257	-	309	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	303	744
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	1257	-
HCM Lane V/C Ratio	0.078	-	-	0.014	-
HCM Control Delay (s)	14.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	177	67	168	346	34	50	290	70	22	279	107
Future Volume (veh/h)	78	177	67	168	346	34	50	290	70	22	279	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	85	192	73	183	376	37	54	315	76	24	303	116
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	508	209	295	550	227	93	1689	402	57	1445	542
Arrive On Green	0.08	0.14	0.14	0.09	0.16	0.16	0.11	1.00	1.00	0.04	0.57	0.56
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2838	675	1634	2520	945
Grp Volume(v), veh/h	85	192	73	183	376	37	54	195	196	24	211	208
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1696
Q Serve(g_s), s	6.1	5.9	5.4	6.7	12.0	2.6	3.8	0.0	0.0	1.7	6.9	7.3
Cycle Q Clear(g_c), s	6.1	5.9	5.4	6.7	12.0	2.6	3.8	0.0	0.0	1.7	6.9	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	132	508	209	295	550	227	93	1053	1038	57	1015	972
V/C Ratio(X)	0.64	0.38	0.35	0.62	0.68	0.16	0.58	0.18	0.19	0.42	0.21	0.21
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1053	1038	136	1015	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	46.5	46.3	52.4	47.9	43.9	51.8	0.0	0.0	56.7	12.4	12.7
Incr Delay (d2), s/veh	5.1	0.5	1.0	2.0	1.4	0.3	5.5	0.4	0.4	4.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.9	2.2	3.0	6.0	1.1	1.8	0.1	0.1	0.9	3.5	3.5
LnGrp Delay(d),s/veh	58.5	47.0	47.3	54.4	49.3	44.2	57.3	0.4	0.4	61.5	12.9	13.3
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		350			596			445			443	
Approach Delay, s/veh		49.9			50.6			7.3			15.7	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	75.4	15.2	21.2	10.8	72.8	13.7	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.7	2.0	8.7	7.9	5.8	9.3	8.1	14.0
Green Ext Time (p_c), s	0.0	3.0	0.5	2.7	0.0	2.9	0.2	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	177	58	86	217	35	51	287	42	64	275	46
Future Volume (veh/h)	61	177	58	86	217	35	51	287	42	64	275	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	66	192	63	93	236	38	55	312	46	70	299	50
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	326	134	157	426	175	1760	2225	917	158	437	180
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.56	0.63	0.63	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	66	192	63	93	236	38	55	312	46	70	299	50
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	4.7	6.2	4.9	6.5	7.5	2.8	0.9	4.3	0.7	2.6	9.7	3.0
Cycle Q Clear(g_c), s	4.7	6.2	4.9	6.5	7.5	2.8	0.9	4.3	0.7	2.6	9.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	326	134	157	426	175	1760	2225	917	158	437	180
V/C Ratio(X)	0.60	0.59	0.47	0.59	0.55	0.22	0.03	0.14	0.05	0.44	0.68	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1760	2225	917	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	52.3	51.7	52.0	49.8	47.7	12.1	9.1	1.9	55.4	50.3	31.2
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.6	1.1	0.6	0.0	0.1	0.1	1.9	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.1	2.1	3.1	3.8	1.2	0.4	2.1	0.3	1.2	5.2	1.4
LnGrp Delay(d),s/veh	59.2	53.9	54.1	55.6	50.9	48.3	12.1	9.2	2.0	57.3	58.7	35.0
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		321			367			413			419	
Approach Delay, s/veh		55.0			51.8			8.8			55.7	
Approach LOS		E			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.5	15.5	15.1	70.6	18.8	12.1	18.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.3	8.5	8.2	2.9	11.7	6.7	9.5
Green Ext Time (p_c), s	0.0	1.6	1.4	0.8	0.8	1.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	22	0	137	23	51	0	54	79	71	0	15	209	38
Future Vol, veh/h	0	5	3	22	0	137	23	51	0	54	79	71	0	15	209	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	24	0	149	25	55	0	59	86	77	0	16	227	41
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.6	10.4	10	10.9
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	17%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	73%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	204	30	137	74	262
LT Vol	54	5	137	0	15
Through Vol	79	3	0	23	209
RT Vol	71	22	0	51	38
Lane Flow Rate	222	33	149	80	285
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.298	0.048	0.259	0.118	0.383
Departure Headway (Hd)	4.844	5.315	6.354	5.36	4.843
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	734	678	569	673	738
Service Time	2.924	3.315	4.054	3.06	2.917
HCM Lane V/C Ratio	0.302	0.049	0.262	0.119	0.386
HCM Control Delay	10	8.6	11.3	8.8	10.9
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.2	0.2	1	0.4	1.8

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	100	6	39	187	17	6	187	54	40	17	36
Future Vol, veh/h	12	100	6	39	187	17	6	187	54	40	17	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	109	7	42	203	18	7	203	59	43	18	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	115	0	0	334	445	58	479	438	111
Stage 1	-	-	-	-	-	-	138	138	-	297	297	-
Stage 2	-	-	-	-	-	-	196	307	-	182	141	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1344	-	-	1472	-	-	596	506	996	470	511	921
Stage 1	-	-	-	-	-	-	851	781	-	687	666	-
Stage 2	-	-	-	-	-	-	787	660	-	802	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1344	-	-	1472	-	-	538	487	996	290	492	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	487	-	290	492	-
Stage 1	-	-	-	-	-	-	843	773	-	680	647	-
Stage 2	-	-	-	-	-	-	711	641	-	551	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	17.3	15.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	550	1344	-	-	1472	-	-	440
HCM Lane V/C Ratio	0.012	0.476	0.01	-	-	0.029	-	-	0.23
HCM Control Delay (s)	11.8	17.4	7.7	-	-	7.5	-	-	15.6
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.5	0	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	51	182	192	145	27	92	184	88	10	353	24
Future Volume (veh/h)	15	51	182	192	145	27	92	184	88	10	353	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	55	198	209	158	29	100	200	96	11	384	26
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	66	237	177	407	75	145	1017	796	44	902	706
Arrive On Green	0.03	0.19	0.17	0.11	0.27	0.25	0.18	1.00	1.00	0.05	0.97	0.97
Sat Flow, veh/h	1634	356	1281	1634	1532	281	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	16	0	253	209	0	187	100	200	96	11	384	26
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	0.0	17.9	13.0	0.0	10.2	6.9	0.0	0.0	0.8	1.3	0.1
Cycle Q Clear(g_c), s	1.2	0.0	17.9	13.0	0.0	10.2	6.9	0.0	0.0	0.8	1.3	0.1
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	0	303	177	0	482	145	1017	796	44	902	706
V/C Ratio(X)	0.35	0.00	0.83	1.18	0.00	0.39	0.69	0.20	0.12	0.25	0.43	0.04
Avail Cap(c_a), veh/h	144	0	423	177	0	505	204	1017	796	82	902	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	57.3	0.0	47.8	53.5	0.0	36.2	47.8	0.0	0.0	55.6	1.0	1.0
Incr Delay (d2), s/veh	4.5	0.0	9.8	124.7	0.0	0.5	5.7	0.4	0.3	2.8	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.9	12.0	0.0	5.2	3.3	0.1	0.1	0.4	0.8	0.0
LnGrp Delay(d),s/veh	61.8	0.0	57.5	178.2	0.0	36.7	53.5	0.4	0.3	58.4	2.4	1.1
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		269			396			396			421	
Approach Delay, s/veh		57.8			111.4			13.8			3.8	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	69.5	17.0	26.2	14.6	62.1	7.4	35.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	2.8	2.0	15.0	19.9	8.9	3.3	3.2	12.2
Green Ext Time (p_c), s	0.0	2.6	0.0	0.6	0.1	2.6	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	122	59	0	12	213	12	0	77	16	18	0	23	53	51
Future Vol, veh/h	0	10	122	59	0	12	213	12	0	77	16	18	0	23	53	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	133	64	0	13	232	13	0	84	17	20	0	25	58	55
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.1	9.6	10.4	10
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	10	81	100	12	142	83	127
LT Vol	77	10	0	0	12	0	0	23
Through Vol	16	0	81	41	0	142	71	53
RT Vol	18	0	0	59	0	0	12	51
Lane Flow Rate	121	11	88	108	13	154	90	138
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.205	0.018	0.137	0.155	0.022	0.236	0.136	0.218
Departure Headway (Hd)	6.124	6.19	5.684	5.264	6.12	5.614	5.512	5.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	582	635	686	588	644	654	635
Service Time	3.828	3.89	3.384	2.964	3.82	3.314	3.212	3.39
HCM Lane V/C Ratio	0.205	0.019	0.139	0.157	0.022	0.239	0.138	0.217
HCM Control Delay	10.4	9	9.3	8.9	9	10	9.1	10
HCM Lane LOS	B	A	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.5	0.5	0.1	0.9	0.5	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	75	39	172	161	19	40	362	72	20	530	34
Future Volume (veh/h)	30	75	39	172	161	19	40	362	72	20	530	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	82	42	187	175	21	43	393	78	22	576	37
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	149	117	142	239	187	80	1964	386	56	2198	141
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.67	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2950	580	1634	3377	217
Grp Volume(v), veh/h	33	82	42	187	175	21	43	234	237	22	301	312
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	2.4	5.1	3.3	10.4	10.8	1.5	3.1	6.1	6.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.3	10.4	10.8	1.5	3.1	6.1	6.3	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	63	149	117	142	239	187	80	1178	1172	56	1151	1187
V/C Ratio(X)	0.52	0.55	0.36	1.32	0.73	0.11	0.53	0.20	0.20	0.40	0.26	0.26
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1178	1172	82	1151	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.3	54.8	50.3	46.3	55.7	7.7	7.9	54.7	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	185.0	4.3	0.3	5.1	0.4	0.4	4.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	1.4	12.0	5.9	0.6	1.5	3.1	3.2	0.8	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	239.8	54.6	46.5	60.8	8.1	8.2	59.1	0.5	0.5
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		157			383			514			635	
Approach Delay, s/veh		57.1			144.6			12.6			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	83.9	14.4	13.6	9.9	82.1	8.6	19.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.5	8.3	12.4	7.1	5.1	2.0	4.4	12.8
Green Ext Time (p_c), s	0.0	4.2	0.0	0.8	0.1	4.2	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	105	143	89	99	83	137	460	80	107	479	60
Future Volume (veh/h)	42	105	143	89	99	83	137	460	80	107	479	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	114	155	97	108	90	149	500	87	116	521	65
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	521	214	95	545	224	200	1981	816	166	1906	786
Arrive On Green	0.05	0.15	0.15	0.06	0.15	0.15	0.12	0.56	0.56	0.10	0.54	0.54
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	114	155	97	108	90	149	500	87	116	521	65
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.2	7.0	3.2	6.7	10.6	8.7	3.4	8.2	9.6	2.6
Cycle Q Clear(g_c), s	3.3	3.4	12.2	7.0	3.2	6.7	10.6	8.7	3.4	8.2	9.6	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	521	214	95	545	224	200	1981	816	166	1906	786
V/C Ratio(X)	0.55	0.22	0.72	1.02	0.20	0.40	0.74	0.25	0.11	0.70	0.27	0.08
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1981	816	259	1906	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.5	45.1	48.8	56.5	44.3	45.8	50.8	13.5	12.4	52.1	15.0	13.4
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.9	0.2	1.1	5.4	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.2	5.7	1.6	2.8	5.1	4.3	1.4	3.9	4.7	1.1
LnGrp Delay(d),s/veh	61.0	45.3	53.4	151.5	44.5	46.9	56.2	13.8	12.6	55.7	15.2	13.5
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		315			295			736			702	
Approach Delay, s/veh		51.6			80.4			22.3			21.7	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	71.2	11.0	21.6	18.7	68.6	10.2	22.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.2	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.2	10.7	9.0	14.2	12.6	11.6	5.3	8.7
Green Ext Time (p_c), s	0.2	5.4	0.0	1.5	0.2	5.4	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	113	99	71	188	52	137	355	58	24	347	59
Future Volume (veh/h)	29	113	99	71	188	52	137	355	58	24	347	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	32	123	108	77	204	57	149	386	63	26	377	64
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	214	173	82	441	182	123	437	342	763	1167	914
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.12	0.15	0.47	0.47	0.47	0.63	0.63
Sat Flow, veh/h	1634	1861	1505	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	32	116	115	77	204	57	149	386	63	26	377	64
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	7.5	8.3	5.6	6.4	1.5	9.0	22.5	2.4	1.0	11.4	2.1
Cycle Q Clear(g_c), s	2.3	7.5	8.3	5.6	6.4	1.5	9.0	22.5	2.4	1.0	11.4	2.1
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	203	184	82	441	182	123	437	342	763	1167	914
V/C Ratio(X)	0.49	0.57	0.62	0.94	0.46	0.31	1.22	0.88	0.18	0.03	0.32	0.07
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	763	1167	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	50.3	51.6	56.8	48.8	5.9	51.0	30.4	16.3	17.3	10.5	8.7
Incr Delay (d2), s/veh	5.2	2.4	3.3	77.6	0.7	0.9	144.1	19.2	1.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	3.8	4.3	3.2	0.6	8.9	13.7	1.1	0.5	6.0	0.9
LnGrp Delay(d),s/veh	61.6	52.7	54.9	134.4	49.5	6.8	195.1	49.6	17.3	17.3	11.2	8.9
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	B	A
Approach Vol, veh/h		263			338			598			467	
Approach Delay, s/veh		54.7			61.6			82.4			11.2	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	32.2	10.0	17.8	13.0	79.2	8.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.3	24.5	7.6	10.3	11.0	13.4	4.3	8.4
Green Ext Time (p_c), s	1.4	1.6	0.0	1.5	0.0	1.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	133	35	86	176	58	138	260	65	240	497	106
Future Volume (veh/h)	33	133	35	86	176	58	138	260	65	240	497	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	145	38	93	191	63	150	283	71	261	540	115
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	274	113	143	431	178	197	1831	754	301	2057	848
Arrive On Green	0.04	0.08	0.08	0.09	0.12	0.12	0.24	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	36	145	38	93	191	63	150	283	71	261	540	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.5	4.7	2.3	6.6	6.0	4.8	10.2	0.0	0.0	17.8	0.0	0.0
Cycle Q Clear(g_c), s	2.5	4.7	2.3	6.6	6.0	4.8	10.2	0.0	0.0	17.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	274	113	143	431	178	197	1831	754	301	2057	848
V/C Ratio(X)	0.28	0.53	0.34	0.65	0.44	0.35	0.76	0.15	0.09	0.87	0.26	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1831	754	354	2057	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83
Uniform Delay (d), s/veh	54.2	53.3	30.4	52.9	48.9	48.4	44.0	0.0	0.0	36.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.6	5.2	0.7	1.1	5.9	0.2	0.2	15.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	1.0	3.2	3.0	2.0	4.9	0.0	0.1	9.2	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	32.0	58.2	49.6	49.4	49.9	0.2	0.2	51.6	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		219			347			504			916	
Approach Delay, s/veh		50.9			51.8			15.0			14.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.1	66.1	14.5	13.3	18.5	73.7	9.2	18.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	19.8	2.0	8.6	6.7	12.2	2.0	4.5	8.0
Green Ext Time (p_c), s	0.3	4.5	0.3	0.5	0.3	4.5	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	318	101	70	206	45	50	491	48	120	1167	337
Future Volume (veh/h)	168	318	101	70	206	45	50	491	48	120	1167	337
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	183	346	110	76	224	49	54	534	52	130	1268	366
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	543	224	171	412	170	94	2097	864	109	2129	877
Arrive On Green	0.09	0.15	0.15	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	183	346	110	76	224	49	54	534	52	130	1268	366
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.7	11.0	8.3	2.8	7.2	3.7	3.9	8.7	1.8	8.0	26.7	16.0
Cycle Q Clear(g_c), s	6.7	11.0	8.3	2.8	7.2	3.7	3.9	8.7	1.8	8.0	26.7	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	543	224	171	412	170	94	2097	864	109	2129	877
V/C Ratio(X)	0.64	0.64	0.49	0.44	0.54	0.29	0.57	0.25	0.06	1.19	0.60	0.42
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2097	864	109	2129	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	52.6	47.7	46.5	55.0	50.0	48.5	55.1	11.7	10.3	56.0	14.8	12.7
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	0.9	5.2	0.3	0.1	144.3	1.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.5	3.4	1.3	3.6	1.5	1.9	4.3	0.8	8.0	13.2	6.7
LnGrp Delay(d),s/veh	54.6	48.7	47.9	56.8	51.1	49.4	60.4	12.0	10.5	200.3	16.0	14.1
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		639			349			640			1764	
Approach Delay, s/veh		50.3			52.1			16.0			29.2	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	75.1	10.5	22.4	10.9	76.2	14.9	18.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	10.7	4.8	13.0	5.9	28.7	8.7	9.2
Green Ext Time (p_c), s	0.0	14.2	0.1	2.8	0.0	9.7	0.2	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	4	23	0	5	13	926	65	14	824	24
Future Volume (veh/h)	14	0	4	23	0	5	13	926	65	14	824	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	15	0	4	25	0	5	14	1007	71	15	896	26
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	61	47	54	0	61	48	2730	1125	49	3926	1126
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	15	0	4	25	0	5	14	1007	71	15	896	26
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.1	0.0	0.3	1.8	0.0	0.4	1.0	10.9	0.6	1.1	5.9	0.5
Cycle Q Clear(g_c), s	1.1	0.0	0.3	1.8	0.0	0.4	1.0	10.9	0.6	1.1	5.9	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	61	47	54	0	61	48	2730	1125	49	3926	1126
V/C Ratio(X)	0.34	0.00	0.08	0.46	0.00	0.08	0.29	0.37	0.06	0.31	0.23	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2730	1125	82	3926	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.8	57.0	0.0	56.5	57.0	4.4	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.4	0.0	0.8	6.1	0.0	0.6	3.4	0.4	0.1	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.9	0.0	0.2	0.5	5.5	0.3	0.5	2.8	0.2
LnGrp Delay(d),s/veh	61.7	0.0	43.5	63.0	0.0	57.1	60.4	4.8	0.7	60.5	3.9	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		19			30			1092			937	
Approach Delay, s/veh		57.8			62.1			5.2			4.8	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	96.6	8.0	7.9	7.5	96.6	7.3	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.1	12.9	3.8	2.3	3.0	7.9	3.1	2.4
Green Ext Time (p_c), s	0.0	12.3	0.0	0.0	0.0	12.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	112	52	652	47	38	554
Future Volume (veh/h)	112	52	652	47	38	554
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	122	57	709	51	41	602
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	172	154	1397	1094	73	1542
Arrive On Green	0.11	0.11	0.75	0.75	0.09	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	122	57	709	51	41	602
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	8.7	4.4	18.4	1.1	2.9	0.0
Cycle Q Clear(g_c), s	8.7	4.4	18.4	1.1	2.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	172	154	1397	1094	73	1542
V/C Ratio(X)	0.71	0.37	0.51	0.05	0.56	0.39
Avail Cap(c_a), veh/h	268	239	1397	1094	150	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.91	0.91	1.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	51.9	50.0	6.1	3.9	53.5	0.0
Incr Delay (d2), s/veh	4.8	1.4	1.3	0.1	5.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.8	9.8	0.5	1.4	0.3
LnGrp Delay(d),s/veh	56.7	51.3	7.4	4.0	59.4	0.7
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	179		760			643
Approach Delay, s/veh	55.0		7.1			4.4
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	94.0				103.4		16.6
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	4.9	20.4				2.0		10.7
Green Ext Time (p_c), s	0.0	6.5				6.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	35	95	57	46	41	62	369	25	30	725	34
Future Volume (veh/h)	52	35	95	57	46	41	62	369	25	30	725	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	57	38	103	62	50	45	67	401	27	33	788	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	53	143	100	78	70	109	2176	146	67	2136	100
Arrive On Green	0.09	0.12	0.10	0.06	0.09	0.07	0.13	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	445	1205	1634	905	814	1634	3367	226	1634	3442	162
Grp Volume(v), veh/h	57	0	141	62	0	95	67	210	218	33	405	420
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1719	1634	1770	1823	1634	1770	1834
Q Serve(g_s), s	3.9	0.0	9.9	4.4	0.0	6.4	4.6	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	9.9	4.4	0.0	6.4	4.6	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	152	0	195	100	0	148	109	1144	1178	67	1098	1138
V/C Ratio(X)	0.37	0.00	0.72	0.62	0.00	0.64	0.62	0.18	0.18	0.50	0.37	0.37
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1144	1178	163	1098	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	51.1	0.0	51.6	55.0	0.0	53.4	50.5	0.0	0.0	53.9	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	4.9	6.1	0.0	4.5	5.2	0.3	0.3	5.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	4.8	2.2	0.0	3.3	2.2	0.1	0.1	1.1	0.3	0.3
LnGrp Delay(d),s/veh	52.6	0.0	56.6	61.1	0.0	58.0	55.8	0.3	0.3	59.3	0.9	0.9
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		198			157			495			858	
Approach Delay, s/veh		55.4			59.2			7.8			3.1	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	81.6	11.3	18.2	12.0	78.5	15.2	14.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.3	2.0	6.4	11.9	6.6	2.0	5.9	8.4
Green Ext Time (p_c), s	0.0	5.1	0.0	0.6	0.1	5.1	0.3	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	33.3
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	32	1	373	0	142	338	0	0	0	432	298
Future Vol, veh/h	0	0	0	0	0	32	1	373	0	142	338	0	0	0	432	298
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	35	1	405	0	154	367	0	0	0	470	324
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	31.4	26.1	39.2
HCM LOS	D	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	338	33	373	432	298
LT Vol	142	0	32	0	0	0
Through Vol	0	338	1	0	432	0
RT Vol	0	0	0	373	0	298
Lane Flow Rate	154	367	36	405	470	324
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.343	0.765	0.083	0.803	0.941	0.585
Departure Headway (Hd)	8.007	7.492	8.348	7.132	7.217	6.498
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	481	430	507	502	554
Service Time	5.754	5.238	6.089	4.873	4.964	4.244
HCM Lane V/C Ratio	0.343	0.763	0.084	0.799	0.936	0.585
HCM Control Delay	14.9	30.8	11.8	33.1	53.7	18.1
HCM Lane LOS	B	D	B	D	F	C
HCM 95th-tile Q	1.5	6.6	0.3	7.6	11.5	3.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	180	336	132	474	0	0	627	192
Future Volume (veh/h)	0	0	0	490	180	336	132	474	0	0	627	192
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				533	196	365	143	515	0	0	682	209
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				939	535	419	621	2257	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.20	0.64	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				533	196	365	143	515	0	0	682	209
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.1	28.6	4.6	7.4	0.0	0.0	7.2	4.6
Cycle Q Clear(g_c), s				16.7	10.1	28.6	4.6	7.4	0.0	0.0	7.2	4.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				939	535	419	621	2257	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.87	0.23	0.23	0.00	0.00	0.48	0.35
Avail Cap(c_a), veh/h				1185	675	529	621	2257	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.74	0.74	0.74	0.97	0.97	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				36.4	34.1	40.7	40.6	9.2	0.0	0.0	7.5	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.5	0.2	0.2	0.0	0.0	1.1	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.6	2.0	3.6	0.0	0.0	3.6	2.0
LnGrp Delay(d),s/veh				36.8	34.4	50.1	40.8	9.4	0.0	0.0	8.6	8.8
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1094			658			891	
Approach Delay, s/veh					40.8			16.3			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		81.0			28.0	53.0		39.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.4			6.6	9.2		30.6
Green Ext Time (p_c), s		2.9			1.8	4.0		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	253	451	179	192	475	0	0	928	365
Future Volume (veh/h)	0	0	0	253	451	179	192	475	0	0	928	365
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				275	490	195	209	516	0	0	1009	397
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				575	642	265	263	2661	0	0	1974	813
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.56	0.56
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				275	490	195	209	516	0	0	1009	397
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.3	15.8	15.2	15.0	9.6	0.0	0.0	21.2	19.9
Cycle Q Clear(g_c), s				9.3	15.8	15.2	15.0	9.6	0.0	0.0	21.2	19.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				575	642	265	263	2661	0	0	1974	813
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.19	0.00	0.00	0.51	0.49
Avail Cap(c_a), veh/h				822	917	378	340	2661	0	0	1974	813
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				44.0	46.7	46.4	51.6	9.8	0.0	0.0	16.4	16.1
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.2	0.2	0.0	0.0	0.7	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	7.9	6.4	7.4	4.8	0.0	0.0	10.4	8.3
LnGrp Delay(d),s/veh				44.6	49.0	50.8	60.8	9.9	0.0	0.0	17.1	17.7
LnGrp LOS				D	D	D	E	A			B	B
Approach Vol, veh/h					960			725			1406	
Approach Delay, s/veh					48.1			24.6			17.3	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.3	70.9		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		11.6			17.0	23.2		17.8
Green Ext Time (p_c), s		12.0			0.3	10.2		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	152	1	65	0	0	0	0	0	0	326	65	0	245	205	0
Future Vol, veh/h	0	152	1	65	0	0	0	0	0	0	326	65	0	245	205	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	165	1	71	0	0	0	0	0	0	354	71	0	266	223	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12.6	15.9	13.6
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	326	65	153	65	245	205
LT Vol	0	0	152	0	245	0
Through Vol	326	0	1	0	0	205
RT Vol	0	65	0	65	0	0
Lane Flow Rate	354	71	166	71	266	223
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.595	0.105	0.339	0.12	0.476	0.367
Departure Headway (Hd)	6.044	5.334	7.341	6.126	6.434	5.927
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	595	671	489	584	559	606
Service Time	3.784	3.073	5.09	3.874	4.174	3.666
HCM Lane V/C Ratio	0.595	0.106	0.339	0.122	0.476	0.368
HCM Control Delay	17.3	8.7	13.8	9.7	14.9	12.1
HCM Lane LOS	C	A	B	A	B	B
HCM 95th-tile Q	3.9	0.4	1.5	0.4	2.5	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	93	175	0	0	0	0	461	372	281	802	0
Future Volume (veh/h)	147	93	175	0	0	0	0	461	372	281	802	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	160	101	190				0	501	404	305	872	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	261	566	233				0	3107	891	409	2737	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.26	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	160	101	190				0	501	404	305	872	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	10.9	3.0	15.1				0.0	5.1	17.9	10.6	0.0	0.0
Cycle Q Clear(g_c), s	10.9	3.0	15.1				0.0	5.1	17.9	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	261	566	233				0	3107	891	409	2737	0
V/C Ratio(X)	0.61	0.18	0.81				0.00	0.16	0.45	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3107	891	660	2737	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	46.9	43.6	48.7				0.0	10.1	12.6	42.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.7	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	1.5	6.5				0.0	2.4	7.6	4.7	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.7	55.4				0.0	10.2	14.2	45.1	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		451						905			1177	
Approach Delay, s/veh		50.6						12.0			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.5	77.3		23.2		96.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	12.6	19.9		17.1		2.0		
Green Ext Time (p_c), s	0.9	9.3		1.5		10.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	439	118	0	0	0	0	504	308	431	727	0
Future Volume (veh/h)	164	439	118	0	0	0	0	504	308	431	727	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	178	477	128				0	548	335	468	790	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	514	574	237				0	1975	814	569	2729	0
Arrive On Green	0.16	0.16	0.16				0.00	0.56	0.56	0.36	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	178	477	128				0	548	335	468	790	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	9.7	15.8	16.1	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	9.7	15.8	16.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	514	574	237				0	1975	814	569	2729	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.28	0.41	0.82	0.29	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1975	814	792	2729	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.2				0.0	13.9	15.2	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.4	1.7				0.0	0.3	1.5	4.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.3	4.0				0.0	4.8	6.7	7.3	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.9				0.0	14.2	16.7	40.9	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		783						883			1258	
Approach Delay, s/veh		52.2						15.2			15.4	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.5	71.0		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	19.1	17.8		17.7		2.0		
Green Ext Time (p_c), s	1.4	8.9		1.2		9.4		

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	47	0	0	65
Future Vol, veh/h	0	0	47	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	51	0	0	51	0
Stage 1	51	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	873	1017	-	-	1555	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1017	-	-	1555	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1555	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	172	71	0	0	0
Future Vol, veh/h	0	172	71	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	187	77	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	264	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	725	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	725	984
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	96	76	84	118
Future Vol, veh/h	11	13	96	76	84	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	104	83	91	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	415	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	594	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	558	951	-	-	1488	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	558	951	1488	-
HCM Lane V/C Ratio	-	-	0.021	0.015	0.061	-
HCM Control Delay (s)	-	-	11.6	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	112	87	89	123
Future Vol, veh/h	15	17	112	87	89	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	122	95	97	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	449	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	568	929	-	-	1465	-
Stage 1	903	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	530	929	-	-	1465	-
Mov Cap-2 Maneuver	530	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	530	929	1465	-
HCM Lane V/C Ratio	-	-	0.031	0.02	0.066	-
HCM Control Delay (s)	-	-	12	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	112	66	0	123
Future Vol, veh/h	0	19	112	66	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	122	72	0	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	256	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	733	929	-	-	1465	-
Stage 1	903	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	733	929	-	-	1465	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	892	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	929	1465	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	74	66	46	12	13
Future Vol, veh/h	68	74	66	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	80	72	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	300	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	691	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	658	990
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1528	-	-	-	658	990
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	69	56	60	9	8
Future Vol, veh/h	67	69	56	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	75	61	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	282	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	708	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	674	1004
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	674	1004
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.4	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	46	69	60	50	4	5
Future Vol, veh/h	46	69	60	50	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	75	65	54	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	240	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	748	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	724	999
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1537	-	-	-	724	999
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

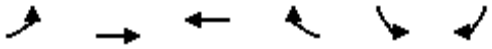
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	23	33	53	6	9
Future Vol, veh/h	66	23	33	53	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	25	36	58	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	201	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	788	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	769	990
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	990	-	-	1528	-
HCM Lane V/C Ratio	0.008	0.01	-	-	0.023	-
HCM Control Delay (s)	9.7	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	145	155	0	210	46
Future Volume (veh/h)	0	145	155	0	210	46
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	158	168	0	228	50
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	277	277	0	2605	1199
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	158	168	0	228	50
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.2	5.5	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.2	5.5	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	277	277	0	2605	1199
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2605	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.4	53.5	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.9	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.8	0.0	0.7	0.3
LnGrp Delay(d),s/veh	0.0	55.2	55.1	0.0	2.1	2.0
LnGrp LOS		E	E		A	A
Approach Vol, veh/h		158	168		278	
Approach Delay, s/veh		55.2	55.1		2.1	
Approach LOS		E	E		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.4		104.6		15.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.2		3.7		7.5
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	339	0	0	383	272	28	0	249	0	0	0
Future Volume (veh/h)	21	339	0	0	383	272	28	0	249	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	368	0	0	416	296	30	0	271			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1114	0	0	889	366	1880	0	865			
Arrive On Green	0.02	0.31	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	368	0	0	416	296	30	0	271			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.3	0.0	0.0	13.0	24.8	0.5	0.0	12.1			
Cycle Q Clear(g_c), s	1.8	10.3	0.0	0.0	13.0	24.8	0.5	0.0	12.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1114	0	0	889	366	1880	0	865			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.31			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1880	0	865			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.60	0.60	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	34.1	0.0	0.0	41.3	45.7	10.9	0.0	13.2			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.6	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.1	0.0	0.0	6.4	10.2	0.2	0.0	4.9			
LnGrp Delay(d),s/veh	103.0	34.2	0.0	0.0	41.5	48.3	10.9	0.0	13.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		391			712			301				
Approach Delay, s/veh		38.3			44.3			13.2				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		83.1		46.9			8.3	38.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.1		12.3			3.8	26.8
Green Ext Time (p_c), s		0.0		6.2			0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	58	149	14	0	8	225	21	0	63	10	19	0	59	11	132
Future Vol, veh/h	0	58	149	14	0	8	225	21	0	63	10	19	0	59	11	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	162	15	0	9	245	23	0	68	11	21	0	64	12	143
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.8	10.4	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	58	99	64	8	150	96	59	7	136
LT Vol	63	0	58	0	0	8	0	0	59	0	0
Through Vol	0	10	0	99	50	0	150	75	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	132
Lane Flow Rate	68	32	63	108	69	9	163	104	64	8	147
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.134	0.053	0.118	0.187	0.117	0.016	0.279	0.174	0.122	0.014	0.232
Departure Headway (Hd)	7.049	6.091	6.734	6.23	6.075	6.663	6.16	6.005	6.848	6.347	5.665
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	587	532	575	590	537	584	597	523	563	633
Service Time	4.799	3.84	4.475	3.972	3.817	4.404	3.901	3.747	4.591	4.091	3.408
HCM Lane V/C Ratio	0.134	0.055	0.118	0.188	0.117	0.017	0.279	0.174	0.122	0.014	0.232
HCM Control Delay	10.9	9.2	10.4	10.4	9.6	9.5	11.3	10	10.5	9.2	10.1
HCM Lane LOS	B	A	B	B	A	A	B	A	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.1	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	172	71	0	0	0
Future Vol, veh/h	0	172	71	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	187	77	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	264	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	725	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	725	984
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	845	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	47	0	0	65
Future Vol, veh/h	0	0	47	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	122	51	0	0	51	0
Stage 1	51	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	873	1017	-	-	1555	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	873	1017	-	-	1555	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1555	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

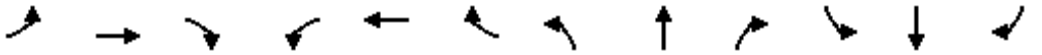
Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	26	9	53	22	80	9	666	63	76	572	5
Future Volume (veh/h)	7	26	9	53	22	80	9	666	63	76	572	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	28	10	58	24	87	10	724	68	83	622	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	676	729	260	746	197	713	22	904	85	110	1189	10
Arrive On Green	0.56	0.56	0.55	0.56	0.56	0.55	0.01	0.28	0.27	0.07	0.33	0.33
Sat Flow, veh/h	1176	1312	468	1256	354	1283	1634	3271	307	1634	3598	29
Grp Volume(v), veh/h	8	0	38	58	0	111	10	391	401	83	306	321
Grp Sat Flow(s),veh/h/ln	1176	0	1780	1256	0	1636	1634	1770	1809	1634	1770	1858
Q Serve(g_s), s	0.4	0.0	1.2	2.6	0.0	3.9	0.7	24.7	24.7	6.0	16.8	16.8
Cycle Q Clear(g_c), s	4.3	0.0	1.2	3.8	0.0	3.9	0.7	24.7	24.7	6.0	16.8	16.8
Prop In Lane	1.00		0.26	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	676	0	990	746	0	910	22	489	500	110	585	614
V/C Ratio(X)	0.01	0.00	0.04	0.08	0.00	0.12	0.45	0.80	0.80	0.75	0.52	0.52
Avail Cap(c_a), veh/h	676	0	990	746	0	910	101	1062	1085	245	1218	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	12.1	12.9	0.0	12.8	58.7	40.3	40.4	55.0	32.5	32.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.3	13.5	3.1	3.0	9.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.0	0.0	1.8	0.4	12.5	12.8	3.0	8.3	8.7
LnGrp Delay(d),s/veh	13.7	0.0	12.2	13.2	0.0	13.1	72.3	43.4	43.4	64.8	33.3	33.2
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		46			169			802			710	
Approach Delay, s/veh		12.5			13.1			43.8			36.9	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	37.2		70.7	5.6	43.6		70.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.0	26.7		6.3	2.7	18.8		5.9
Green Ext Time (p_c), s	0.1	6.0		0.5	0.0	6.0		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		37.1
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	181	16	22	138	12	39
Future Vol, veh/h	181	16	22	138	12	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	197	17	24	150	13	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	403	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1356	-	603	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	592	836
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1356	-
HCM Lane V/C Ratio	0.073	-	-	0.018	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	194	43	0	204	119	3	0	38	8	201
Future Vol, veh/h	0	3	194	43	0	204	119	3	0	38	8	201
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	211	47	0	222	129	3	0	41	9	218
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	11.8	16.8	11.6
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	1%	63%	0%	26%
Vol Thru, %	3%	81%	37%	0%	52%
Vol Right, %	81%	18%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	247	240	323	3	27
LT Vol	38	3	204	0	7
Through Vol	8	194	119	0	14
RT Vol	201	43	0	3	6
Lane Flow Rate	268	261	351	3	29
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.391	0.388	0.586	0.005	0.05
Departure Headway (Hd)	5.245	5.358	6.013	4.985	6.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	685	670	600	717	583
Service Time	3.287	3.396	3.746	2.718	4.177
HCM Lane V/C Ratio	0.391	0.39	0.585	0.004	0.05
HCM Control Delay	11.6	11.8	16.9	7.7	9.5
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	1.9	1.8	3.8	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	14	6
Future Vol, veh/h	0	7	14	6
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	15	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	93	308	212	22	40	121
Future Vol, veh/h	93	308	212	22	40	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	101	335	230	24	43	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	779	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1311	-	-	-	364	797
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1311	-	-	-	329	797
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	589
HCM Lane V/C Ratio	0.077	-	-	-	0.297
HCM Control Delay (s)	8	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	2	1	8	2	46	1	673	35	74	574	5
Future Vol, veh/h	1	2	1	8	2	46	1	673	35	74	574	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	9	2	50	1	732	38	80	624	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1157	1560	315	1227	1543	385	629	0	0	770	0	0
Stage 1	788	788	-	753	753	-	-	-	-	-	-	-
Stage 2	369	772	-	474	790	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	151	111	681	134	114	613	949	-	-	840	-	-
Stage 1	350	400	-	368	416	-	-	-	-	-	-	-
Stage 2	623	407	-	540	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	100	681	122	103	613	949	-	-	840	-	-
Mov Cap-2 Maneuver	126	100	-	122	103	-	-	-	-	-	-	-
Stage 1	350	362	-	368	416	-	-	-	-	-	-	-
Stage 2	569	407	-	485	362	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.3	17.4	0	1.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	949	-	-	136	350	840	-	-
HCM Lane V/C Ratio	0.001	-	-	0.032	0.174	0.096	-	-
HCM Control Delay (s)	8.8	-	-	32.3	17.4	9.7	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	115	0	0	56	0	0
Future Vol, veh/h	115	0	0	56	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	0	0	61	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	186	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	803	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	803	926
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	962	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1462	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	111	0	0	58	0	0
Future Vol, veh/h	111	0	0	58	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	121	0	0	63	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	184	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1467	-	805	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1467	-	805	930
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	960	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1467	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	90	18	10	39	2	20	48	12	2	35	0
Future Vol, veh/h	2	90	18	10	39	2	20	48	12	2	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	98	20	11	42	2	22	52	13	2	38	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	117	0	0	196	178	108	210	187	43
Stage 1	-	-	-	-	-	-	112	112	-	65	65	-
Stage 2	-	-	-	-	-	-	84	66	-	145	122	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1563	-	-	1471	-	-	763	716	946	747	708	1027
Stage 1	-	-	-	-	-	-	893	803	-	946	841	-
Stage 2	-	-	-	-	-	-	924	840	-	858	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1471	-	-	726	710	946	691	702	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	726	710	-	691	702	-
Stage 1	-	-	-	-	-	-	892	802	-	945	834	-
Stage 2	-	-	-	-	-	-	875	833	-	790	794	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	10.5	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1563	-	-	1471	-	-	701
HCM Lane V/C Ratio	0.117	0.001	-	-	0.007	-	-	0.057
HCM Control Delay (s)	10.5	7.3	0	-	7.5	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	0	0	52	0	0
Future Vol, veh/h	92	0	0	52	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	0	0	57	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	157	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1493	-	834	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	834	956
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	966	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1493	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	90	0	0	50	0	0
Future Vol, veh/h	90	0	0	50	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	0	0	54	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	152	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	840	958
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	840	958
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	969	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1495	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	0	0	52	0	0
Future Vol, veh/h	92	0	0	52	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	0	0	57	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	100	100	128	100
Stage 1	-	-	0	0	100	-
Stage 2	-	-	100	100	28	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	899	790	866	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	924	812	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	899	0	866	956
Mov Cap-2 Maneuver	-	-	899	0	866	-
Stage 1	-	-	-	0	924	-
Stage 2	-	-	924	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	20	29	30	31	52
Future Vol, veh/h	104	20	29	30	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	22	32	33	34	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	220	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1449	-	768	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	751	927
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	852	-	-	1449	-
HCM Lane V/C Ratio	0.106	-	-	0.022	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	50	101	27	198	236	27
Future Vol, veh/h	50	101	27	198	236	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	110	29	215	257	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	545	271	286	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	499	768	1276	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	768	1276	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1276	-	644	-	-
HCM Lane V/C Ratio	0.023	-	0.255	-	-
HCM Control Delay (s)	7.9	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	68	0	0	56
Future Vol, veh/h	0	0	68	0	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	74	0	0	61

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	135	74	0	0	74	0
Stage 1	74	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	859	988	-	-	1526	-
Stage 1	949	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	859	988	-	-	1526	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	962	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1526	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	114	46	0
Future Vol, veh/h	0	0	0	114	46	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	124	50	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	112	25	50	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	873	1045	1555	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	1045	1555	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	953	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	23	207	87	51	287
Future Vol, veh/h	28	23	207	87	51	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	25	225	95	55	312

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	648	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	435	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	814	-	-	1344	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	628	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	413	814	1344	-
HCM Lane V/C Ratio	-	-	0.074	0.031	0.041	-
HCM Control Delay (s)	-	-	14.4	9.6	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	2	68	3	3	56
Future Vol, veh/h	2	2	68	3	3	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	74	3	3	61

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	143	76	0	0	77	0
Stage 1	76	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	850	985	-	-	1522	-
Stage 1	947	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	985	-	-	1522	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	911	1522	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	15	0	5	0	0	88	18
Future Vol, veh/h	0	0	0	0	0	15	0	5	0	0	88	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	16	0	5	0	0	96	20
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	62%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	38%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	59	47	0	0	15	5	7	20	20
LT Vol	0	0	0	0	0	15	0	7	0	0
Through Vol	0	59	29	0	0	0	0	0	20	20
RT Vol	0	0	18	0	0	0	5	0	0	0
Lane Flow Rate	0	64	51	0	0	16	5	8	21	21
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.082	0.063	0	0	0.025	0.006	0.011	0.028	0.018
Departure Headway (Hd)	4.642	4.642	4.376	4.985	4.985	5.435	4.235	5.23	4.73	2.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	769	815	0	0	663	850	677	748	1169
Service Time	2.386	2.386	2.12	2.687	2.687	3.135	1.935	3.019	2.518	0.781
HCM Lane V/C Ratio	0	0.083	0.063	0	0	0.024	0.006	0.012	0.028	0.018
HCM Control Delay	7.4	7.8	7.4	7.7	7.7	8.3	7	8.1	7.7	5.8
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	39	0
Future Vol, veh/h	0	7	39	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	42	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	309	0	0	0	342	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	309	0	0	0	342	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	336	0	0	0	372	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.2	11.9
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	309	0	0	0	0	342	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	309	0	0	0	0	342	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	336	0	0	0	0	372	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.44	0	0	0	0	0.484	0
Departure Headway (Hd)	5.213	4.712	4.712	6.191	6.191	4.691	4.691	4.691
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	680	756	0	0	0	0	762	0
Service Time	2.997	2.494	2.494	3.891	3.891	2.465	2.465	2.465
HCM Lane V/C Ratio	0.001	0.444	0	0	0	0	0.488	0
HCM Control Delay	8	11.2	7.5	8.9	8.9	7.5	11.9	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.3	0	0	0	0	2.7	0

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	22	10	75	32	7	2	15	66	56	4	52	9
Future Vol, veh/h	22	10	75	32	7	2	15	66	56	4	52	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	11	82	35	8	2	16	72	61	4	57	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	173	169	57	175	169	72	57	0	0	72	0	0
Stage 1	65	65	-	104	104	-	-	-	-	-	-	-
Stage 2	108	104	-	71	65	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	790	724	1009	788	724	990	1547	-	-	1528	-	-
Stage 1	946	841	-	902	809	-	-	-	-	-	-	-
Stage 2	897	809	-	939	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	774	715	1009	709	715	990	1547	-	-	1528	-	-
Mov Cap-2 Maneuver	774	715	-	709	715	-	-	-	-	-	-	-
Stage 1	936	839	-	893	801	-	-	-	-	-	-	-
Stage 2	877	801	-	850	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	10.2	0.8	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	774	715	1009	709	715	990	1528	-	-
HCM Lane V/C Ratio	0.011	-	-	0.031	0.015	0.081	0.049	0.011	0.002	0.003	-	-
HCM Control Delay (s)	7.4	-	-	9.8	10.1	8.9	10.3	10.1	8.6	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.3	0.2	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	9	16	117	52	2
Future Vol, veh/h	3	9	16	117	52	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	17	127	57	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	156	29	59	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	820	1039	1543	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	1039	1543	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1543	-	970	-	-
HCM Lane V/C Ratio	0.011	-	0.013	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	626	82	54	538	5	105	1	43	34	2	80
Future Volume (veh/h)	95	626	82	54	538	5	105	1	43	34	2	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	103	680	89	59	585	5	114	1	47	37	2	87
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	849	350	100	751	6	562	5	232	48	3	113
Arrive On Green	0.09	0.24	0.24	0.06	0.21	0.19	0.47	0.47	0.46	0.10	0.10	0.09
Sat Flow, veh/h	1634	3539	1458	1634	3596	31	1207	11	497	481	26	1132
Grp Volume(v), veh/h	103	680	89	59	288	302	162	0	0	126	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1715	0	0	1639	0	0
Q Serve(g_s), s	7.3	21.7	5.9	4.2	18.4	18.5	6.7	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	21.7	5.9	4.2	18.4	18.5	6.7	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.70		0.29	0.29		0.69
Lane Grp Cap(c), veh/h	151	849	350	100	369	388	798	0	0	164	0	0
V/C Ratio(X)	0.68	0.80	0.25	0.59	0.78	0.78	0.20	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	798	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.75	0.75	0.75	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	42.9	36.9	54.9	44.9	44.9	19.0	0.0	0.0	52.9	0.0	0.0
Incr Delay (d2), s/veh	6.0	1.9	0.3	5.3	3.0	2.9	0.6	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	10.8	2.4	2.0	9.3	9.8	3.3	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	58.8	44.8	37.3	60.2	47.8	47.7	19.5	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	E	D	D	E	D	D	B			E		
Approach Vol, veh/h		872			649			162			126	
Approach Delay, s/veh		45.7			48.9			19.5			60.3	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		59.9	11.3	32.8		16.0	15.1	29.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		8.7	6.2	23.7		11.0	9.3	20.5
Green Ext Time (p_c), s		0.3	0.0	3.1		0.4	0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	586	108	8	488	10	74	11	22	16	7	31
Future Volume (veh/h)	28	586	108	8	488	10	74	11	22	16	7	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	30	637	117	9	530	11	80	12	24	17	8	34
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	776	142	41	679	14	832	312	623	34	22	93
Arrive On Green	0.09	0.26	0.24	0.03	0.19	0.17	0.51	0.56	0.56	0.02	0.07	0.07
Sat Flow, veh/h	1774	2982	547	1634	3545	74	1634	555	1109	1774	305	1295
Grp Volume(v), veh/h	30	378	376	9	264	277	80	0	36	17	0	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1760	1634	1770	1849	1634	0	1664	1774	0	1599
Q Serve(g_s), s	1.9	24.1	24.2	0.6	17.0	17.1	3.0	0.0	1.2	1.1	0.0	3.0
Cycle Q Clear(g_c), s	1.9	24.1	24.2	0.6	17.0	17.1	3.0	0.0	1.2	1.1	0.0	3.0
Prop In Lane	1.00		0.31	1.00		0.04	1.00		0.67	1.00		0.81
Lane Grp Cap(c), veh/h	167	460	458	41	339	354	832	0	935	34	0	115
V/C Ratio(X)	0.18	0.82	0.82	0.22	0.78	0.78	0.10	0.00	0.04	0.49	0.00	0.37
Avail Cap(c_a), veh/h	177	900	894	82	811	847	832	0	935	136	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.1	41.8	42.1	57.3	46.1	46.2	15.2	0.0	11.9	58.3	0.0	53.3
Incr Delay (d2), s/veh	0.3	2.5	2.5	2.6	3.9	3.8	0.0	0.0	0.1	10.5	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.1	12.1	0.3	8.7	9.1	1.4	0.0	0.6	0.7	0.0	1.6
LnGrp Delay(d),s/veh	50.4	44.2	44.6	59.9	50.0	49.9	15.2	0.0	11.9	68.8	0.0	62.1
LnGrp LOS	D	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		784			550			116			59	
Approach Delay, s/veh		44.7			50.2			14.2			64.0	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	71.4	7.0	35.2	65.1	12.6	15.3	27.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	3.1	3.2	2.6	26.2	5.0	5.0	3.9	19.1
Green Ext Time (p_c), s	0.0	0.3	0.0	3.0	0.1	0.1	1.7	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	45.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	529	70	106	462	34	101
Future Vol, veh/h	529	70	106	462	34	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	575	76	115	502	37	110

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	651	0	1095	326
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	931	-	208	670
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	931	-	182	670
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	514	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	931	-
HCM Lane V/C Ratio	0.367	-	-	0.124	-
HCM Control Delay (s)	19.1	-	-	9.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	657	5	19	580	3	14
Future Vol, veh/h	657	5	19	580	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	714	5	21	630	3	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	720	0	1074	360
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	877	-	215	637
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	877	-	210	637
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	-	-	877	-
HCM Lane V/C Ratio	0.024	-	-	0.024	-
HCM Control Delay (s)	9.8	-	-	9.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	359	89	79	300	75	91	504	59	52	462	200
Future Volume (veh/h)	203	359	89	79	300	75	91	504	59	52	462	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	221	390	97	86	326	82	99	548	64	57	502	217
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	983	405	323	1054	435	157	998	411	106	605	260
Arrive On Green	0.18	0.28	0.28	0.20	0.30	0.30	0.10	0.28	0.28	0.06	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2412	1037
Grp Volume(v), veh/h	221	390	97	86	326	82	99	548	64	57	368	351
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	11.6	8.0	3.2	4.0	6.4	3.8	5.2	11.8	1.6	3.0	17.7	17.9
Cycle Q Clear(g_c), s	11.6	8.0	3.2	4.0	6.4	3.8	5.2	11.8	1.6	3.0	17.7	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	290	983	405	323	1054	435	157	998	411	106	444	421
V/C Ratio(X)	0.76	0.40	0.24	0.27	0.31	0.19	0.63	0.55	0.16	0.54	0.83	0.83
Avail Cap(c_a), veh/h	436	983	405	323	1054	435	163	998	411	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	26.4	11.7	30.6	24.4	23.5	39.1	27.5	7.1	40.8	31.9	32.5
Incr Delay (d2), s/veh	4.3	1.2	1.4	0.4	0.8	1.0	6.7	0.6	0.2	4.2	11.2	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.1	1.4	1.9	3.2	1.6	2.7	5.9	0.7	1.5	10.0	9.8
LnGrp Delay(d),s/veh	39.5	27.6	13.1	31.0	25.2	24.5	45.9	28.1	7.2	44.9	43.1	44.8
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		708			494			711			776	
Approach Delay, s/veh		29.3			26.1			28.7			44.0	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	29.4	21.8	29.0	12.6	26.6	20.0	30.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.0	13.8	6.0	10.0	7.2	19.9	13.6	8.4
Green Ext Time (p_c), s	0.0	3.6	0.9	1.6	0.0	0.7	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	515	6	5	312	1	29	0	20	1	0	0
Future Vol, veh/h	0	515	6	5	312	1	29	0	20	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	560	7	5	339	1	32	0	22	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	560	0	0	911	911	560	922	911	340
Stage 1	-	-	-	-	-	-	560	560	-	351	351	-
Stage 2	-	-	-	-	-	-	351	351	-	571	560	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1219	-	-	1011	-	-	255	274	528	251	274	702
Stage 1	-	-	-	-	-	-	513	511	-	666	632	-
Stage 2	-	-	-	-	-	-	666	632	-	506	511	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1219	-	-	1011	-	-	254	272	528	240	272	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	272	-	240	272	-
Stage 1	-	-	-	-	-	-	513	511	-	666	628	-
Stage 2	-	-	-	-	-	-	662	628	-	485	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	18.4	20.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	322	1219	-	-	1011	-	-	240
HCM Lane V/C Ratio	0.165	-	-	-	0.005	-	-	0.005
HCM Control Delay (s)	18.4	0	-	-	8.6	0	-	20.1
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	531	0	1	333	1	0	0	1	1	0	0
Future Vol, veh/h	0	531	0	1	333	1	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	577	0	1	362	1	0	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	577	0	0	942	942	577	943	942	363
Stage 1	-	-	-	-	-	-	577	577	-	365	365	-
Stage 2	-	-	-	-	-	-	365	365	-	578	577	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1196	-	-	996	-	-	243	263	516	243	263	682
Stage 1	-	-	-	-	-	-	502	502	-	654	623	-
Stage 2	-	-	-	-	-	-	654	623	-	501	502	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1196	-	-	996	-	-	243	263	516	242	263	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	263	-	242	263	-
Stage 1	-	-	-	-	-	-	502	502	-	654	622	-
Stage 2	-	-	-	-	-	-	653	622	-	500	502	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12	19.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	516	1196	-	-	996	-	-	242
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	-	0.004
HCM Control Delay (s)	12	0	-	-	8.6	0	-	19.9
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	36.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	13	460	82	0	60	258	31	0	70	87	142
Future Vol, veh/h	0	13	460	82	0	60	258	31	0	70	87	142
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	500	89	0	65	280	34	0	76	95	154
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	62.1	22.8	14
HCM LOS	F	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	2%	17%	24%
Vol Thru, %	55%	0%	83%	74%	67%
Vol Right, %	0%	100%	15%	9%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	142	555	349	98
LT Vol	70	0	13	60	24
Through Vol	87	0	460	258	66
RT Vol	0	142	82	31	8
Lane Flow Rate	171	154	603	379	107
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.374	0.297	1	0.687	0.234
Departure Headway (Hd)	7.884	6.933	6.207	6.517	7.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	457	519	591	554	454
Service Time	5.604	4.681	4.207	4.581	5.964
HCM Lane V/C Ratio	0.374	0.297	1.02	0.684	0.236
HCM Control Delay	15.2	12.6	62.1	22.8	13.4
HCM Lane LOS	C	B	F	C	B
HCM 95th-tile Q	1.7	1.2	14.7	5.3	0.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	24	66	8
Future Vol, veh/h	0	24	66	8
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	26	72	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	564	15	14	410	0	9	0	7	0	0	0
Future Vol, veh/h	0	564	15	14	410	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	613	16	15	446	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	629	0	0	1097	1097	621	1101	1105	446
Stage 1	-	-	-	-	-	-	621	621	-	476	476	-
Stage 2	-	-	-	-	-	-	476	476	-	625	629	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1114	-	-	953	-	-	191	213	487	189	211	612
Stage 1	-	-	-	-	-	-	475	479	-	570	557	-
Stage 2	-	-	-	-	-	-	570	557	-	473	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	953	-	-	188	209	487	183	207	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	209	-	183	207	-
Stage 1	-	-	-	-	-	-	475	479	-	570	545	-
Stage 2	-	-	-	-	-	-	558	545	-	466	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	20	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	1114	-	-	953	-	-	-
HCM Lane V/C Ratio	0.068	-	-	-	0.016	-	-	-
HCM Control Delay (s)	20	0	-	-	8.8	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	352	102	115	405	0	49	0	39	0	0	0
Future Vol, veh/h	0	352	102	115	405	0	49	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	383	111	125	440	0	53	0	42	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	493	0	0	1128	1128	438	1149	1183	440
Stage 1	-	-	-	-	-	-	438	438	-	690	690	-
Stage 2	-	-	-	-	-	-	690	690	-	459	493	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	-	1071	-	-	181	204	619	176	189	617
Stage 1	-	-	-	-	-	-	597	579	-	435	446	-
Stage 2	-	-	-	-	-	-	435	446	-	582	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1071	-	-	160	173	619	145	160	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	173	-	145	160	-
Stage 1	-	-	-	-	-	-	597	579	-	435	377	-
Stage 2	-	-	-	-	-	-	368	377	-	542	547	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	29.9	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	1120	-	-	1071	-	-	-
HCM Lane V/C Ratio	0.402	-	-	-	0.117	-	-	-
HCM Control Delay (s)	29.9	0	-	-	8.8	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0.4	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	561	404	0	0	0
Future Vol, veh/h	0	561	404	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	610	439	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	439	0	-	0	1049	439
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1121	-	-	-	252	618
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1121	-	-	-	252	618
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	542	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1121	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	514	108	157	316	23	103	88	188	28	58	28
Future Volume (veh/h)	23	514	108	157	316	23	103	88	188	28	58	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	25	559	117	171	343	25	112	96	204	30	63	30
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	625	487	191	776	605	160	1331	545	63	1121	458
Arrive On Green	0.04	0.34	0.34	0.12	0.42	0.42	0.10	0.38	0.38	0.04	0.32	0.32
Sat Flow, veh/h	1634	1863	1452	1634	1863	1453	1634	3539	1449	1634	3539	1447
Grp Volume(v), veh/h	25	559	117	171	343	25	112	96	204	30	63	30
Grp Sat Flow(s),veh/h/ln	1634	1863	1452	1634	1863	1453	1634	1770	1449	1634	1770	1447
Q Serve(g_s), s	1.8	34.2	4.9	12.4	15.8	1.2	8.0	2.1	8.0	2.2	1.5	1.7
Cycle Q Clear(g_c), s	1.8	34.2	4.9	12.4	15.8	1.2	8.0	2.1	8.0	2.2	1.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	625	487	191	776	605	160	1331	545	63	1121	458
V/C Ratio(X)	0.43	0.89	0.24	0.90	0.44	0.04	0.70	0.07	0.37	0.48	0.06	0.07
Avail Cap(c_a), veh/h	82	761	593	191	885	690	177	1331	545	109	1121	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	37.9	14.2	52.3	25.0	20.8	52.4	24.0	11.6	56.5	28.5	28.6
Incr Delay (d2), s/veh	5.0	11.5	0.3	37.9	0.4	0.0	9.3	0.1	1.8	5.5	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	19.5	2.0	7.6	8.2	0.5	4.0	1.0	3.4	1.1	0.7	0.7
LnGrp Delay(d),s/veh	61.7	49.4	14.5	90.2	25.4	20.8	61.7	24.1	13.3	62.0	28.6	28.9
LnGrp LOS	E	D	B	F	C	C	E	C	B	E	C	C
Approach Vol, veh/h		701			539			412			123	
Approach Delay, s/veh		44.0			45.8			29.0			36.8	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	49.1	18.0	44.2	15.8	42.0	8.3	54.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	4.2	10.0	14.4	36.2	10.0	3.7	3.8	17.8
Green Ext Time (p_c), s	0.0	1.5	0.0	2.1	0.0	1.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	710	43	30	476	23	29
Future Vol, veh/h	710	43	30	476	23	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	772	47	33	517	25	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	818	0	1378	795
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	583	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	810	-	160	388
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	558	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	810	-	151	388
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	25.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	229	-	-	810	-
HCM Lane V/C Ratio	0.247	-	-	0.04	-
HCM Control Delay (s)	25.8	-	-	9.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	466	87	306	362	33	72	403	155	62	305	77
Future Volume (veh/h)	174	466	87	306	362	33	72	403	155	62	305	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	189	507	95	333	393	36	78	438	168	67	332	84
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	706	291	446	683	281	121	1153	438	110	1272	317
Arrive On Green	0.15	0.20	0.20	0.14	0.19	0.19	0.15	0.92	0.89	0.07	0.45	0.44
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2510	954	1634	2808	701
Grp Volume(v), veh/h	189	507	95	333	393	36	78	308	298	67	208	208
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1694	1634	1770	1739
Q Serve(g_s), s	13.4	16.1	6.7	12.1	12.1	2.5	5.4	2.6	3.2	4.8	8.7	9.0
Cycle Q Clear(g_c), s	13.4	16.1	6.7	12.1	12.1	2.5	5.4	2.6	3.2	4.8	8.7	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	240	706	291	446	683	281	121	813	779	110	801	788
V/C Ratio(X)	0.79	0.72	0.33	0.75	0.58	0.13	0.65	0.38	0.38	0.61	0.26	0.26
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	813	779	136	801	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	44.9	41.1	49.5	44.0	40.1	49.7	2.7	3.4	54.4	20.3	20.7
Incr Delay (d2), s/veh	9.5	1.4	0.6	3.0	0.7	0.2	7.7	1.2	1.3	5.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	8.0	2.7	5.5	6.0	1.0	2.7	1.3	1.6	2.3	4.4	4.5
LnGrp Delay(d),s/veh	58.9	46.3	41.8	52.5	44.6	40.2	57.3	3.9	4.7	59.8	21.1	21.5
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	C	C
Approach Vol, veh/h		791			762			684			483	
Approach Delay, s/veh		48.8			47.9			10.3			26.7	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	59.1	20.9	27.9	12.9	58.3	21.6	27.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.8	5.2	14.1	18.1	7.4	11.0	15.4	14.1
Green Ext Time (p_c), s	0.0	3.9	0.8	3.9	0.0	3.8	0.3	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	279	81	290	344	72	156	587	82	81	471	83
Future Volume (veh/h)	195	279	81	290	344	72	156	587	82	81	471	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	212	303	88	315	374	78	170	638	89	88	512	90
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	443	183	389	708	292	1014	1605	661	158	651	268
Arrive On Green	0.16	0.13	0.13	0.24	0.20	0.20	0.32	0.45	0.45	0.05	0.18	0.18
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	212	303	88	315	374	78	170	638	89	88	512	90
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	15.0	9.8	6.7	21.8	11.3	5.4	4.6	14.4	1.6	3.3	16.6	4.4
Cycle Q Clear(g_c), s	15.0	9.8	6.7	21.8	11.3	5.4	4.6	14.4	1.6	3.3	16.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	443	183	389	708	292	1014	1605	661	158	651	268
V/C Ratio(X)	0.80	0.68	0.48	0.81	0.53	0.27	0.17	0.40	0.13	0.56	0.79	0.34
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1014	1605	661	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	50.2	48.9	43.2	42.9	40.6	29.3	21.9	2.8	55.7	46.7	19.6
Incr Delay (d2), s/veh	3.8	1.3	1.4	5.9	0.6	0.5	0.1	0.7	0.4	4.2	9.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	4.9	2.8	10.5	5.6	2.2	2.0	7.2	0.7	1.5	8.9	2.0
LnGrp Delay(d),s/veh	52.1	51.5	50.2	49.0	43.6	41.1	29.4	22.6	3.2	59.9	56.1	22.9
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		603			767			897			690	
Approach Delay, s/veh		51.5			45.6			22.0			52.2	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.4	32.5	19.0	42.4	26.1	23.6	28.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	16.4	23.8	11.8	6.6	18.6	17.0	13.3
Green Ext Time (p_c), s	0.0	3.2	2.7	1.2	0.6	1.5	0.6	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	45	44	93	0	49	9	50	0	26	230	111	0	34	173	13
Future Vol, veh/h	0	45	44	93	0	49	9	50	0	26	230	111	0	34	173	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	48	101	0	53	10	54	0	28	250	121	0	37	188	14
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	11.3	9.9	14.5	11.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	25%	100%	0%	15%
Vol Thru, %	63%	24%	0%	15%	79%
Vol Right, %	30%	51%	0%	85%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	367	182	49	59	220
LT Vol	26	45	49	0	34
Through Vol	230	44	0	9	173
RT Vol	111	93	0	50	13
Lane Flow Rate	399	198	53	64	239
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.563	0.313	0.104	0.106	0.363
Departure Headway (Hd)	5.082	5.692	7.062	5.947	5.465
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	710	629	507	600	658
Service Time	3.124	3.744	4.82	3.705	3.514
HCM Lane V/C Ratio	0.562	0.315	0.105	0.107	0.363
HCM Control Delay	14.5	11.3	10.6	9.4	11.6
HCM Lane LOS	B	B	B	A	B
HCM 95th-tile Q	3.5	1.3	0.3	0.4	1.7

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	26	201	4	48	136	46	5	133	53	29	9	15
Future Vol, veh/h	26	201	4	48	136	46	5	133	53	29	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	218	4	52	148	50	5	145	58	32	10	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	223	0	0	460	579	111	515	556	99
Stage 1	-	-	-	-	-	-	277	277	-	277	277	-
Stage 2	-	-	-	-	-	-	183	302	-	238	279	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1372	-	-	1343	-	-	485	425	921	443	438	937
Stage 1	-	-	-	-	-	-	706	680	-	706	680	-
Stage 2	-	-	-	-	-	-	801	663	-	744	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1343	-	-	447	400	921	286	412	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	400	-	286	412	-
Stage 1	-	-	-	-	-	-	692	666	-	692	654	-
Stage 2	-	-	-	-	-	-	745	637	-	535	664	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	17.9	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	477	1372	-	-	1343	-	-	381
HCM Lane V/C Ratio	0.012	0.424	0.021	-	-	0.039	-	-	0.151
HCM Control Delay (s)	13.2	18	7.7	-	-	7.8	-	-	16.1
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.1	0.1	-	-	0.1	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	121	174	128	104	23	188	379	247	26	301	32
Future Volume (veh/h)	36	121	174	128	104	23	188	379	247	26	301	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	132	189	139	113	25	204	412	268	28	327	35
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	152	218	177	420	93	204	935	732	60	771	604
Arrive On Green	0.04	0.22	0.21	0.11	0.28	0.27	0.21	0.84	0.84	0.07	0.83	0.83
Sat Flow, veh/h	1634	694	994	1634	1478	327	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	39	0	321	139	0	138	204	412	268	28	327	35
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1805	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.8	0.0	22.0	9.9	0.0	7.1	15.0	6.8	3.0	2.0	5.6	0.5
Cycle Q Clear(g_c), s	2.8	0.0	22.0	9.9	0.0	7.1	15.0	6.8	3.0	2.0	5.6	0.5
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	370	177	0	513	204	935	732	60	771	604
V/C Ratio(X)	0.55	0.00	0.87	0.79	0.00	0.27	1.00	0.44	0.37	0.46	0.42	0.06
Avail Cap(c_a), veh/h	144	0	436	177	0	513	204	935	732	82	771	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.2	0.0	45.7	52.1	0.0	33.4	47.5	5.4	1.8	54.4	6.5	6.1
Incr Delay (d2), s/veh	6.5	0.0	14.9	20.4	0.0	0.3	59.2	1.3	1.3	5.0	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	11.8	5.5	0.0	3.6	10.1	3.8	1.3	1.0	3.0	0.2
LnGrp Delay(d),s/veh	62.7	0.0	60.6	72.5	0.0	33.7	106.6	6.7	3.0	59.5	8.1	6.3
LnGrp LOS	E		E	E		C	F	A	A	E	A	A
Approach Vol, veh/h		360			277			884			390	
Approach Delay, s/veh		60.8			53.2			28.7			11.6	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	64.3	17.0	30.3	19.0	53.7	9.2	38.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.0	8.8	11.9	24.0	17.0	7.6	4.8	9.1
Green Ext Time (p_c), s	0.0	4.3	0.0	0.6	0.0	4.2	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	57	240	105	0	14	168	28	0	72	25	14	0	24	63	28
Future Vol, veh/h	0	57	240	105	0	14	168	28	0	72	25	14	0	24	63	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	261	114	0	15	183	30	0	78	27	15	0	26	68	30
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.2	9.8	11.2	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	23%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	57	160	185	14	112	84	115
LT Vol	72	57	0	0	14	0	0	24
Through Vol	25	0	160	80	0	112	56	63
RT Vol	14	0	0	105	0	0	28	28
Lane Flow Rate	121	62	174	201	15	122	91	125
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.22	0.106	0.274	0.294	0.027	0.2	0.144	0.218
Departure Headway (Hd)	6.576	6.175	5.668	5.266	6.419	5.912	5.675	6.275
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	581	635	684	558	607	632	573
Service Time	4.312	3.903	3.396	2.993	4.153	3.646	3.409	4.011
HCM Lane V/C Ratio	0.221	0.107	0.274	0.294	0.027	0.201	0.144	0.218
HCM Control Delay	11.2	9.6	10.5	10.2	9.3	10.1	9.4	10.8
HCM Lane LOS	B	A	B	B	A	B	A	B
HCM 95th-tile Q	0.8	0.4	1.1	1.2	0.1	0.7	0.5	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	171	59	123	127	21	51	625	150	26	579	29
Future Volume (veh/h)	53	171	59	123	127	21	51	625	150	26	579	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	58	186	64	134	138	23	55	679	163	28	629	32
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	248	194	142	301	236	96	1729	415	60	2017	103
Arrive On Green	0.06	0.13	0.13	0.09	0.16	0.16	0.06	0.61	0.59	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2833	680	1634	3427	174
Grp Volume(v), veh/h	58	186	64	134	138	23	55	424	418	28	324	337
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1743	1634	1770	1832
Q Serve(g_s), s	4.2	11.5	4.8	9.8	8.1	1.6	3.9	14.7	15.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	11.5	4.8	9.8	8.1	1.6	3.9	14.7	15.0	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.10
Lane Grp Cap(c), veh/h	95	248	194	142	301	236	96	1080	1063	60	1041	1078
V/C Ratio(X)	0.61	0.75	0.33	0.95	0.46	0.10	0.57	0.39	0.39	0.46	0.31	0.31
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1080	1063	82	1041	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	0.91	0.91	0.91
Uniform Delay (d), s/veh	55.2	50.1	47.2	54.5	45.6	42.9	55.0	12.0	12.2	54.4	0.0	0.0
Incr Delay (d2), s/veh	8.2	7.1	1.0	59.3	1.1	0.2	2.7	0.5	0.5	5.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.4	2.0	6.8	4.2	0.7	1.8	7.3	7.3	1.0	0.2	0.2
LnGrp Delay(d),s/veh	63.4	57.2	48.2	113.9	46.6	43.0	57.7	12.5	12.8	59.4	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		308			295			897			689	
Approach Delay, s/veh		56.5			76.9			15.4			3.1	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	77.2	14.4	19.9	11.0	74.6	11.0	23.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.0	17.0	11.8	13.5	5.9	2.0	6.2	10.1
Green Ext Time (p_c), s	0.0	6.6	0.0	0.7	0.1	6.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	194	216	82	117	121	151	570	73	110	629	36
Future Volume (veh/h)	71	194	216	82	117	121	151	570	73	110	629	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	77	211	235	89	127	132	164	620	79	120	684	39
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	709	292	95	651	268	215	1784	735	170	1686	695
Arrive On Green	0.07	0.20	0.20	0.06	0.18	0.18	0.13	0.50	0.50	0.10	0.48	0.48
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	77	211	235	89	127	132	164	620	79	120	684	39
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	5.5	6.1	18.4	6.5	3.6	9.7	11.6	12.6	3.4	8.5	15.1	1.7
Cycle Q Clear(g_c), s	5.5	6.1	18.4	6.5	3.6	9.7	11.6	12.6	3.4	8.5	15.1	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	709	292	95	651	268	215	1784	735	170	1686	695
V/C Ratio(X)	0.63	0.30	0.80	0.93	0.20	0.49	0.76	0.35	0.11	0.71	0.41	0.06
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1784	735	259	1686	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	53.9	40.8	45.8	56.3	41.4	43.9	50.3	17.9	15.6	52.0	20.4	16.9
Incr Delay (d2), s/veh	5.3	0.2	11.2	69.4	0.1	1.4	7.3	0.5	0.3	3.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.0	8.3	4.8	1.8	4.0	5.7	6.3	1.4	4.0	7.4	0.7
LnGrp Delay(d),s/veh	59.2	41.0	56.9	125.7	41.6	45.3	57.5	18.4	15.9	55.6	20.9	17.0
LnGrp LOS	E	D	E	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		523			348			863			843	
Approach Delay, s/veh		50.9			64.5			25.6			25.6	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	64.5	11.0	28.0	19.8	61.2	13.0	26.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.5	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.5	14.6	8.5	20.4	13.6	17.1	7.5	11.7
Green Ext Time (p_c), s	0.2	7.0	0.0	1.6	0.2	6.8	0.0	2.0

Intersection Summary		
HCM 2010 Ctrl Delay		36.0
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	318	203	42	163	32	66	325	100	78	446	40
Future Volume (veh/h)	57	318	203	42	163	32	66	325	100	78	446	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	62	346	221	46	177	35	72	353	109	85	485	43
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	419	262	82	661	272	114	408	319	650	1018	797
Arrive On Green	0.06	0.20	0.18	0.05	0.19	0.19	0.14	0.44	0.44	0.40	0.55	0.55
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	62	292	275	46	177	35	72	353	109	85	485	43
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.4	19.0	19.5	3.3	5.1	0.9	5.0	20.6	4.8	4.0	19.1	1.7
Cycle Q Clear(g_c), s	4.4	19.0	19.5	3.3	5.1	0.9	5.0	20.6	4.8	4.0	19.1	1.7
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	354	327	82	661	272	114	408	319	650	1018	797
V/C Ratio(X)	0.60	0.82	0.84	0.56	0.27	0.13	0.63	0.87	0.34	0.13	0.48	0.05
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	650	1018	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	46.0	47.0	55.7	41.8	6.1	50.2	32.1	18.3	23.0	16.7	12.7
Incr Delay (d2), s/veh	7.4	12.7	15.6	8.0	0.2	0.2	8.5	19.9	2.7	0.1	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.5	10.2	1.7	2.5	0.4	2.5	12.6	2.1	1.8	10.3	0.7
LnGrp Delay(d),s/veh	62.1	58.7	62.5	63.8	42.0	6.3	58.7	52.0	21.0	23.1	18.3	12.8
LnGrp LOS	E	E	E	E	D	A	E	D	C	C	B	B
Approach Vol, veh/h		629			258			534			613	
Approach Delay, s/veh		60.7			41.0			46.6			18.5	
Approach LOS		E			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	30.3	10.0	28.0	12.4	69.6	11.6	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	7.1	22.6	5.3	21.5	7.0	21.1	6.4	7.1
Green Ext Time (p_c), s	1.7	1.7	0.0	0.5	0.0	2.3	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	285	78	90	130	134	133	651	158	168	438	45
Future Volume (veh/h)	81	285	78	90	130	134	133	651	158	168	438	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	310	85	98	141	146	145	708	172	183	476	49
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	449	185	151	491	202	192	1796	740	229	1876	773
Arrive On Green	0.08	0.13	0.13	0.09	0.14	0.14	0.23	1.00	1.00	0.28	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	88	310	85	98	141	146	145	708	172	183	476	49
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.1	10.1	4.9	6.9	4.3	11.5	9.9	0.0	0.0	12.5	0.0	0.0
Cycle Q Clear(g_c), s	6.1	10.1	4.9	6.9	4.3	11.5	9.9	0.0	0.0	12.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	449	185	151	491	202	192	1796	740	229	1876	773
V/C Ratio(X)	0.46	0.69	0.46	0.65	0.29	0.72	0.76	0.39	0.23	0.80	0.25	0.06
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1796	740	354	1876	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.74	0.74	0.74	0.86	0.86	0.86	0.86	0.86	0.86	0.81	0.81	0.81
Uniform Delay (d), s/veh	50.3	50.1	27.4	52.6	46.4	49.5	44.3	0.0	0.0	41.6	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.4	1.3	5.5	0.3	4.1	5.1	0.6	0.6	5.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.0	2.0	3.4	2.1	4.9	4.7	0.1	0.1	6.0	0.1	0.0
LnGrp Delay(d),s/veh	51.5	51.6	28.7	58.1	46.6	53.6	49.4	0.6	0.6	47.4	0.3	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		483			385			1025			708	
Approach Delay, s/veh		47.5			52.2			7.5			12.4	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	64.9	15.1	19.2	18.1	67.6	13.6	20.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.8	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	11.5	2.0	8.9	12.1	11.9	2.0	8.1	13.5
Green Ext Time (p_c), s	0.4	6.9	0.3	1.2	0.3	7.0	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	353	135	110	271	113	105	1091	73	79	866	304
Future Volume (veh/h)	480	353	135	110	271	113	105	1091	73	79	866	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	522	384	147	120	295	123	114	1186	79	86	941	330
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	700	288	221	505	208	150	1884	776	109	1796	740
Arrive On Green	0.13	0.20	0.20	0.07	0.14	0.14	0.09	0.53	0.53	0.07	0.51	0.51
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	522	384	147	120	295	123	114	1186	79	86	941	330
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	11.7	10.8	4.4	9.4	9.5	8.2	28.3	3.2	6.2	21.4	17.3
Cycle Q Clear(g_c), s	15.0	11.7	10.8	4.4	9.4	9.5	8.2	28.3	3.2	6.2	21.4	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	700	288	221	505	208	150	1884	776	109	1796	740
V/C Ratio(X)	1.32	0.55	0.51	0.54	0.58	0.59	0.76	0.63	0.10	0.79	0.52	0.45
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1884	776	109	1796	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	0.85	0.85	0.85	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.5	43.3	42.9	54.0	48.1	48.2	53.2	19.7	13.9	55.2	19.8	18.8
Incr Delay (d2), s/veh	157.4	0.6	1.2	2.1	1.1	2.7	17.6	1.4	0.2	29.3	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	5.8	4.4	2.0	4.7	4.0	4.4	14.2	1.3	3.7	10.7	7.3
LnGrp Delay(d),s/veh	209.9	43.9	44.1	56.0	49.2	50.8	70.8	21.1	14.1	84.5	20.9	20.6
LnGrp LOS	F	D	D	E	D	D	E	C	B	F	C	C
Approach Vol, veh/h		1053			538			1379			1357	
Approach Delay, s/veh		126.2			51.1			24.8			24.8	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	67.9	12.4	27.7	15.0	64.9	19.0	21.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	17.2	30.3	6.4	13.7	10.2	23.4	17.0	11.5
Green Ext Time (p_c), s	0.0	11.6	0.1	3.7	0.0	13.1	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	52.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	3	27	59	3	7	25	886	24	17	1172	32
Future Volume (veh/h)	25	3	27	59	3	7	25	886	24	17	1172	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	27	3	29	64	3	8	27	963	26	18	1274	35
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	83	65	102	33	88	60	2575	1061	52	3675	1054
Arrive On Green	0.03	0.04	0.04	0.06	0.07	0.06	0.04	0.73	0.73	0.03	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	450	1201	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	27	3	29	64	0	11	27	963	26	18	1274	35
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1651	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.2	2.0	4.6	0.0	0.8	1.9	12.2	0.2	1.3	11.1	0.8
Cycle Q Clear(g_c), s	1.9	0.2	2.0	4.6	0.0	0.8	1.9	12.2	0.2	1.3	11.1	0.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	83	65	102	0	121	60	2575	1061	52	3675	1054
V/C Ratio(X)	0.49	0.04	0.44	0.62	0.00	0.09	0.45	0.37	0.02	0.35	0.35	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2575	1061	82	3675	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	54.8	41.5	54.9	0.0	52.4	56.6	6.1	0.7	56.9	6.2	4.7
Incr Delay (d2), s/veh	6.5	0.2	4.7	6.1	0.0	0.3	5.3	0.4	0.0	3.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.9	2.3	0.0	0.4	1.0	6.0	0.1	0.6	5.3	0.3
LnGrp Delay(d),s/veh	63.4	55.0	46.2	61.0	0.0	52.7	61.9	6.5	0.8	60.8	6.4	4.8
LnGrp LOS	E	E	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		59			75			1016			1327	
Approach Delay, s/veh		54.5			59.7			7.9			7.1	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	91.3	11.5	9.4	8.4	90.7	8.1	12.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	14.2	6.6	4.0	3.9	13.1	3.9	2.8
Green Ext Time (p_c), s	0.0	15.3	0.0	0.1	0.0	15.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	48	514	83	71	726
Future Volume (veh/h)	44	48	514	83	71	726
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	48	52	559	90	77	789
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	106	95	1423	1114	116	1617
Arrive On Green	0.07	0.07	0.76	0.76	0.14	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	48	52	559	90	77	789
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	3.4	4.1	12.1	1.9	5.4	0.0
Cycle Q Clear(g_c), s	3.4	4.1	12.1	1.9	5.4	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	106	95	1423	1114	116	1617
V/C Ratio(X)	0.45	0.55	0.39	0.08	0.66	0.49
Avail Cap(c_a), veh/h	268	239	1423	1114	150	1617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	0.87	0.87
Uniform Delay (d), s/veh	54.0	54.4	4.8	3.6	50.1	0.0
Incr Delay (d2), s/veh	2.5	4.1	0.8	0.1	6.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	6.5	0.8	2.6	0.4
LnGrp Delay(d),s/veh	56.5	58.5	5.6	3.7	56.2	0.9
LnGrp LOS	E	E	A	A	E	A
Approach Vol, veh/h	100		649			866
Approach Delay, s/veh	57.5		5.3			5.8
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.5	95.7				108.2		11.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.4	14.1				2.0		6.1
Green Ext Time (p_c), s	0.0	7.2				7.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	49	65	35	45	77	82	885	87	67	594	37
Future Volume (veh/h)	54	49	65	35	45	77	82	885	87	67	594	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	59	53	71	38	49	84	89	962	95	73	646	40
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	93	125	70	68	117	134	2033	201	115	2078	129
Arrive On Green	0.06	0.13	0.11	0.04	0.11	0.10	0.16	1.00	1.00	0.14	1.00	1.00
Sat Flow, veh/h	1634	723	969	1634	617	1058	1634	3254	321	1634	3386	209
Grp Volume(v), veh/h	59	0	124	38	0	133	89	523	534	73	337	349
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1676	1634	1770	1806	1634	1770	1826
Q Serve(g_s), s	4.2	0.0	8.3	2.7	0.0	9.2	6.1	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	8.3	2.7	0.0	9.2	6.1	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	99	0	218	70	0	185	134	1106	1128	115	1086	1120
V/C Ratio(X)	0.59	0.00	0.57	0.55	0.00	0.72	0.67	0.47	0.47	0.63	0.31	0.31
Avail Cap(c_a), veh/h	196	0	429	144	0	372	218	1106	1128	163	1086	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	0.88	0.88	0.88	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.9	0.0	49.6	56.3	0.0	52.1	48.7	0.0	0.0	50.1	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	2.3	6.5	0.0	5.2	5.0	1.3	1.3	5.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	4.0	1.4	0.0	4.5	3.0	0.4	0.4	2.4	0.2	0.2
LnGrp Delay(d),s/veh	60.3	0.0	51.9	62.8	0.0	57.3	53.6	1.3	1.3	55.4	0.7	0.7
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		183			171			1146			759	
Approach Delay, s/veh		54.6			58.5			5.3			6.0	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	79.0	9.1	19.4	13.8	77.6	11.3	17.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	7.1	2.0	4.7	10.3	8.1	2.0	6.2	11.2
Green Ext Time (p_c), s	0.0	8.3	0.0	0.5	0.1	8.3	0.3	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	40.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	60	3	223	0	101	438	0	0	0	635	151
Future Vol, veh/h	0	0	0	0	0	60	3	223	0	101	438	0	0	0	635	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	65	3	242	0	110	476	0	0	0	690	164
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	14.9	34.8	53.8
HCM LOS	B	D	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	438	63	223	635	151
LT Vol	101	0	60	0	0	0
Through Vol	0	438	3	0	635	0
RT Vol	0	0	0	223	0	151
Lane Flow Rate	110	476	68	242	690	164
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.218	0.878	0.154	0.467	1	0.268
Departure Headway (Hd)	7.139	6.638	8.11	6.936	6.582	5.868
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	548	443	521	552	611
Service Time	4.87	4.369	5.842	4.667	4.33	3.615
HCM Lane V/C Ratio	0.218	0.869	0.153	0.464	1.25	0.268
HCM Control Delay	11.9	40.1	12.3	15.6	64	10.8
HCM Lane LOS	B	E	B	C	F	B
HCM 95th-tile Q	0.8	9.8	0.5	2.5	14.3	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	478	129	353	224	747	0	0	877	162
Future Volume (veh/h)	0	0	0	478	129	353	224	747	0	0	877	162
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				520	140	384	243	812	0	0	953	176
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				972	554	434	590	2221	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.25	0.83	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				520	140	384	243	812	0	0	953	176
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.0	6.9	30.1	7.7	6.5	0.0	0.0	13.4	3.7
Cycle Q Clear(g_c), s				16.0	6.9	30.1	7.7	6.5	0.0	0.0	13.4	3.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				972	554	434	590	2221	0	0	1430	589
V/C Ratio(X)				0.54	0.25	0.89	0.41	0.37	0.00	0.00	0.67	0.30
Avail Cap(c_a), veh/h				1185	675	529	590	2221	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.74	0.74	0.74	0.92	0.92	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				35.2	32.0	40.2	39.7	4.2	0.0	0.0	8.1	7.2
Incr Delay (d2), s/veh				0.3	0.2	11.2	0.4	0.4	0.0	0.0	2.3	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.3	3.6	13.5	3.4	3.2	0.0	0.0	6.6	1.6
LnGrp Delay(d),s/veh				35.6	32.2	51.4	40.1	4.7	0.0	0.0	10.5	8.4
LnGrp LOS				D	C	D	D	A			B	A
Approach Vol, veh/h					1044			1055			1129	
Approach Delay, s/veh					40.9			12.8			10.2	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.8			26.8	53.0		40.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		8.5			9.7	15.4		32.1
Green Ext Time (p_c), s		5.1			2.1	5.5		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	377	488	321	225	936	0	0	879	235
Future Volume (veh/h)	0	0	0	377	488	321	225	936	0	0	879	235
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				410	530	349	245	1017	0	0	955	255
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				817	912	376	292	2391	0	0	1641	676
Arrive On Green				0.26	0.26	0.26	0.24	0.90	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				410	530	349	245	1017	0	0	955	255
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.2	15.7	28.0	17.1	5.7	0.0	0.0	23.8	13.6
Cycle Q Clear(g_c), s				13.2	15.7	28.0	17.1	5.7	0.0	0.0	23.8	13.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				817	912	376	292	2391	0	0	1641	676
V/C Ratio(X)				0.50	0.58	0.93	0.84	0.43	0.00	0.00	0.58	0.38
Avail Cap(c_a), veh/h				822	917	378	340	2391	0	0	1641	676
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.85	0.85	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				38.0	38.9	43.5	44.1	2.3	0.0	0.0	23.6	20.9
Incr Delay (d2), s/veh				0.5	0.9	28.9	13.1	0.5	0.0	0.0	1.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	7.8	14.3	8.8	2.8	0.0	0.0	11.8	5.7
LnGrp Delay(d),s/veh				38.4	39.8	72.3	57.2	2.7	0.0	0.0	24.8	22.2
LnGrp LOS				D	D	E	E	A			C	C
Approach Vol, veh/h					1289			1262			1210	
Approach Delay, s/veh					48.2			13.3			24.3	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.1			25.4	59.6		34.9
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		7.7			19.1	25.8		30.0
Green Ext Time (p_c), s		15.9			0.3	11.8		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		28.8
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	25.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	220	1	173	0	0	0	0	0	0	311	50	0	402	279	0
Future Vol, veh/h	0	220	1	173	0	0	0	0	0	0	311	50	0	402	279	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	239	1	188	0	0	0	0	0	0	338	54	0	437	303	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	16.7	22.4	32.2
HCM LOS	C	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	311	50	221	173	402	279
LT Vol	0	0	220	0	402	0
Through Vol	311	0	1	0	0	279
RT Vol	0	50	0	173	0	0
Lane Flow Rate	338	54	240	188	437	303
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.685	0.099	0.531	0.352	0.873	0.563
Departure Headway (Hd)	7.292	6.573	7.953	6.73	7.195	6.684
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	500	548	452	530	498	537
Service Time	4.992	4.273	5.749	4.524	4.994	4.482
HCM Lane V/C Ratio	0.676	0.099	0.531	0.355	0.878	0.564
HCM Control Delay	24.4	10	19.5	13.2	42.1	17.9
HCM Lane LOS	C	A	C	B	E	C
HCM 95th-tile Q	5.2	0.3	3	1.6	9.4	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	127	238	0	0	0	0	763	421	400	944	0
Future Volume (veh/h)	210	127	238	0	0	0	0	763	421	400	944	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	228	138	259				0	829	458	435	1026	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	340	736	303				0	2669	766	530	2568	0
Arrive On Green	0.21	0.21	0.21				0.00	0.52	0.52	0.33	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	228	138	259				0	829	458	435	1026	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.4	3.9	20.5				0.0	11.1	26.1	15.1	0.0	0.0
Cycle Q Clear(g_c), s	15.4	3.9	20.5				0.0	11.1	26.1	15.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	340	736	303				0	2669	766	530	2568	0
V/C Ratio(X)	0.67	0.19	0.85				0.00	0.31	0.60	0.82	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2669	766	660	2568	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	43.8	39.2	45.8				0.0	16.2	19.7	38.3	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.1	12.9				0.0	0.3	3.4	5.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	1.9	9.4				0.0	5.3	11.2	6.9	0.1	0.0
LnGrp Delay(d),s/veh	46.2	39.3	58.7				0.0	16.5	23.2	43.6	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		625						1287			1461	
Approach Delay, s/veh		49.9						18.9			13.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	24.1	67.0		28.9		91.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	17.1	28.1		22.5		2.0		
Green Ext Time (p_c), s	1.0	11.2		1.8		17.2		

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	531	275	0	0	0	0	799	277	351	941	0
Future Volume (veh/h)	350	531	275	0	0	0	0	799	277	351	941	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	380	577	299				0	868	301	382	1023	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1998	823	488	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.56	0.56	0.31	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	380	577	299				0	868	301	382	1023	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.4	19.1	21.8				0.0	17.0	13.6	13.2	0.0	0.0
Cycle Q Clear(g_c), s	13.4	19.1	21.8				0.0	17.0	13.6	13.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1998	823	488	2660	0
V/C Ratio(X)	0.66	0.90	1.13				0.00	0.43	0.37	0.78	0.38	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1998	823	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.82	0.82	0.82				0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	45.7	48.0	49.1				0.0	15.1	14.3	39.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	13.2	89.6				0.0	0.7	1.3	2.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	10.6	15.3				0.0	8.4	5.7	5.9	0.1	0.0
LnGrp Delay(d),s/veh	47.9	61.2	138.7				0.0	15.8	15.6	41.9	0.3	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1256						1169			1405	
Approach Delay, s/veh		75.6						15.7			11.7	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.5	71.7		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	15.2	19.0		23.8		2.0		
Green Ext Time (p_c), s	1.3	13.4		0.0		15.5		

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	122	0	0	83
Future Vol, veh/h	0	0	122	0	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	133	0	0	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	223	133	0	0	133	0
Stage 1	133	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	765	916	-	-	1452	-
Stage 1	893	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	916	-	-	1452	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	934	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1452	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	496	305	101	0	33
Future Vol, veh/h	0	496	305	101	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	539	332	110	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	441	0	-	0	925	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	539	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1119	-	-	-	299	662
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1119	-	-	-	299	662
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1119	-	-	-	662
HCM Lane V/C Ratio	-	-	-	-	0.054
HCM Control Delay (s)	0	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	38	116	15	16	115
Future Vol, veh/h	53	38	116	15	16	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	41	126	16	17	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	126	0	0	126	0
Stage 1	126	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	704	924	-	-	1460	-
Stage 1	900	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	696	924	-	-	1460	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	696	924	1460	-
HCM Lane V/C Ratio	-	-	0.083	0.045	0.012	-
HCM Control Delay (s)	-	-	10.6	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	33	21	119	12	11	123
Future Vol, veh/h	33	21	119	12	11	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	23	129	13	12	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	287	129	0	0	129	0
Stage 1	129	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	703	921	-	-	1457	-
Stage 1	897	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	921	-	-	1457	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	697	921	1457	-
HCM Lane V/C Ratio	-	-	0.051	0.025	0.008	-
HCM Control Delay (s)	-	-	10.4	9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	26	113	5	0	116
Future Vol, veh/h	0	26	113	5	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	123	5	0	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	249	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	739	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	739	928	-	-	1464	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	900	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	928	1464	-
HCM Lane V/C Ratio	-	-	-	0.03	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	111	113	6	13	14
Future Vol, veh/h	4	111	113	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	121	123	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	123	0	-	0	252	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1464	-	-	-	737	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1464	-	-	-	735	928
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1464	-	-	-	735	928
HCM Lane V/C Ratio	0.003	-	-	-	0.019	0.016
HCM Control Delay (s)	7.5	-	-	-	10	8.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	114	115	9	22	25
Future Vol, veh/h	8	114	115	9	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	124	125	10	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	266	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1462	-	-	-	723	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	719	926
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1462	-	-	-	719	926
HCM Lane V/C Ratio	0.006	-	-	-	0.033	0.029
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	113	125	5	15	19
Future Vol, veh/h	7	113	125	5	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	123	136	5	16	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	136	0	-	0	274	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1448	-	-	-	716	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1448	-	-	-	712	913
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1448	-	-	-	712	913
HCM Lane V/C Ratio	0.005	-	-	-	0.023	0.023
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

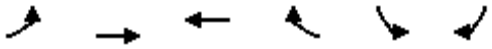
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	14	19	97	6	4
Future Vol, veh/h	104	14	19	97	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	15	21	105	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	260	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	729	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	719	940
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	940	-	-	1476	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.014	-
HCM Control Delay (s)	10.1	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	248	196	0	272	32
Future Volume (veh/h)	0	248	196	0	272	32
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	270	213	0	296	35
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	402	402	0	2493	1147
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	270	213	0	296	35
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	8.8	6.8	0.0	2.6	0.6
Cycle Q Clear(g_c), s	0.0	8.8	6.8	0.0	2.6	0.6
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	402	402	0	2493	1147
V/C Ratio(X)	0.00	0.67	0.53	0.00	0.12	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2493	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.70	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.0	50.2	0.0	3.0	2.8
Incr Delay (d2), s/veh	0.0	2.0	0.8	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	3.4	0.0	1.2	0.3
LnGrp Delay(d),s/veh	0.0	53.0	50.9	0.0	3.1	2.9
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		270	213		331	
Approach Delay, s/veh		53.0	50.9		3.1	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.6		100.4		19.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				10.8		4.6		8.8
Green Ext Time (p_c), s				2.8		1.1		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	486	0	0	451	243	38	0	238	0	0	0
Future Volume (veh/h)	39	486	0	0	451	243	38	0	238	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	42	528	0	0	490	264	41	0	259			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1130	0	0	858	353	1865	0	858			
Arrive On Green	0.03	0.32	0.00	0.00	0.24	0.24	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	42	528	0	0	490	264	41	0	259			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.3	15.5	0.0	0.0	15.8	21.8	0.7	0.0	11.6			
Cycle Q Clear(g_c), s	3.3	15.5	0.0	0.0	15.8	21.8	0.7	0.0	11.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1130	0	0	858	353	1865	0	858			
V/C Ratio(X)	0.84	0.47	0.00	0.00	0.57	0.75	0.02	0.00	0.30			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1865	0	858			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.63	0.63	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.7	35.4	0.0	0.0	43.3	45.6	11.2	0.0	13.4			
Incr Delay (d2), s/veh	66.7	0.3	0.0	0.0	0.4	2.0	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	7.6	0.0	0.0	7.8	9.0	0.3	0.0	4.7			
LnGrp Delay(d),s/veh	129.4	35.7	0.0	0.0	43.7	47.6	11.2	0.0	13.6			
LnGrp LOS	F	D			D	D	B		B			
Approach Vol, veh/h		570			754			300				
Approach Delay, s/veh		42.6			45.0			13.3				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.5		47.5			10.0	37.5
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		13.6		17.5			5.3	23.8
Green Ext Time (p_c), s		0.0		8.0			0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	171	303	57	0	11	223	51	0	41	19	15	0	56	17	128
Future Vol, veh/h	0	171	303	57	0	11	223	51	0	41	19	15	0	56	17	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	329	62	0	12	242	55	0	45	21	16	0	61	18	139
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.8	12.2	11.3	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	64%	0%	100%	59%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	36%	0%	0%	41%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	171	202	158	11	149	125	56	11	134
LT Vol	41	0	171	0	0	11	0	0	56	0	0
Through Vol	0	19	0	202	101	0	149	74	0	11	6
RT Vol	0	15	0	0	57	0	0	51	0	0	128
Lane Flow Rate	45	37	186	220	172	12	162	136	61	12	145
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.101	0.075	0.357	0.391	0.294	0.025	0.311	0.251	0.132	0.025	0.267
Departure Headway (Hd)	8.15	7.342	6.923	6.419	6.165	7.426	6.921	6.634	7.788	7.286	6.613
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	491	517	558	579	479	515	538	458	488	539
Service Time	5.85	5.042	4.703	4.199	3.944	5.217	4.712	4.424	5.583	5.081	4.408
HCM Lane V/C Ratio	0.102	0.075	0.36	0.394	0.297	0.025	0.315	0.253	0.133	0.025	0.269
HCM Control Delay	11.8	10.6	13.5	13.3	11.5	10.4	12.8	11.7	11.8	10.3	11.8
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.2	1.6	1.8	1.2	0.1	1.3	1	0.5	0.1	1.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	553	280	0	0	0
Future Vol, veh/h	0	553	280	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	601	304	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	304	0	-	0	905	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	601	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1257	-	-	-	307	736
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1257	-	-	-	307	736
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	547	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	65	0	0	49
Future Vol, veh/h	0	0	65	0	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	71	0	0	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	71	0	0	71	0
Stage 1	71	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	871	991	-	-	1529	-
Stage 1	952	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	871	991	-	-	1529	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	970	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1529	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	19	9	68	32	74	9	513	45	70	668	3
Future Volume (veh/h)	4	19	9	68	32	74	9	513	45	70	668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	21	10	74	35	80	10	558	49	76	726	3
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	744	731	348	826	309	707	22	741	65	102	990	4
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.01	0.23	0.22	0.06	0.27	0.27
Sat Flow, veh/h	1172	1194	569	1264	505	1154	1634	3293	289	1634	3615	15
Grp Volume(v), veh/h	4	0	31	74	0	115	10	299	308	76	355	374
Grp Sat Flow(s),veh/h/ln	1172	0	1762	1264	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.2	0.0	0.8	2.9	0.0	3.5	0.7	18.9	19.0	5.5	21.9	21.9
Cycle Q Clear(g_c), s	3.7	0.0	0.8	3.8	0.0	3.5	0.7	18.9	19.0	5.5	21.9	21.9
Prop In Lane	1.00		0.32	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	744	0	1079	826	0	1016	22	398	408	102	485	509
V/C Ratio(X)	0.01	0.00	0.03	0.09	0.00	0.11	0.45	0.75	0.75	0.74	0.73	0.73
Avail Cap(c_a), veh/h	744	0	1079	826	0	1016	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	9.2	9.9	0.0	9.8	58.7	43.4	43.4	55.3	39.6	39.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	13.5	2.9	2.9	10.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.1	0.0	1.7	0.4	9.5	9.8	2.8	11.0	11.5
LnGrp Delay(d),s/veh	10.5	0.0	9.3	10.1	0.0	10.0	72.3	46.3	46.3	65.5	41.7	41.6
LnGrp LOS	B		A	B		A	E	D	D	E	D	D
Approach Vol, veh/h		35			189			617			805	
Approach Delay, s/veh		9.4			10.0			46.7			43.9	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	31.0		77.5	5.6	36.9		77.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.5	21.0		5.7	2.7	23.9		5.8
Green Ext Time (p_c), s	0.1	5.5		0.6	0.0	5.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	5	27	171	21	11
Future Vol, veh/h	125	5	27	171	21	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	5	29	186	23	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	384	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	619	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	605	909
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1442	-
HCM Lane V/C Ratio	0.051	-	-	0.02	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	102	33	0	200	158	9	0	49	15	242
Future Vol, veh/h	0	3	102	33	0	200	158	9	0	49	15	242
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	111	36	0	217	172	10	0	53	16	263
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.2	18.8	12.7
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	306	138	358	9	19
LT Vol	49	3	200	0	2
Through Vol	15	102	158	0	15
RT Vol	242	33	0	9	2
Lane Flow Rate	333	150	389	10	21
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.472	0.231	0.647	0.014	0.035
Departure Headway (Hd)	5.106	5.537	5.986	4.996	6.094
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	705	648	603	717	585
Service Time	3.146	3.578	3.716	2.725	4.154
HCM Lane V/C Ratio	0.472	0.231	0.645	0.014	0.036
HCM Control Delay	12.7	10.2	19.1	7.8	9.4
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.5	0.9	4.7	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	15	2
Future Vol, veh/h	0	2	15	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	16	2
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	139	203	266	30	31	98
Future Vol, veh/h	139	203	266	30	31	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	221	289	33	34	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	828	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	341	735
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	294	735
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	512	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	540
HCM Lane V/C Ratio	0.122	-	-	-	0.26
HCM Control Delay (s)	8.3	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	76	0	444	5	60	678	2
Future Vol, veh/h	0	5	0	12	5	76	0	444	5	60	678	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	83	0	483	5	65	737	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1112	1356	370	987	1355	244	739	0	0	488	0	0
Stage 1	868	868	-	485	485	-	-	-	-	-	-	-
Stage 2	244	488	-	502	870	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	627	202	148	757	863	-	-	1071	-	-
Stage 1	314	368	-	532	550	-	-	-	-	-	-	-
Stage 2	738	548	-	520	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	139	627	187	139	757	863	-	-	1071	-	-
Mov Cap-2 Maneuver	134	139	-	187	139	-	-	-	-	-	-	-
Stage 1	314	346	-	532	550	-	-	-	-	-	-	-
Stage 2	651	548	-	481	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	14.9	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	139	464	1071	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.218	0.061	-	-
HCM Control Delay (s)	0	-	-	32	14.9	8.6	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	2	1	88	1	0
Future Vol, veh/h	74	2	1	88	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	2	1	96	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	180	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	810	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	809	978
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	1514	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	0	0	92	0	0
Future Vol, veh/h	72	0	0	92	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	78	0	0	100	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	178	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	812	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	812	983
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1520	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	46	23	23	70	5	22	26	4	1	32	2
Future Vol, veh/h	2	46	23	23	70	5	22	26	4	1	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	50	25	25	76	5	24	28	4	1	35	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	75	0	0	214	199	63	212	208	79
Stage 1	-	-	-	-	-	-	67	67	-	129	129	-
Stage 2	-	-	-	-	-	-	147	132	-	83	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1524	-	-	743	697	1002	745	689	981
Stage 1	-	-	-	-	-	-	943	839	-	875	789	-
Stage 2	-	-	-	-	-	-	856	787	-	925	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1524	-	-	703	684	1002	709	677	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	703	684	-	709	677	-
Stage 1	-	-	-	-	-	-	942	838	-	874	776	-
Stage 2	-	-	-	-	-	-	802	774	-	889	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.7	10.5	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	709	1515	-	-	1524	-	-	690
HCM Lane V/C Ratio	0.08	0.001	-	-	0.016	-	-	0.055
HCM Control Delay (s)	10.5	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	45	0	0	91	0	0
Future Vol, veh/h	45	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	99	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	148	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	844	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	844	1020
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	925	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1558	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	44	0	0	89	0	0
Future Vol, veh/h	44	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	48	0	145	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1559	-	847	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1559	-	847	1021
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1559	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	45	0	0	91	0	0
Future Vol, veh/h	45	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	99	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	49	49	98	49
Stage 1	-	-	0	0	49	-
Stage 2	-	-	49	49	49	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	960	843	901	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	973	854	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	960	0	901	1020
Mov Cap-2 Maneuver	-	-	960	0	901	-
Stage 1	-	-	-	0	973	-
Stage 2	-	-	973	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	40	15	43	76	27	33
Future Vol, veh/h	40	15	43	76	27	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	16	47	83	29	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	228	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	760	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	736	1016
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1544	-
HCM Lane V/C Ratio	0.075	-	-	0.03	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	35	39	58	269	182	67
Future Vol, veh/h	35	39	58	269	182	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	42	63	292	198	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	234	271	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	433	805	1292	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	805	1292	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	551	-	-
HCM Lane V/C Ratio	0.049	-	0.146	-	-
HCM Control Delay (s)	7.9	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	43	0	0	67
Future Vol, veh/h	0	0	43	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1022	-	-	1560	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	134	52	0
Future Vol, veh/h	0	0	0	134	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	146	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	28	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	851	1041	1546	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1041	1546	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	53	281	34	27	197
Future Vol, veh/h	42	53	281	34	27	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	58	305	37	29	214

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	578	305	0	0	305	0
Stage 1	305	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	478	735	-	-	1256	-
Stage 1	748	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	735	-	-	1256	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	466	735	1256	-
HCM Lane V/C Ratio	-	-	0.098	0.078	0.023	-
HCM Control Delay (s)	-	-	13.6	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	43	0	0	67
Future Vol, veh/h	0	0	43	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1022	-	-	1560	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	13	0	9	0	0	93	41
Future Vol, veh/h	0	0	0	0	0	13	0	9	0	0	93	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	14	0	10	0	0	101	45
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	7.8	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	62	72	0	0	13	9	8	22	22
LT Vol	0	0	0	0	0	13	0	8	0	0
Through Vol	0	62	31	0	0	0	0	0	22	22
RT Vol	0	0	41	0	0	0	9	0	0	0
Lane Flow Rate	0	67	78	0	0	14	10	9	23	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.087	0.093	0	0	0.022	0.012	0.013	0.031	0.02
Departure Headway (Hd)	4.656	4.656	4.257	5.069	5.069	5.515	4.315	5.277	4.776	3.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	766	837	0	0	653	834	670	739	1147
Service Time	2.403	2.403	2.004	2.772	2.772	3.215	2.015	3.076	2.575	0.839
HCM Lane V/C Ratio	0	0.087	0.093	0	0	0.021	0.012	0.013	0.031	0.02
HCM Control Delay	7.4	7.9	7.4	7.8	7.8	8.3	7.1	8.1	7.7	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	43	0
Future Vol, veh/h	0	8	43	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	47	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	285	0	0	0	261	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	285	0	0	0	261	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	310	0	0	0	284	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.6	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	285	0	0	0	0	261	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	285	0	0	0	0	261	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	310	0	0	0	0	284	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.402	0	0	0	0	0.369	0
Departure Headway (Hd)	4.67	4.67	4.67	5.946	5.946	4.682	4.682	4.682
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	765	0	0	0	0	763	0
Service Time	2.433	2.433	2.433	3.646	3.646	2.45	2.45	2.45
HCM Lane V/C Ratio	0	0.405	0	0	0	0	0.372	0
HCM Control Delay	7.4	10.6	7.4	8.6	8.6	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	1.9	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	4	17	0	2	0	6	43	0	0	67	5
Future Vol, veh/h	7	4	17	0	2	0	6	43	0	0	67	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	0	2	0	7	47	0	0	73	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	134	133	73	135	133	47	73	0	0	47	0	0
Stage 1	73	73	-	60	60	-	-	-	-	-	-	-
Stage 2	61	60	-	75	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	838	758	989	836	758	1022	1527	-	-	1560	-	-
Stage 1	937	834	-	951	845	-	-	-	-	-	-	-
Stage 2	950	845	-	934	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	833	755	989	814	755	1022	1527	-	-	1560	-	-
Mov Cap-2 Maneuver	833	755	-	814	755	-	-	-	-	-	-	-
Stage 1	933	834	-	947	841	-	-	-	-	-	-	-
Stage 2	943	841	-	912	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.8	0.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	833	755	989	-	755	-	1560	-	-
HCM Lane V/C Ratio	0.004	-	-	0.009	0.006	0.019	-	0.003	-	-	-	-
HCM Control Delay (s)	7.4	-	-	9.4	9.8	8.7	0	9.8	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	-	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	11	20	134	52	5
Future Vol, veh/h	4	11	20	134	52	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	22	146	57	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	31	62	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	798	1036	1539	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	1036	1539	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1539	-	955	-	-
HCM Lane V/C Ratio	0.014	-	0.017	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	433	85	59	589	11	102	0	35	3	2	15
Future Volume (veh/h)	152	433	85	59	589	11	102	0	35	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	471	92	64	640	12	111	0	38	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	632	260	261	786	15	629	0	215	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.22	0.20	0.49	0.00	0.49	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1282	0	439	233	155	1243
Grp Volume(v), veh/h	165	471	92	64	319	333	149	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.1	6.6	4.1	20.5	20.5	5.8	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.1	6.6	4.1	20.5	20.5	5.8	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.14		0.76
Lane Grp Cap(c), veh/h	191	632	260	261	392	410	844	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.25	0.81	0.81	0.18	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	844	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.7	43.2	44.1	44.4	44.4	17.1	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.7	0.8	0.3	4.1	3.9	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.5	2.7	1.9	10.4	10.9	2.8	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.9	48.4	44.0	44.4	48.4	48.3	17.6	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		728			716			149			21	
Approach Delay, s/veh		55.4			48.0			17.6			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.8	23.1	25.4		8.6	18.0	30.6
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.8	6.1	17.1		3.5	13.9	22.5
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Future Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	459	43	5	608	8	76	3	4	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	752	70	36	761	10	894	440	587	13	3	102
Arrive On Green	0.04	0.23	0.21	0.02	0.21	0.20	0.55	0.61	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3269	305	1634	3576	47	1634	724	965	1774	47	1506
Grp Volume(v), veh/h	25	248	254	5	301	315	76	0	7	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1690	1774	0	1553
Q Serve(g_s), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.57	1.00		0.97
Lane Grp Cap(c), veh/h	69	407	415	36	377	395	894	0	1027	13	0	105
V/C Ratio(X)	0.36	0.61	0.61	0.14	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	917	82	811	850	894	0	1027	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.4	41.6	57.6	44.8	44.8	12.9	0.0	9.3	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.6	1.2	1.2	1.8	3.9	3.8	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.5	7.7	0.2	9.8	10.3	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.8	42.5	42.8	59.4	48.7	48.6	12.9	0.0	9.4	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		527			621			83			35	
Approach Delay, s/veh		43.4			48.7			12.6			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.9	6.6	31.6	69.7	12.1	8.7	29.6
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.2	2.4	17.2	4.7	4.4	3.6	21.4
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	386	35	27	516	48	62
Future Vol, veh/h	386	35	27	516	48	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	420	38	29	561	52	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	458	0	778	229
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1099	-	333	774
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1099	-	324	774
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	482	-	-	1099	-
HCM Lane V/C Ratio	0.248	-	-	0.027	-
HCM Control Delay (s)	14.9	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	435	6	12	536	2	4
Future Vol, veh/h	435	6	12	536	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	473	7	13	583	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	479	0	793	240
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1080	-	326	761
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	322	761
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1080	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	8.8	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	158	86	65	283	36	57	327	42	28	482	190
Future Volume (veh/h)	178	158	86	65	283	36	57	327	42	28	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	172	93	71	308	39	62	355	46	30	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	977	403	75	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.28	0.28	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	172	93	71	308	39	62	355	46	30	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	3.3	3.2	3.2	5.7	1.6	3.3	7.3	1.1	1.6	17.9	18.1
Cycle Q Clear(g_c), s	10.1	3.3	3.2	3.2	5.7	1.6	3.3	7.3	1.1	1.6	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	977	403	75	448	428
V/C Ratio(X)	0.74	0.17	0.23	0.20	0.26	0.08	0.55	0.36	0.11	0.40	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	977	403	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.7	13.0	28.4	21.5	20.1	40.6	26.2	6.3	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.5	0.3	4.0	0.2	0.1	3.5	11.6	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.7	1.4	1.5	2.8	0.7	1.6	3.6	0.4	0.8	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.1	14.3	28.7	22.0	20.4	44.6	26.4	6.4	45.2	43.5	45.0
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		458			418			463			761	
Approach Delay, s/veh		29.2			23.0			26.9			44.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	28.8	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.6	9.3	5.2	5.3	5.3	20.1	12.1	7.7
Green Ext Time (p_c), s	0.0	3.8	0.5	0.9	0.0	0.6	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	217	20	10	403	0	5	1	3	2	0	0
Future Vol, veh/h	0	217	20	10	403	0	5	1	3	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	236	22	11	438	0	5	1	3	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	236	0	0	696	696	236	698	696	438
Stage 1	-	-	-	-	-	-	236	236	-	460	460	-
Stage 2	-	-	-	-	-	-	460	460	-	238	236	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1122	-	-	1331	-	-	356	365	803	355	365	619
Stage 1	-	-	-	-	-	-	767	710	-	581	566	-
Stage 2	-	-	-	-	-	-	581	566	-	765	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1331	-	-	353	361	803	350	361	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	361	-	350	361	-
Stage 1	-	-	-	-	-	-	767	710	-	581	560	-
Stage 2	-	-	-	-	-	-	575	560	-	761	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.5	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	435	1122	-	-	1331	-	-	350
HCM Lane V/C Ratio	0.022	-	-	-	0.008	-	-	0.006
HCM Control Delay (s)	13.5	0	-	-	7.7	0	-	15.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	152	62	0	90	334	3	0	83	37	27
Future Vol, veh/h	0	8	152	62	0	90	334	3	0	83	37	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	165	67	0	98	363	3	0	90	40	29
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.2	17.9	11.4
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	27	222	427	87
LT Vol	83	0	8	90	0
Through Vol	37	0	152	334	85
RT Vol	0	27	62	3	2
Lane Flow Rate	130	29	241	464	95
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.25	0.048	0.354	0.665	0.164
Departure Headway (Hd)	6.895	5.83	5.283	5.157	6.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	520	612	678	701	573
Service Time	4.65	3.584	3.332	3.197	4.3
HCM Lane V/C Ratio	0.25	0.047	0.355	0.662	0.166
HCM Control Delay	12	8.9	11.2	17.9	10.5
HCM Lane LOS	B	A	B	C	B
HCM 95th-tile Q	1	0.2	1.6	5.1	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	85	2
Future Vol, veh/h	0	0	85	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	92	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	157	13	10	74	0	5	0	3	0	0	0
Future Vol, veh/h	0	157	13	10	74	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	171	14	11	80	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	185	0	0	280	280	178	281	287	80
Stage 1	-	-	-	-	-	-	178	178	-	102	102	-
Stage 2	-	-	-	-	-	-	102	102	-	179	185	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1390	-	-	672	628	865	671	623	980
Stage 1	-	-	-	-	-	-	824	752	-	904	811	-
Stage 2	-	-	-	-	-	-	904	811	-	823	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1390	-	-	668	623	865	664	618	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	623	-	664	618	-
Stage 1	-	-	-	-	-	-	824	752	-	904	805	-
Stage 2	-	-	-	-	-	-	897	805	-	820	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	10	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	730	1518	-	-	1390	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.008	-	-	-
HCM Control Delay (s)	10	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	96	40	303	61	0	14	0	9	0	0	0
Future Vol, veh/h	0	96	40	303	61	0	14	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	104	43	329	66	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	148	0	0	851	851	126	856	873	66
Stage 1	-	-	-	-	-	-	126	126	-	725	725	-
Stage 2	-	-	-	-	-	-	725	725	-	131	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1434	-	-	280	297	924	278	289	998
Stage 1	-	-	-	-	-	-	878	792	-	416	430	-
Stage 2	-	-	-	-	-	-	416	430	-	873	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1434	-	-	229	226	924	225	220	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	226	-	225	220	-
Stage 1	-	-	-	-	-	-	878	792	-	416	328	-
Stage 2	-	-	-	-	-	-	317	328	-	864	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.9	17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1536	-	-	1434	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-	0.23	-	-	-
HCM Control Delay (s)	17	0	-	-	8.3	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.9	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	96	375	0	0	0
Future Vol, veh/h	0	96	375	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	104	408	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	408	0	-	0	512	408
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1151	-	-	-	522	643
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	522	643
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	920	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	161	15	146	358	38	46	85	83	14	115	29
Future Volume (veh/h)	31	161	15	146	358	38	46	85	83	14	115	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	34	175	16	159	389	41	50	92	90	15	125	32
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	263	204	239	458	356	89	1945	798	49	1857	761
Arrive On Green	0.04	0.14	0.14	0.15	0.25	0.25	0.05	0.55	0.55	0.03	0.52	0.52
Sat Flow, veh/h	1634	1863	1443	1634	1863	1449	1634	3539	1452	1634	3539	1451
Grp Volume(v), veh/h	34	175	16	159	389	41	50	92	90	15	125	32
Grp Sat Flow(s),veh/h/ln	1634	1863	1443	1634	1863	1449	1634	1770	1452	1634	1770	1451
Q Serve(g_s), s	2.4	10.7	0.9	11.0	23.9	2.6	3.6	1.4	1.6	1.1	2.1	1.3
Cycle Q Clear(g_c), s	2.4	10.7	0.9	11.0	23.9	2.6	3.6	1.4	1.6	1.1	2.1	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	263	204	239	458	356	89	1945	798	49	1857	761
V/C Ratio(X)	0.50	0.67	0.08	0.67	0.85	0.12	0.56	0.05	0.11	0.31	0.07	0.04
Avail Cap(c_a), veh/h	82	761	589	239	885	688	177	1945	798	109	1857	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	48.8	30.1	48.4	43.2	35.1	55.3	12.5	2.7	57.0	14.1	13.9
Incr Delay (d2), s/veh	5.5	2.9	0.2	6.8	4.5	0.1	5.3	0.0	0.3	3.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.7	0.4	5.4	12.9	1.1	1.8	0.7	0.7	0.5	1.0	0.5
LnGrp Delay(d),s/veh	61.8	51.7	30.3	55.3	47.7	35.3	60.6	12.5	3.0	60.5	14.1	14.0
LnGrp LOS	E	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		225			589			232			172	
Approach Delay, s/veh		51.7			48.9			19.2			18.1	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	69.9	21.6	20.9	10.6	67.0	9.0	33.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	13.0	12.7	5.6	4.1	4.4	25.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.6	0.0	1.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	275	18	17	549	17	14
Future Vol, veh/h	275	18	17	549	17	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	20	18	597	18	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	943	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1242	-	291	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	285	731
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	1242	-
HCM Lane V/C Ratio	0.086	-	-	0.015	-
HCM Control Delay (s)	15	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	185	70	177	364	36	51	297	72	23	293	112
Future Volume (veh/h)	82	185	70	177	364	36	51	297	72	23	293	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	201	76	192	396	39	55	323	78	25	318	122
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	529	218	304	572	236	94	1662	396	58	1419	534
Arrive On Green	0.08	0.15	0.15	0.10	0.16	0.16	0.12	1.00	1.00	0.04	0.56	0.55
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2837	676	1634	2518	948
Grp Volume(v), veh/h	89	201	76	192	396	39	55	200	201	25	222	218
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1696
Q Serve(g_s), s	6.3	6.1	5.6	7.0	12.7	2.8	3.8	0.0	0.0	1.8	7.5	7.9
Cycle Q Clear(g_c), s	6.3	6.1	5.6	7.0	12.7	2.8	3.8	0.0	0.0	1.8	7.5	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	137	529	218	304	572	236	94	1036	1021	58	997	956
V/C Ratio(X)	0.65	0.38	0.35	0.63	0.69	0.17	0.58	0.19	0.20	0.43	0.22	0.23
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1036	1021	136	997	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	46.0	45.8	52.2	47.5	43.3	51.7	0.0	0.0	56.7	13.1	13.4
Incr Delay (d2), s/veh	5.1	0.4	1.0	2.1	1.4	0.3	5.5	0.4	0.4	5.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.0	2.3	3.2	6.3	1.1	1.9	0.1	0.1	0.9	3.8	3.8
LnGrp Delay(d),s/veh	58.4	46.5	46.7	54.3	48.9	43.6	57.2	0.4	0.4	61.7	13.6	14.0
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		366			627			456			465	
Approach Delay, s/veh		49.4			50.2			7.3			16.4	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	74.3	15.5	21.9	10.9	71.6	14.1	23.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.8	2.0	9.0	8.1	5.8	9.9	8.3	14.7
Green Ext Time (p_c), s	0.0	3.1	0.5	2.9	0.0	3.0	0.2	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	185	61	89	226	36	52	291	43	65	279	47
Future Volume (veh/h)	64	185	61	89	226	36	52	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	201	66	97	246	39	57	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.55	0.62	0.62	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	201	66	97	246	39	57	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.5	5.1	6.8	7.9	2.9	1.0	4.4	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.5	5.1	6.8	7.9	2.9	1.0	4.4	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
V/C Ratio(X)	0.61	0.60	0.48	0.60	0.56	0.22	0.03	0.14	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1737	2204	908	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	52.1	51.5	51.8	49.6	47.4	12.5	9.4	2.0	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.5	1.1	0.6	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	2.2	3.2	3.9	1.2	0.4	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	59.0	53.7	53.9	55.3	50.7	48.0	12.5	9.5	2.1	57.4	58.7	34.7
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		337			382			420			425	
Approach Delay, s/veh		54.9			51.6			9.1			55.6	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	78.7	15.9	15.4	69.8	19.0	12.5	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.4	8.8	8.5	3.0	11.8	7.0	9.9
Green Ext Time (p_c), s	0.0	1.6	1.5	0.8	0.8	1.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	23	0	143	24	53	0	55	80	72	0	15	212	39
Future Vol, veh/h	0	5	3	23	0	143	24	53	0	55	80	72	0	15	212	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	25	0	155	26	58	0	60	87	78	0	16	230	42
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.6	10.6	10.1	11.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	74%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	31	143	77	266
LT Vol	55	5	143	0	15
Through Vol	80	3	0	24	212
RT Vol	72	23	0	53	39
Lane Flow Rate	225	34	155	84	289
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.305	0.05	0.276	0.125	0.392
Departure Headway (Hd)	4.883	5.358	6.384	5.39	4.879
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	727	672	566	669	729
Service Time	2.979	3.365	4.085	3.091	2.968
HCM Lane V/C Ratio	0.309	0.051	0.274	0.126	0.396
HCM Control Delay	10.1	8.6	11.5	8.9	11.1
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.3	0.2	1.1	0.4	1.9

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Future Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	114	7	45	212	20	7	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	121	0	0	350	467	60	500	460	116
Stage 1	-	-	-	-	-	-	146	146	-	311	311	-
Stage 2	-	-	-	-	-	-	204	321	-	189	149	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1333	-	-	1464	-	-	580	492	993	454	497	914
Stage 1	-	-	-	-	-	-	842	775	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	795	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1464	-	-	521	472	993	273	477	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	472	-	273	477	-
Stage 1	-	-	-	-	-	-	833	767	-	667	637	-
Stage 2	-	-	-	-	-	-	701	630	-	540	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	535	1333	-	-	1464	-	-	420
HCM Lane V/C Ratio	0.013	0.498	0.011	-	-	0.03	-	-	0.246
HCM Control Delay (s)	12	18.2	7.7	-	-	7.5	-	-	16.3
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.7	0	-	-	0.1	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	53	189	200	151	28	95	189	91	11	372	25
Future Volume (veh/h)	16	53	189	200	151	28	95	189	91	11	372	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	17	58	205	217	164	30	103	205	99	12	404	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	69	244	177	415	76	148	1005	787	45	888	695
Arrive On Green	0.03	0.19	0.18	0.11	0.27	0.26	0.18	1.00	1.00	0.06	0.95	0.95
Sat Flow, veh/h	1634	361	1276	1634	1533	280	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	17	0	263	217	0	194	103	205	99	12	404	27
Grp Sat Flow(s),veh/h/ln	1634	0	1638	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	0.0	18.6	13.0	0.0	10.5	7.1	0.0	0.0	0.8	2.2	0.1
Cycle Q Clear(g_c), s	1.2	0.0	18.6	13.0	0.0	10.5	7.1	0.0	0.0	0.8	2.2	0.1
Prop In Lane	1.00		0.78	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	0	313	177	0	491	148	1005	787	45	888	695
V/C Ratio(X)	0.36	0.00	0.84	1.23	0.00	0.39	0.70	0.20	0.13	0.27	0.46	0.04
Avail Cap(c_a), veh/h	144	0	423	177	0	505	204	1005	787	82	888	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	57.2	0.0	47.4	53.5	0.0	35.8	47.6	0.0	0.0	55.5	1.5	1.5
Incr Delay (d2), s/veh	4.7	0.0	10.7	141.3	0.0	0.5	5.9	0.5	0.3	3.0	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	9.4	12.8	0.0	5.3	3.4	0.1	0.1	0.4	1.3	0.1
LnGrp Delay(d),s/veh	61.9	0.0	58.1	194.8	0.0	36.3	53.4	0.5	0.3	58.5	3.1	1.6
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		280			411			407			443	
Approach Delay, s/veh		58.3			120.0			13.8			4.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	68.7	17.0	26.9	14.9	61.2	7.4	36.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	2.8	2.0	15.0	20.6	9.1	4.2	3.2	12.5
Green Ext Time (p_c), s	0.0	2.8	0.0	0.6	0.1	2.8	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	13	0	86	17	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.9	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	10	85	105	12	148	86	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	16	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	12	55
Lane Flow Rate	123	11	93	114	13	161	93	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.212	0.019	0.148	0.168	0.022	0.249	0.142	0.238
Departure Headway (Hd)	6.209	6.245	5.738	5.318	6.174	5.691	5.592	5.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	575	627	676	581	635	645	627
Service Time	3.923	3.964	3.457	3.037	3.898	3.391	3.292	3.467
HCM Lane V/C Ratio	0.212	0.019	0.148	0.169	0.022	0.254	0.144	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	162	19	42	378	75	21	544	35
Future Volume (veh/h)	30	76	40	173	162	19	42	378	75	21	544	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	176	21	46	411	82	23	591	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	150	118	142	240	188	84	1959	388	56	2187	140
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2946	583	1634	3377	217
Grp Volume(v), veh/h	33	83	43	188	176	21	46	246	247	23	309	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1824
Q Serve(g_s), s	2.4	5.1	3.4	10.4	10.9	1.5	3.3	6.5	6.7	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.4	10.4	10.9	1.5	3.3	6.5	6.7	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	63	150	118	142	240	188	84	1176	1170	56	1146	1182
V/C Ratio(X)	0.52	0.55	0.37	1.33	0.73	0.11	0.55	0.21	0.21	0.41	0.27	0.27
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1176	1170	82	1146	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.2	54.8	50.3	46.2	55.5	7.8	8.0	54.7	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.3	5.0	0.4	0.4	4.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	0.6	1.6	3.3	3.3	0.8	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	242.6	54.6	46.5	60.6	8.2	8.4	59.2	0.6	0.5
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			385			539			652	
Approach Delay, s/veh		57.1			146.0			12.7			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	83.8	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.6	8.7	12.4	7.1	5.3	2.0	4.4	12.9
Green Ext Time (p_c), s	0.0	4.4	0.0	0.8	0.1	4.4	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	144	89	99	83	142	476	83	111	497	62
Future Volume (veh/h)	42	106	144	89	99	83	142	476	83	111	497	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	115	157	97	108	90	154	517	90	121	540	67
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.13	0.56	0.56	0.10	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	115	157	97	108	90	154	517	90	121	540	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.1	3.5	8.6	10.1	2.7
Cycle Q Clear(g_c), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.1	3.5	8.6	10.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
V/C Ratio(X)	0.55	0.22	0.73	1.02	0.20	0.40	0.75	0.26	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1965	810	259	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	55.5	45.0	48.8	56.5	44.2	45.6	50.6	13.9	12.6	51.9	15.4	13.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.8	0.2	1.1	5.9	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.3	5.7	1.6	2.8	5.3	4.5	1.5	4.1	4.9	1.1
LnGrp Delay(d),s/veh	61.0	45.2	53.3	151.5	44.3	46.7	56.6	14.2	12.9	55.5	15.6	13.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		318			295			761			728	
Approach Delay, s/veh		51.5			80.3			22.6			22.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	70.6	11.0	21.8	19.1	68.1	10.2	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.6	11.1	9.0	14.3	12.9	12.1	5.3	8.7
Green Ext Time (p_c), s	0.2	5.7	0.0	1.5	0.2	5.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	114	99	72	192	53	143	370	60	25	366	62
Future Volume (veh/h)	29	114	99	72	192	53	143	370	60	25	366	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	32	124	108	78	209	58	155	402	65	27	398	67
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	215	173	82	443	183	123	452	354	749	1167	913
Arrive On Green	0.04	0.12	0.10	0.05	0.13	0.13	0.15	0.49	0.49	0.46	0.63	0.63
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	32	117	115	78	209	58	155	402	65	27	398	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	7.5	8.3	5.7	6.6	1.6	9.0	23.4	2.4	1.1	12.2	2.2
Cycle Q Clear(g_c), s	2.3	7.5	8.3	5.7	6.6	1.6	9.0	23.4	2.4	1.1	12.2	2.2
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	204	184	82	443	183	123	452	354	749	1167	913
V/C Ratio(X)	0.49	0.57	0.62	0.95	0.47	0.32	1.26	0.89	0.18	0.04	0.34	0.07
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	749	1167	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.94	0.94	0.94	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	50.3	51.5	56.9	48.8	6.3	51.0	29.4	15.5	17.9	10.7	8.8
Incr Delay (d2), s/veh	5.2	2.4	3.3	81.4	0.7	0.9	161.4	18.9	0.9	0.0	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	3.8	4.4	3.3	0.7	9.5	14.2	1.1	0.5	6.4	0.9
LnGrp Delay(d),s/veh	61.6	52.7	54.8	138.3	49.5	7.2	212.4	48.3	16.5	17.9	11.5	8.9
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	B	A
Approach Vol, veh/h		264			345			622			492	
Approach Delay, s/veh		54.7			62.5			85.8			11.5	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	33.1	10.0	17.8	13.0	79.2	8.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	3.3	25.4	7.7	10.3	11.0	14.2	4.3	8.6
Green Ext Time (p_c), s	1.5	1.7	0.0	1.5	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	135	36	88	179	59	140	263	66	243	503	107
Future Volume (veh/h)	34	135	36	88	179	59	140	263	66	243	503	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	37	147	39	96	195	64	152	286	72	264	547	116
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	276	114	146	437	180	199	1816	748	304	2044	842
Arrive On Green	0.04	0.08	0.08	0.09	0.12	0.12	0.24	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	37	147	39	96	195	64	152	286	72	264	547	116
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.6	4.8	2.3	6.8	6.1	4.8	10.4	0.0	0.0	18.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	4.8	2.3	6.8	6.1	4.8	10.4	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	276	114	146	437	180	199	1816	748	304	2044	842
V/C Ratio(X)	0.28	0.53	0.34	0.66	0.45	0.36	0.76	0.16	0.10	0.87	0.27	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1816	748	354	2044	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.99	0.99	0.99	0.80	0.80	0.80
Uniform Delay (d), s/veh	54.1	53.2	30.2	52.8	48.8	48.2	43.8	0.0	0.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.7	5.8	0.6	1.1	5.9	0.2	0.3	15.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	1.0	3.3	3.0	2.0	5.0	0.0	0.1	9.3	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	31.9	58.6	49.4	49.3	49.8	0.2	0.3	51.3	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		223			355			510			927	
Approach Delay, s/veh		50.8			51.9			15.0			14.8	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.3	65.6	14.8	13.4	18.6	73.3	9.3	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.3	2.0	8.8	6.8	12.4	2.0	4.6	8.1
Green Ext Time (p_c), s	0.3	4.6	0.3	0.6	0.3	4.6	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	103	71	210	46	52	509	50	124	1201	347
Future Volume (veh/h)	171	324	103	71	210	46	52	509	50	124	1201	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	112	77	228	50	57	553	54	135	1305	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	550	227	172	417	172	98	2089	861	109	2113	871
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	112	77	228	50	57	553	54	135	1305	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.4	2.8	7.3	3.8	4.1	9.1	1.9	8.0	28.2	16.9
Cycle Q Clear(g_c), s	6.8	11.2	8.4	2.8	7.3	3.8	4.1	9.1	1.9	8.0	28.2	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	550	227	172	417	172	98	2089	861	109	2113	871
V/C Ratio(X)	0.64	0.64	0.49	0.45	0.55	0.29	0.58	0.26	0.06	1.24	0.62	0.43
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2089	861	109	2113	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	52.6	47.5	46.4	55.0	49.9	48.3	54.9	11.9	10.5	56.0	15.4	13.1
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	0.9	5.2	0.3	0.1	160.8	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.6	3.5	1.3	3.6	1.6	2.0	4.5	0.8	8.5	14.1	7.1
LnGrp Delay(d),s/veh	54.5	48.6	47.8	56.8	51.0	49.3	60.2	12.2	10.6	216.8	16.7	14.6
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		650			355			664			1817	
Approach Delay, s/veh		50.1			52.0			16.2			31.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.8	10.5	22.6	11.2	75.6	15.0	18.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	11.1	4.8	13.2	6.1	30.2	8.8	9.3
Green Ext Time (p_c), s	0.0	14.9	0.1	2.8	0.0	9.4	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	961	67	15	855	25
Future Volume (veh/h)	15	0	4	24	0	5	13	961	67	15	855	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1045	73	16	929	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1045	73	16	929	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.38	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1132			972	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.1	3.2	2.4
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.0	13.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	56	686	49	40	578
Future Volume (veh/h)	121	56	686	49	40	578
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	61	746	53	43	628
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	163	1383	1083	75	1531
Arrive On Green	0.11	0.11	0.74	0.74	0.09	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	61	746	53	43	628
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	4.7	20.7	1.2	3.0	0.0
Cycle Q Clear(g_c), s	9.4	4.7	20.7	1.2	3.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	182	163	1383	1083	75	1531
V/C Ratio(X)	0.72	0.38	0.54	0.05	0.57	0.41
Avail Cap(c_a), veh/h	268	239	1383	1083	150	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	1.00	1.00	0.87	0.87
Uniform Delay (d), s/veh	51.5	49.4	6.6	4.1	53.3	0.0
Incr Delay (d2), s/veh	4.9	1.3	1.5	0.1	5.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.9	11.1	0.5	1.5	0.3
LnGrp Delay(d),s/veh	56.4	50.7	8.2	4.2	59.1	0.7
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	193		799			671
Approach Delay, s/veh	54.6		7.9			4.5
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	93.1				102.6		17.4
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.0	22.7				2.0		11.4
Green Ext Time (p_c), s	0.0	7.0				7.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	36	99	60	48	43	63	372	25	30	733	34
Future Volume (veh/h)	54	36	99	60	48	43	63	372	25	30	733	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	59	39	108	65	52	47	68	404	27	33	797	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	53	148	104	80	72	110	2157	144	67	2114	98
Arrive On Green	0.10	0.12	0.11	0.06	0.09	0.07	0.13	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	437	1211	1634	903	816	1634	3368	224	1634	3444	160
Grp Volume(v), veh/h	59	0	147	65	0	99	68	212	219	33	409	425
Grp Sat Flow(s),veh/h/ln	1634	0	1649	1634	0	1719	1634	1770	1823	1634	1770	1835
Q Serve(g_s), s	4.1	0.0	10.3	4.7	0.0	6.7	4.7	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	10.3	4.7	0.0	6.7	4.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	158	0	201	104	0	152	110	1133	1167	67	1086	1126
V/C Ratio(X)	0.37	0.00	0.73	0.63	0.00	0.65	0.62	0.19	0.19	0.50	0.38	0.38
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1133	1167	163	1086	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	50.8	0.0	51.4	54.8	0.0	53.3	50.5	0.0	0.0	53.9	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.0	6.1	0.0	4.6	5.2	0.3	0.3	5.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	5.0	2.3	0.0	3.4	2.3	0.1	0.1	1.1	0.3	0.3
LnGrp Delay(d),s/veh	52.2	0.0	56.4	60.9	0.0	57.9	55.7	0.3	0.3	59.2	0.9	0.9
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		206			164			499			867	
Approach Delay, s/veh		55.2			59.1			7.9			3.2	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	80.8	11.6	18.7	12.1	77.6	15.6	14.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.3	2.0	6.7	12.3	6.7	2.0	6.1	8.7
Green Ext Time (p_c), s	0.0	5.2	0.0	0.6	0.1	5.1	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	39.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	386	0	148	353	0	0	0	455	314
Future Vol, veh/h	0	0	0	0	0	33	1	386	0	148	353	0	0	0	455	314
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	420	0	161	384	0	0	0	495	341
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	36.2	29.8	48.4
HCM LOS	E	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	353	34	386	455	314
LT Vol	148	0	33	0	0	0
Through Vol	0	353	1	0	455	0
RT Vol	0	0	0	386	0	314
Lane Flow Rate	161	384	37	420	495	341
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.36	0.816	0.086	0.848	1	0.631
Departure Headway (Hd)	8.058	7.653	8.384	7.278	7.373	6.652
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	483	430	508	495	543
Service Time	5.757	5.256	6.08	4.897	5.121	4.4
HCM Lane V/C Ratio	0.359	0.795	0.086	0.827	1	0.628
HCM Control Delay	15.2	35.9	11.9	38.3	67.9	20.2
HCM Lane LOS	C	E	B	E	F	C
HCM 95th-tile Q	1.6	7.8	0.3	8.7	13.5	4.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	338	133	477	0	0	631	193
Future Volume (veh/h)	0	0	0	492	181	338	133	477	0	0	631	193
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	367	145	518	0	0	686	210
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				943	538	421	617	2252	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.64	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	367	145	518	0	0	686	210
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.1	28.7	4.6	7.5	0.0	0.0	7.3	4.7
Cycle Q Clear(g_c), s				16.7	10.1	28.7	4.6	7.5	0.0	0.0	7.3	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				943	538	421	617	2252	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.87	0.23	0.23	0.00	0.00	0.48	0.36
Avail Cap(c_a), veh/h				1185	675	529	617	2252	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				36.3	34.0	40.6	40.8	9.3	0.0	0.0	7.5	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.5	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.6	2.1	3.7	0.0	0.0	3.6	2.0
LnGrp Delay(d),s/veh				36.7	34.3	50.0	41.0	9.5	0.0	0.0	8.6	8.8
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1099			663			896	
Approach Delay, s/veh					40.7			16.4			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.9			27.9	53.0		39.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.5			6.6	9.3		30.7
Green Ext Time (p_c), s		2.9			1.8	4.1		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	491	0	0	962	378
Future Volume (veh/h)	0	0	0	254	452	179	199	491	0	0	962	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	534	0	0	1046	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	270	2660	0	0	1958	807
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	534	0	0	1046	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.5	10.0	0.0	0.0	22.5	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.5	10.0	0.0	0.0	22.5	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	270	2660	0	0	1958	807
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.20	0.00	0.00	0.53	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1958	807
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				44.0	46.6	46.4	51.5	9.9	0.0	0.0	17.0	16.7
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.9	0.2	0.0	0.0	0.8	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	4.9	0.0	0.0	11.1	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	61.4	10.0	0.0	0.0	17.8	18.3
LnGrp LOS				D	D	D	E	B			B	B
Approach Vol, veh/h					962			750			1457	
Approach Delay, s/veh					48.1			24.8			17.9	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.8	70.4		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		12.0			17.5	24.5		17.8
Green Ext Time (p_c), s		12.8			0.3	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	337	67	0	253	212	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	337	67	0	253	212	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	366	73	0	275	230	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12.8	16.7	14.1
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	337	67	156	66	253	212
LT Vol	0	0	155	0	253	0
Through Vol	337	0	1	0	0	212
RT Vol	0	67	0	66	0	0
Lane Flow Rate	366	73	170	72	275	230
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.62	0.109	0.349	0.123	0.495	0.382
Departure Headway (Hd)	6.095	5.384	7.413	6.196	6.483	5.975
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	664	485	578	556	601
Service Time	3.838	3.127	5.163	3.946	4.225	3.717
HCM Lane V/C Ratio	0.617	0.11	0.351	0.125	0.495	0.383
HCM Control Delay	18.3	8.8	14.1	9.8	15.5	12.4
HCM Lane LOS	C	A	B	A	C	B
HCM 95th-tile Q	4.2	0.4	1.5	0.4	2.7	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	468	378	283	807	0
Future Volume (veh/h)	149	94	177	0	0	0	0	468	378	283	807	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	509	411	308	877	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3095	888	412	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.26	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	509	411	308	877	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.2	18.4	10.7	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.2	18.4	10.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3095	888	412	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.16	0.46	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3095	888	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.2	12.8	42.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.7	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.5	7.8	4.8	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	10.3	14.5	45.0	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						920			1185	
Approach Delay, s/veh		50.5						12.2			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.6	77.0		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	12.7	20.4		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.4		1.5		10.8		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	521	318	446	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	521	318	446	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	566	346	485	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1957	806	585	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	566	346	485	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.2	16.7	16.7	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.2	16.7	16.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1957	806	585	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1957	806	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.3	15.7	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.5	1.7				0.0	0.4	1.7	4.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.6	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.8				0.0	14.6	17.4	40.7	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						912			1302	
Approach Delay, s/veh		52.2						15.7			15.3	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.1	70.4		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.7	18.7		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	48	0	0	67
Future Vol, veh/h	0	0	48	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1016	-	-	1554	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1554	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	177	73	0	0	0
Future Vol, veh/h	0	177	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	271	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	718	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	718	981
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	96	76	84	119
Future Vol, veh/h	11	13	96	76	84	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	104	83	91	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	416	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	593	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	557	951	-	-	1488	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	557	951	1488	-
HCM Lane V/C Ratio	-	-	0.021	0.015	0.061	-
HCM Control Delay (s)	-	-	11.6	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	113	87	89	124
Future Vol, veh/h	15	17	113	87	89	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	123	95	97	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	566	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	528	928	-	-	1464	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	528	928	1464	-
HCM Lane V/C Ratio	-	-	0.031	0.02	0.066	-
HCM Control Delay (s)	-	-	12	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	113	66	0	124
Future Vol, veh/h	0	19	113	66	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	123	72	0	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	731	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	928	-	-	1464	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	928	1464	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	74	66	46	12	13
Future Vol, veh/h	68	74	66	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	80	72	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	300	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	691	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	658	990
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1528	-	-	-	658	990
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	69	56	60	9	8
Future Vol, veh/h	67	69	56	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	75	61	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	282	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	708	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	674	1004
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	674	1004
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.4	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	46	69	60	50	4	5
Future Vol, veh/h	46	69	60	50	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	75	65	54	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	240	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	748	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	724	999
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1537	-	-	-	724	999
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

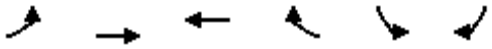
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	23	33	53	6	9
Future Vol, veh/h	66	23	33	53	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	25	36	58	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	201	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	788	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	769	990
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	990	-	-	1528	-
HCM Lane V/C Ratio	0.008	0.01	-	-	0.023	-
HCM Control Delay (s)	9.7	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	147	157	0	213	47
Future Volume (veh/h)	0	147	157	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	160	171	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	280	280	0	2602	1197
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	160	171	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.2	5.6	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.2	5.6	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	280	280	0	2602	1197
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2602	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.3	53.5	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.8	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	55.1	55.0	0.0	2.1	2.1
LnGrp LOS		E	D		A	A
Approach Vol, veh/h		160	171		283	
Approach Delay, s/veh		55.1	55.0		2.1	
Approach LOS		E	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.5		104.5		15.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.2		3.7		7.6
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	344	0	0	389	276	28	0	253	0	0	0
Future Volume (veh/h)	21	344	0	0	389	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	374	0	0	423	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1125	0	0	900	371	1869	0	860			
Arrive On Green	0.02	0.32	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	374	0	0	423	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.5	0.0	0.0	13.2	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.5	0.0	0.0	13.2	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1125	0	0	900	371	1869	0	860			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1869	0	860			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.59	0.59	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.0	45.5	11.0	0.0	13.5			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.2	0.0	0.0	6.5	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	103.0	34.0	0.0	0.0	41.3	48.0	11.0	0.0	13.7			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		397			723			305				
Approach Delay, s/veh		38.0			44.1			13.4				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.7		47.3			8.3	39.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.5			3.8	27.1
Green Ext Time (p_c), s		0.0		6.3			0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	151	14	0	8	228	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	151	14	0	8	228	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	164	15	0	9	248	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.9	10.4	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	101	64	8	152	97	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	101	50	0	152	76	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	109	70	9	165	105	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.12	0.19	0.118	0.016	0.284	0.177	0.124	0.014	0.236
Departure Headway (Hd)	7.079	6.12	6.754	6.25	6.097	6.683	6.18	6.027	6.87	6.369	5.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	584	530	573	587	535	582	595	522	561	630
Service Time	4.828	3.869	4.5	3.997	3.843	4.427	3.923	3.771	4.616	4.116	3.433
HCM Lane V/C Ratio	0.134	0.055	0.121	0.19	0.119	0.017	0.284	0.176	0.125	0.014	0.238
HCM Control Delay	10.9	9.2	10.4	10.5	9.7	9.5	11.4	10.1	10.6	9.2	10.2
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	177	73	0	0	0
Future Vol, veh/h	0	177	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	271	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	718	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	718	981
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	48	0	0	67
Future Vol, veh/h	0	0	48	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1016	-	-	1554	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1554	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	22	9	32	16	67	10	259	45	56	307	4
Future Volume (veh/h)	3	22	9	32	16	67	10	259	45	56	307	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	3	24	10	35	17	73	11	282	49	61	334	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	900	897	374	958	221	948	24	396	68	84	602	7
Arrive On Green	0.72	0.72	0.71	0.72	0.72	0.71	0.01	0.13	0.13	0.05	0.17	0.16
Sat Flow, veh/h	1199	1250	521	1261	308	1322	1634	3022	519	1634	3582	43
Grp Volume(v), veh/h	3	0	34	35	0	90	11	164	167	61	165	173
Grp Sat Flow(s),veh/h/ln	1199	0	1771	1261	0	1630	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.7	1.0	0.0	2.0	0.8	10.6	10.9	4.4	10.3	10.3
Cycle Q Clear(g_c), s	2.1	0.0	0.7	1.7	0.0	2.0	0.8	10.6	10.9	4.4	10.3	10.3
Prop In Lane	1.00		0.29	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	900	0	1271	958	0	1169	24	232	232	84	297	312
V/C Ratio(X)	0.00	0.00	0.03	0.04	0.00	0.08	0.47	0.71	0.72	0.73	0.55	0.56
Avail Cap(c_a), veh/h	900	0	1271	958	0	1169	101	1062	1063	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.4	0.0	4.9	5.1	0.0	5.1	58.7	49.9	50.1	56.1	45.8	45.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	13.7	3.9	4.2	11.4	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.4	0.0	0.9	0.5	5.4	5.6	2.3	5.2	5.4
LnGrp Delay(d),s/veh	5.4	0.0	4.9	5.2	0.0	5.3	72.4	53.8	54.3	67.5	47.4	47.4
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		37			125			342			399	
Approach Delay, s/veh		5.0			5.2			54.6			50.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	19.7		90.1	5.7	24.2		90.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	6.4	12.9		4.1	2.8	12.3		4.0
Green Ext Time (p_c), s	0.1	2.4		0.4	0.0	2.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	5	27	171	21	11
Future Vol, veh/h	125	5	27	171	21	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	5	29	186	23	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	384	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	619	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	605	909
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1442	-
HCM Lane V/C Ratio	0.051	-	-	0.02	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	102	33	0	200	158	9	0	49	15	242
Future Vol, veh/h	0	3	102	33	0	200	158	9	0	49	15	242
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	111	36	0	217	172	10	0	53	16	263
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.2	18.8	12.7
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	306	138	358	9	19
LT Vol	49	3	200	0	2
Through Vol	15	102	158	0	15
RT Vol	242	33	0	9	2
Lane Flow Rate	333	150	389	10	21
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.472	0.231	0.647	0.014	0.035
Departure Headway (Hd)	5.106	5.537	5.986	4.996	6.094
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	705	648	603	717	585
Service Time	3.146	3.578	3.716	2.725	4.154
HCM Lane V/C Ratio	0.472	0.231	0.645	0.014	0.036
HCM Control Delay	12.7	10.2	19.1	7.8	9.4
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.5	0.9	4.7	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	15	2
Future Vol, veh/h	0	2	15	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	16	2
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	139	203	266	30	31	98
Future Vol, veh/h	139	203	266	30	31	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	221	289	33	34	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	828	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	341	735
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	294	735
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	512	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	540
HCM Lane V/C Ratio	0.122	-	-	-	0.26
HCM Control Delay (s)	8.3	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	76	0	444	5	60	678	2
Future Vol, veh/h	0	5	0	12	5	76	0	444	5	60	678	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	83	0	483	5	65	737	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1112	1356	370	987	1355	244	739	0	0	488	0	0
Stage 1	868	868	-	485	485	-	-	-	-	-	-	-
Stage 2	244	488	-	502	870	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	627	202	148	757	863	-	-	1071	-	-
Stage 1	314	368	-	532	550	-	-	-	-	-	-	-
Stage 2	738	548	-	520	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	139	627	187	139	757	863	-	-	1071	-	-
Mov Cap-2 Maneuver	134	139	-	187	139	-	-	-	-	-	-	-
Stage 1	314	346	-	532	550	-	-	-	-	-	-	-
Stage 2	651	548	-	481	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	14.9	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	139	464	1071	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.218	0.061	-	-
HCM Control Delay (s)	0	-	-	32	14.9	8.6	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	2	1	88	1	0
Future Vol, veh/h	74	2	1	88	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	2	1	96	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	180	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	810	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	809	978
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	1514	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	0	0	92	0	0
Future Vol, veh/h	72	0	0	92	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	78	0	0	100	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	178	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	812	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	812	983
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1520	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	67	294	45	58	322	4	86	0	39	5	1	7
Future Vol, veh/h	67	294	45	58	322	4	86	0	39	5	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	320	49	63	350	4	93	0	42	5	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	368	0	0	973	970	344	989	992	352
Stage 1	-	-	-	-	-	-	490	490	-	478	478	-
Stage 2	-	-	-	-	-	-	483	480	-	511	514	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1191	-	-	231	253	699	226	246	692
Stage 1	-	-	-	-	-	-	560	549	-	568	556	-
Stage 2	-	-	-	-	-	-	565	554	-	545	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1191	-	-	204	218	699	190	212	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	218	-	190	212	-
Stage 1	-	-	-	-	-	-	517	507	-	524	519	-
Stage 2	-	-	-	-	-	-	521	517	-	473	494	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.2	32.6	16.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1205	-	-	1191	-	-	316
HCM Lane V/C Ratio	0.519	0.06	-	-	0.053	-	-	0.045
HCM Control Delay (s)	32.6	8.2	0	-	8.2	0	-	16.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.2	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	45	0	0	91	0	0
Future Vol, veh/h	45	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	99	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	148	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	844	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	844	1020
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	925	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1558	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	44	0	0	89	0	0
Future Vol, veh/h	44	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	48	0	145	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1559	-	847	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1559	-	847	1021
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1559	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	45	0	0	91	0	0
Future Vol, veh/h	45	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	99	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	49	49	98	49
Stage 1	-	-	0	0	49	-
Stage 2	-	-	49	49	49	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	960	843	901	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	973	854	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	960	0	901	1020
Mov Cap-2 Maneuver	-	-	960	0	901	-
Stage 1	-	-	-	0	973	-
Stage 2	-	-	973	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	40	15	43	76	27	33
Future Vol, veh/h	40	15	43	76	27	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	16	47	83	29	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	228	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	760	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	736	1016
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1544	-
HCM Lane V/C Ratio	0.075	-	-	0.03	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	35	39	58	269	182	67
Future Vol, veh/h	35	39	58	269	182	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	42	63	292	198	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	234	271	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	433	805	1292	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	805	1292	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	551	-	-
HCM Lane V/C Ratio	0.049	-	0.146	-	-
HCM Control Delay (s)	7.9	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	43	0	0	67
Future Vol, veh/h	0	0	43	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1022	-	-	1560	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	134	52	0
Future Vol, veh/h	0	0	0	134	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	146	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	28	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	851	1041	1546	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1041	1546	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	53	281	34	27	197
Future Vol, veh/h	42	53	281	34	27	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	58	305	37	29	214

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	578	305	0	0	305	0
Stage 1	305	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	478	735	-	-	1256	-
Stage 1	748	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	735	-	-	1256	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	466	735	1256	-
HCM Lane V/C Ratio	-	-	0.098	0.078	0.023	-
HCM Control Delay (s)	-	-	13.6	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	43	0	0	67
Future Vol, veh/h	0	0	43	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1022	-	-	1560	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	13	0	9	0	0	93	41
Future Vol, veh/h	0	0	0	0	0	13	0	9	0	0	93	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	14	0	10	0	0	101	45
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	7.8	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	62	72	0	0	13	9	8	22	22
LT Vol	0	0	0	0	0	13	0	8	0	0
Through Vol	0	62	31	0	0	0	0	0	22	22
RT Vol	0	0	41	0	0	0	9	0	0	0
Lane Flow Rate	0	67	78	0	0	14	10	9	23	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.087	0.093	0	0	0.022	0.012	0.013	0.031	0.02
Departure Headway (Hd)	4.656	4.656	4.257	5.069	5.069	5.515	4.315	5.277	4.776	3.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	766	837	0	0	653	834	670	739	1147
Service Time	2.403	2.403	2.004	2.772	2.772	3.215	2.015	3.076	2.575	0.839
HCM Lane V/C Ratio	0	0.087	0.093	0	0	0.021	0.012	0.013	0.031	0.02
HCM Control Delay	7.4	7.9	7.4	7.8	7.8	8.3	7.1	8.1	7.7	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	43	0
Future Vol, veh/h	0	8	43	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	47	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	285	0	0	0	261	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	285	0	0	0	261	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	310	0	0	0	284	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.6	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	285	0	0	0	0	261	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	285	0	0	0	0	261	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	310	0	0	0	0	284	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.402	0	0	0	0	0.369	0
Departure Headway (Hd)	4.67	4.67	4.67	5.946	5.946	4.682	4.682	4.682
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	765	0	0	0	0	763	0
Service Time	2.433	2.433	2.433	3.646	3.646	2.45	2.45	2.45
HCM Lane V/C Ratio	0	0.405	0	0	0	0	0.372	0
HCM Control Delay	7.4	10.6	7.4	8.6	8.6	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	1.9	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	43	0	0	67	0
Future Vol, veh/h	0	0	0	0	0	0	0	43	0	0	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	47	0	0	73	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	120	120	73	120	120	47	73	0	0	47	0	0
Stage 1	73	73	-	47	47	-	-	-	-	-	-	-
Stage 2	47	47	-	73	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	855	770	989	855	770	1022	1527	-	-	1560	-	-
Stage 1	937	834	-	967	856	-	-	-	-	-	-	-
Stage 2	967	856	-	937	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	855	770	989	855	770	1022	1527	-	-	1560	-	-
Mov Cap-2 Maneuver	855	770	-	855	770	-	-	-	-	-	-	-
Stage 1	937	834	-	967	856	-	-	-	-	-	-	-
Stage 2	967	856	-	937	834	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	-	-	-	-	-	-	1560	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	11	20	134	52	5
Future Vol, veh/h	4	11	20	134	52	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	22	146	57	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	31	62	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	798	1036	1539	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	1036	1539	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1539	-	955	-	-
HCM Lane V/C Ratio	0.014	-	0.017	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	433	85	59	589	11	102	0	35	3	2	15
Future Volume (veh/h)	152	433	85	59	589	11	102	0	35	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	471	92	64	640	12	111	0	38	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	632	260	261	786	15	629	0	215	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.22	0.20	0.49	0.00	0.49	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1282	0	439	233	155	1243
Grp Volume(v), veh/h	165	471	92	64	319	333	149	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.1	6.6	4.1	20.5	20.5	5.8	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.1	6.6	4.1	20.5	20.5	5.8	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.14		0.76
Lane Grp Cap(c), veh/h	191	632	260	261	392	410	844	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.25	0.81	0.81	0.18	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	844	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.7	43.2	44.1	44.4	44.4	17.1	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.7	0.8	0.3	4.1	3.9	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.5	2.7	1.9	10.4	10.9	2.8	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.9	48.4	44.0	44.4	48.4	48.3	17.6	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		728			716			149			21	
Approach Delay, s/veh		55.4			48.0			17.6			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.8	23.1	25.4		8.6	18.0	30.6
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.8	6.1	17.1		3.5	13.9	22.5
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Future Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	459	43	5	608	8	76	3	4	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	752	70	36	761	10	894	440	587	13	3	102
Arrive On Green	0.04	0.23	0.21	0.02	0.21	0.20	0.55	0.61	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3269	305	1634	3576	47	1634	724	965	1774	47	1506
Grp Volume(v), veh/h	25	248	254	5	301	315	76	0	7	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1690	1774	0	1553
Q Serve(g_s), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.57	1.00		0.97
Lane Grp Cap(c), veh/h	69	407	415	36	377	395	894	0	1027	13	0	105
V/C Ratio(X)	0.36	0.61	0.61	0.14	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	917	82	811	850	894	0	1027	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.4	41.6	57.6	44.8	44.8	12.9	0.0	9.3	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.6	1.2	1.2	1.8	3.9	3.8	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.5	7.7	0.2	9.8	10.3	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.8	42.5	42.8	59.4	48.7	48.6	12.9	0.0	9.4	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		527			621			83			35	
Approach Delay, s/veh		43.4			48.7			12.6			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.9	6.6	31.6	69.7	12.1	8.7	29.6
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.2	2.4	17.2	4.7	4.4	3.6	21.4
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	386	35	27	516	48	62
Future Vol, veh/h	386	35	27	516	48	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	420	38	29	561	52	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	458	0	778	229
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1099	-	333	774
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1099	-	324	774
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	482	-	-	1099	-
HCM Lane V/C Ratio	0.248	-	-	0.027	-
HCM Control Delay (s)	14.9	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	435	6	12	536	2	4
Future Vol, veh/h	435	6	12	536	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	473	7	13	583	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	479	0	793	240
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1080	-	326	761
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	322	761
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1080	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	8.8	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	158	86	65	283	36	57	327	42	28	482	190
Future Volume (veh/h)	178	158	86	65	283	36	57	327	42	28	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	172	93	71	308	39	62	355	46	30	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	977	403	75	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.28	0.28	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	172	93	71	308	39	62	355	46	30	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	3.3	3.2	3.2	5.7	1.6	3.3	7.3	1.1	1.6	17.9	18.1
Cycle Q Clear(g_c), s	10.1	3.3	3.2	3.2	5.7	1.6	3.3	7.3	1.1	1.6	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	977	403	75	448	428
V/C Ratio(X)	0.74	0.17	0.23	0.20	0.26	0.08	0.55	0.36	0.11	0.40	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	977	403	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.7	13.0	28.4	21.5	20.1	40.6	26.2	6.3	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.5	0.3	4.0	0.2	0.1	3.5	11.6	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.7	1.4	1.5	2.8	0.7	1.6	3.6	0.4	0.8	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.1	14.3	28.7	22.0	20.4	44.6	26.4	6.4	45.2	43.5	45.0
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		458			418			463			761	
Approach Delay, s/veh		29.2			23.0			26.9			44.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	28.8	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.6	9.3	5.2	5.3	5.3	20.1	12.1	7.7
Green Ext Time (p_c), s	0.0	3.8	0.5	0.9	0.0	0.6	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	217	20	10	403	0	5	1	3	2	0	0
Future Vol, veh/h	0	217	20	10	403	0	5	1	3	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	236	22	11	438	0	5	1	3	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	236	0	0	696	696	236	698	696	438
Stage 1	-	-	-	-	-	-	236	236	-	460	460	-
Stage 2	-	-	-	-	-	-	460	460	-	238	236	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1122	-	-	1331	-	-	356	365	803	355	365	619
Stage 1	-	-	-	-	-	-	767	710	-	581	566	-
Stage 2	-	-	-	-	-	-	581	566	-	765	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1331	-	-	353	361	803	350	361	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	361	-	350	361	-
Stage 1	-	-	-	-	-	-	767	710	-	581	560	-
Stage 2	-	-	-	-	-	-	575	560	-	761	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.5	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	435	1122	-	-	1331	-	-	350
HCM Lane V/C Ratio	0.022	-	-	-	0.008	-	-	0.006
HCM Control Delay (s)	13.5	0	-	-	7.7	0	-	15.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	152	62	0	90	334	3	0	83	37	27
Future Vol, veh/h	0	8	152	62	0	90	334	3	0	83	37	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	165	67	0	98	363	3	0	90	40	29
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.2	17.9	11.4
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	27	222	427	87
LT Vol	83	0	8	90	0
Through Vol	37	0	152	334	85
RT Vol	0	27	62	3	2
Lane Flow Rate	130	29	241	464	95
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.25	0.048	0.354	0.665	0.164
Departure Headway (Hd)	6.895	5.83	5.283	5.157	6.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	520	612	678	701	573
Service Time	4.65	3.584	3.332	3.197	4.3
HCM Lane V/C Ratio	0.25	0.047	0.355	0.662	0.166
HCM Control Delay	12	8.9	11.2	17.9	10.5
HCM Lane LOS	B	A	B	C	B
HCM 95th-tile Q	1	0.2	1.6	5.1	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	85	2
Future Vol, veh/h	0	0	85	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	92	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	157	13	10	74	0	5	0	3	0	0	0
Future Vol, veh/h	0	157	13	10	74	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	171	14	11	80	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	185	0	0	280	280	178	281	287	80
Stage 1	-	-	-	-	-	-	178	178	-	102	102	-
Stage 2	-	-	-	-	-	-	102	102	-	179	185	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1390	-	-	672	628	865	671	623	980
Stage 1	-	-	-	-	-	-	824	752	-	904	811	-
Stage 2	-	-	-	-	-	-	904	811	-	823	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1390	-	-	668	623	865	664	618	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	623	-	664	618	-
Stage 1	-	-	-	-	-	-	824	752	-	904	805	-
Stage 2	-	-	-	-	-	-	897	805	-	820	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	10	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	730	1518	-	-	1390	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.008	-	-	-
HCM Control Delay (s)	10	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	96	40	303	61	0	14	0	9	0	0	0
Future Vol, veh/h	0	96	40	303	61	0	14	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	104	43	329	66	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	148	0	0	851	851	126	856	873	66
Stage 1	-	-	-	-	-	-	126	126	-	725	725	-
Stage 2	-	-	-	-	-	-	725	725	-	131	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1434	-	-	280	297	924	278	289	998
Stage 1	-	-	-	-	-	-	878	792	-	416	430	-
Stage 2	-	-	-	-	-	-	416	430	-	873	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1434	-	-	229	226	924	225	220	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	226	-	225	220	-
Stage 1	-	-	-	-	-	-	878	792	-	416	328	-
Stage 2	-	-	-	-	-	-	317	328	-	864	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.9	17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1536	-	-	1434	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-	0.23	-	-	-
HCM Control Delay (s)	17	0	-	-	8.3	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.9	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	96	375	0	0	0
Future Vol, veh/h	0	96	375	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	104	408	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	408	0	-	0	512	408
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1151	-	-	-	522	643
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	522	643
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	920	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	161	15	146	358	38	46	85	83	14	115	29
Future Volume (veh/h)	31	161	15	146	358	38	46	85	83	14	115	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	34	175	16	159	389	41	50	92	90	15	125	32
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	263	204	239	458	356	89	1945	798	49	1857	761
Arrive On Green	0.04	0.14	0.14	0.15	0.25	0.25	0.05	0.55	0.55	0.03	0.52	0.52
Sat Flow, veh/h	1634	1863	1443	1634	1863	1449	1634	3539	1452	1634	3539	1451
Grp Volume(v), veh/h	34	175	16	159	389	41	50	92	90	15	125	32
Grp Sat Flow(s),veh/h/ln	1634	1863	1443	1634	1863	1449	1634	1770	1452	1634	1770	1451
Q Serve(g_s), s	2.4	10.7	0.9	11.0	23.9	2.6	3.6	1.4	1.6	1.1	2.1	1.3
Cycle Q Clear(g_c), s	2.4	10.7	0.9	11.0	23.9	2.6	3.6	1.4	1.6	1.1	2.1	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	263	204	239	458	356	89	1945	798	49	1857	761
V/C Ratio(X)	0.50	0.67	0.08	0.67	0.85	0.12	0.56	0.05	0.11	0.31	0.07	0.04
Avail Cap(c_a), veh/h	82	761	589	239	885	688	177	1945	798	109	1857	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	48.8	30.1	48.4	43.2	35.1	55.3	12.5	2.7	57.0	14.1	13.9
Incr Delay (d2), s/veh	5.5	2.9	0.2	6.8	4.5	0.1	5.3	0.0	0.3	3.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.7	0.4	5.4	12.9	1.1	1.8	0.7	0.7	0.5	1.0	0.5
LnGrp Delay(d),s/veh	61.8	51.7	30.3	55.3	47.7	35.3	60.6	12.5	3.0	60.5	14.1	14.0
LnGrp LOS	E	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		225			589			232			172	
Approach Delay, s/veh		51.7			48.9			19.2			18.1	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	69.9	21.6	20.9	10.6	67.0	9.0	33.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	13.0	12.7	5.6	4.1	4.4	25.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.6	0.0	1.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	275	18	17	549	17	14
Future Vol, veh/h	275	18	17	549	17	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	20	18	597	18	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	943	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1242	-	291	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	285	731
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	1242	-
HCM Lane V/C Ratio	0.086	-	-	0.015	-
HCM Control Delay (s)	15	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	185	70	177	364	36	51	297	72	23	293	112
Future Volume (veh/h)	82	185	70	177	364	36	51	297	72	23	293	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	201	76	192	396	39	55	323	78	25	318	122
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	529	218	304	572	236	94	1662	396	58	1419	534
Arrive On Green	0.08	0.15	0.15	0.10	0.16	0.16	0.12	1.00	1.00	0.04	0.56	0.55
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2837	676	1634	2518	948
Grp Volume(v), veh/h	89	201	76	192	396	39	55	200	201	25	222	218
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1696
Q Serve(g_s), s	6.3	6.1	5.6	7.0	12.7	2.8	3.8	0.0	0.0	1.8	7.5	7.9
Cycle Q Clear(g_c), s	6.3	6.1	5.6	7.0	12.7	2.8	3.8	0.0	0.0	1.8	7.5	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	137	529	218	304	572	236	94	1036	1021	58	997	956
V/C Ratio(X)	0.65	0.38	0.35	0.63	0.69	0.17	0.58	0.19	0.20	0.43	0.22	0.23
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1036	1021	136	997	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	46.0	45.8	52.2	47.5	43.3	51.7	0.0	0.0	56.7	13.1	13.4
Incr Delay (d2), s/veh	5.1	0.4	1.0	2.1	1.4	0.3	5.5	0.4	0.4	5.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.0	2.3	3.2	6.3	1.1	1.9	0.1	0.1	0.9	3.8	3.8
LnGrp Delay(d),s/veh	58.4	46.5	46.7	54.3	48.9	43.6	57.2	0.4	0.4	61.7	13.6	14.0
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		366			627			456			465	
Approach Delay, s/veh		49.4			50.2			7.3			16.4	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	74.3	15.5	21.9	10.9	71.6	14.1	23.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.8	2.0	9.0	8.1	5.8	9.9	8.3	14.7
Green Ext Time (p_c), s	0.0	3.1	0.5	2.9	0.0	3.0	0.2	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	185	61	89	226	36	52	291	43	65	279	47
Future Volume (veh/h)	64	185	61	89	226	36	52	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	201	66	97	246	39	57	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.55	0.62	0.62	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	201	66	97	246	39	57	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.5	5.1	6.8	7.9	2.9	1.0	4.4	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.5	5.1	6.8	7.9	2.9	1.0	4.4	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
V/C Ratio(X)	0.61	0.60	0.48	0.60	0.56	0.22	0.03	0.14	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1737	2204	908	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	52.1	51.5	51.8	49.6	47.4	12.5	9.4	2.0	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.5	1.1	0.6	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	2.2	3.2	3.9	1.2	0.4	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	59.0	53.7	53.9	55.3	50.7	48.0	12.5	9.5	2.1	57.4	58.7	34.7
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		337			382			420			425	
Approach Delay, s/veh		54.9			51.6			9.1			55.6	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	78.7	15.9	15.4	69.8	19.0	12.5	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.4	8.8	8.5	3.0	11.8	7.0	9.9
Green Ext Time (p_c), s	0.0	1.6	1.5	0.8	0.8	1.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	23	0	143	24	53	0	55	80	72	0	15	212	39
Future Vol, veh/h	0	5	3	23	0	143	24	53	0	55	80	72	0	15	212	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	25	0	155	26	58	0	60	87	78	0	16	230	42
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.6	10.6	10.1	11.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	74%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	31	143	77	266
LT Vol	55	5	143	0	15
Through Vol	80	3	0	24	212
RT Vol	72	23	0	53	39
Lane Flow Rate	225	34	155	84	289
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.305	0.05	0.276	0.125	0.392
Departure Headway (Hd)	4.883	5.358	6.384	5.39	4.879
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	727	672	566	669	729
Service Time	2.979	3.365	4.085	3.091	2.968
HCM Lane V/C Ratio	0.309	0.051	0.274	0.126	0.396
HCM Control Delay	10.1	8.6	11.5	8.9	11.1
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.3	0.2	1.1	0.4	1.9

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Future Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	114	7	45	212	20	7	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	121	0	0	350	467	60	500	460	116
Stage 1	-	-	-	-	-	-	146	146	-	311	311	-
Stage 2	-	-	-	-	-	-	204	321	-	189	149	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1333	-	-	1464	-	-	580	492	993	454	497	914
Stage 1	-	-	-	-	-	-	842	775	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	795	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1464	-	-	521	472	993	273	477	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	472	-	273	477	-
Stage 1	-	-	-	-	-	-	833	767	-	667	637	-
Stage 2	-	-	-	-	-	-	701	630	-	540	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	535	1333	-	-	1464	-	-	420
HCM Lane V/C Ratio	0.013	0.498	0.011	-	-	0.03	-	-	0.246
HCM Control Delay (s)	12	18.2	7.7	-	-	7.5	-	-	16.3
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.7	0	-	-	0.1	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	53	189	200	151	28	95	189	91	11	372	25
Future Volume (veh/h)	16	53	189	200	151	28	95	189	91	11	372	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	17	58	205	217	164	30	103	205	99	12	404	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	69	244	177	415	76	148	1005	787	45	888	695
Arrive On Green	0.03	0.19	0.18	0.11	0.27	0.26	0.18	1.00	1.00	0.06	0.95	0.95
Sat Flow, veh/h	1634	361	1276	1634	1533	280	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	17	0	263	217	0	194	103	205	99	12	404	27
Grp Sat Flow(s),veh/h/ln	1634	0	1638	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	0.0	18.6	13.0	0.0	10.5	7.1	0.0	0.0	0.8	2.2	0.1
Cycle Q Clear(g_c), s	1.2	0.0	18.6	13.0	0.0	10.5	7.1	0.0	0.0	0.8	2.2	0.1
Prop In Lane	1.00		0.78	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	0	313	177	0	491	148	1005	787	45	888	695
V/C Ratio(X)	0.36	0.00	0.84	1.23	0.00	0.39	0.70	0.20	0.13	0.27	0.46	0.04
Avail Cap(c_a), veh/h	144	0	423	177	0	505	204	1005	787	82	888	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	57.2	0.0	47.4	53.5	0.0	35.8	47.6	0.0	0.0	55.5	1.5	1.5
Incr Delay (d2), s/veh	4.7	0.0	10.7	141.3	0.0	0.5	5.9	0.5	0.3	3.0	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	9.4	12.8	0.0	5.3	3.4	0.1	0.1	0.4	1.3	0.1
LnGrp Delay(d),s/veh	61.9	0.0	58.1	194.8	0.0	36.3	53.4	0.5	0.3	58.5	3.1	1.6
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		280			411			407			443	
Approach Delay, s/veh		58.3			120.0			13.8			4.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	68.7	17.0	26.9	14.9	61.2	7.4	36.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	2.8	2.0	15.0	20.6	9.1	4.2	3.2	12.5
Green Ext Time (p_c), s	0.0	2.8	0.0	0.6	0.1	2.8	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	13	0	86	17	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.9	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	10	85	105	12	148	86	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	16	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	12	55
Lane Flow Rate	123	11	93	114	13	161	93	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.212	0.019	0.148	0.168	0.022	0.249	0.142	0.238
Departure Headway (Hd)	6.209	6.245	5.738	5.318	6.174	5.691	5.592	5.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	575	627	676	581	635	645	627
Service Time	3.923	3.964	3.457	3.037	3.898	3.391	3.292	3.467
HCM Lane V/C Ratio	0.212	0.019	0.148	0.169	0.022	0.254	0.144	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	162	19	42	378	75	21	544	35
Future Volume (veh/h)	30	76	40	173	162	19	42	378	75	21	544	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	176	21	46	411	82	23	591	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	150	118	142	240	188	84	1959	388	56	2187	140
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2946	583	1634	3377	217
Grp Volume(v), veh/h	33	83	43	188	176	21	46	246	247	23	309	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1824
Q Serve(g_s), s	2.4	5.1	3.4	10.4	10.9	1.5	3.3	6.5	6.7	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.4	10.4	10.9	1.5	3.3	6.5	6.7	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	63	150	118	142	240	188	84	1176	1170	56	1146	1182
V/C Ratio(X)	0.52	0.55	0.37	1.33	0.73	0.11	0.55	0.21	0.21	0.41	0.27	0.27
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1176	1170	82	1146	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.2	54.8	50.3	46.2	55.5	7.8	8.0	54.7	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.3	5.0	0.4	0.4	4.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	0.6	1.6	3.3	3.3	0.8	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	242.6	54.6	46.5	60.6	8.2	8.4	59.2	0.6	0.5
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			385			539			652	
Approach Delay, s/veh		57.1			146.0			12.7			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	83.8	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.6	8.7	12.4	7.1	5.3	2.0	4.4	12.9
Green Ext Time (p_c), s	0.0	4.4	0.0	0.8	0.1	4.4	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	144	89	99	83	142	476	83	111	497	62
Future Volume (veh/h)	42	106	144	89	99	83	142	476	83	111	497	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	115	157	97	108	90	154	517	90	121	540	67
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.13	0.56	0.56	0.10	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	115	157	97	108	90	154	517	90	121	540	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.1	3.5	8.6	10.1	2.7
Cycle Q Clear(g_c), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.1	3.5	8.6	10.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
V/C Ratio(X)	0.55	0.22	0.73	1.02	0.20	0.40	0.75	0.26	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1965	810	259	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	55.5	45.0	48.8	56.5	44.2	45.6	50.6	13.9	12.6	51.9	15.4	13.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.8	0.2	1.1	5.9	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.3	5.7	1.6	2.8	5.3	4.5	1.5	4.1	4.9	1.1
LnGrp Delay(d),s/veh	61.0	45.2	53.3	151.5	44.3	46.7	56.6	14.2	12.9	55.5	15.6	13.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		318			295			761			728	
Approach Delay, s/veh		51.5			80.3			22.6			22.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	70.6	11.0	21.8	19.1	68.1	10.2	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.6	11.1	9.0	14.3	12.9	12.1	5.3	8.7
Green Ext Time (p_c), s	0.2	5.7	0.0	1.5	0.2	5.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	114	99	72	192	53	143	370	60	25	366	62
Future Volume (veh/h)	29	114	99	72	192	53	143	370	60	25	366	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	32	124	108	78	209	58	155	402	65	27	398	67
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	215	173	82	443	183	123	452	354	749	1167	913
Arrive On Green	0.04	0.12	0.10	0.05	0.13	0.13	0.15	0.49	0.49	0.46	0.63	0.63
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	32	117	115	78	209	58	155	402	65	27	398	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	7.5	8.3	5.7	6.6	1.6	9.0	23.4	2.4	1.1	12.2	2.2
Cycle Q Clear(g_c), s	2.3	7.5	8.3	5.7	6.6	1.6	9.0	23.4	2.4	1.1	12.2	2.2
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	204	184	82	443	183	123	452	354	749	1167	913
V/C Ratio(X)	0.49	0.57	0.62	0.95	0.47	0.32	1.26	0.89	0.18	0.04	0.34	0.07
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	749	1167	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.94	0.94	0.94	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	50.3	51.5	56.9	48.8	6.3	51.0	29.4	15.5	17.9	10.7	8.8
Incr Delay (d2), s/veh	5.2	2.4	3.3	81.4	0.7	0.9	161.4	18.9	0.9	0.0	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	3.8	4.4	3.3	0.7	9.5	14.2	1.1	0.5	6.4	0.9
LnGrp Delay(d),s/veh	61.6	52.7	54.8	138.3	49.5	7.2	212.4	48.3	16.5	17.9	11.5	8.9
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	B	A
Approach Vol, veh/h		264			345			622			492	
Approach Delay, s/veh		54.7			62.5			85.8			11.5	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	33.1	10.0	17.8	13.0	79.2	8.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	3.3	25.4	7.7	10.3	11.0	14.2	4.3	8.6
Green Ext Time (p_c), s	1.5	1.7	0.0	1.5	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	135	36	88	179	59	140	263	66	243	503	107
Future Volume (veh/h)	34	135	36	88	179	59	140	263	66	243	503	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	37	147	39	96	195	64	152	286	72	264	547	116
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	276	114	146	437	180	199	1816	748	304	2044	842
Arrive On Green	0.04	0.08	0.08	0.09	0.12	0.12	0.24	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	37	147	39	96	195	64	152	286	72	264	547	116
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.6	4.8	2.3	6.8	6.1	4.8	10.4	0.0	0.0	18.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	4.8	2.3	6.8	6.1	4.8	10.4	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	276	114	146	437	180	199	1816	748	304	2044	842
V/C Ratio(X)	0.28	0.53	0.34	0.66	0.45	0.36	0.76	0.16	0.10	0.87	0.27	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1816	748	354	2044	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.99	0.99	0.99	0.80	0.80	0.80
Uniform Delay (d), s/veh	54.1	53.2	30.2	52.8	48.8	48.2	43.8	0.0	0.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.7	5.8	0.6	1.1	5.9	0.2	0.3	15.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	1.0	3.3	3.0	2.0	5.0	0.0	0.1	9.3	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	31.9	58.6	49.4	49.3	49.8	0.2	0.3	51.3	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		223			355			510			927	
Approach Delay, s/veh		50.8			51.9			15.0			14.8	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.3	65.6	14.8	13.4	18.6	73.3	9.3	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.3	2.0	8.8	6.8	12.4	2.0	4.6	8.1
Green Ext Time (p_c), s	0.3	4.6	0.3	0.6	0.3	4.6	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	103	71	210	46	52	509	50	124	1201	347
Future Volume (veh/h)	171	324	103	71	210	46	52	509	50	124	1201	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	112	77	228	50	57	553	54	135	1305	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	550	227	172	417	172	98	2089	861	109	2113	871
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	112	77	228	50	57	553	54	135	1305	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.4	2.8	7.3	3.8	4.1	9.1	1.9	8.0	28.2	16.9
Cycle Q Clear(g_c), s	6.8	11.2	8.4	2.8	7.3	3.8	4.1	9.1	1.9	8.0	28.2	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	550	227	172	417	172	98	2089	861	109	2113	871
V/C Ratio(X)	0.64	0.64	0.49	0.45	0.55	0.29	0.58	0.26	0.06	1.24	0.62	0.43
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2089	861	109	2113	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	52.6	47.5	46.4	55.0	49.9	48.3	54.9	11.9	10.5	56.0	15.4	13.1
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	0.9	5.2	0.3	0.1	160.8	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.6	3.5	1.3	3.6	1.6	2.0	4.5	0.8	8.5	14.1	7.1
LnGrp Delay(d),s/veh	54.5	48.6	47.8	56.8	51.0	49.3	60.2	12.2	10.6	216.8	16.7	14.6
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		650			355			664			1817	
Approach Delay, s/veh		50.1			52.0			16.2			31.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.8	10.5	22.6	11.2	75.6	15.0	18.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	11.1	4.8	13.2	6.1	30.2	8.8	9.3
Green Ext Time (p_c), s	0.0	14.9	0.1	2.8	0.0	9.4	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	961	67	15	855	25
Future Volume (veh/h)	15	0	4	24	0	5	13	961	67	15	855	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1045	73	16	929	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1045	73	16	929	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.38	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1132			972	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.1	3.2	2.4
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.0	13.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	56	686	49	40	578
Future Volume (veh/h)	121	56	686	49	40	578
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	61	746	53	43	628
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	163	1383	1083	75	1531
Arrive On Green	0.11	0.11	0.74	0.74	0.09	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	61	746	53	43	628
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	4.7	20.7	1.2	3.0	0.0
Cycle Q Clear(g_c), s	9.4	4.7	20.7	1.2	3.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	182	163	1383	1083	75	1531
V/C Ratio(X)	0.72	0.38	0.54	0.05	0.57	0.41
Avail Cap(c_a), veh/h	268	239	1383	1083	150	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	1.00	1.00	0.87	0.87
Uniform Delay (d), s/veh	51.5	49.4	6.6	4.1	53.3	0.0
Incr Delay (d2), s/veh	4.9	1.3	1.5	0.1	5.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.9	11.1	0.5	1.5	0.3
LnGrp Delay(d),s/veh	56.4	50.7	8.2	4.2	59.1	0.7
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	193		799			671
Approach Delay, s/veh	54.6		7.9			4.5
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	93.1				102.6		17.4
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.0	22.7				2.0		11.4
Green Ext Time (p_c), s	0.0	7.0				7.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	36	99	60	48	43	63	372	25	30	733	34
Future Volume (veh/h)	54	36	99	60	48	43	63	372	25	30	733	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	59	39	108	65	52	47	68	404	27	33	797	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	53	148	104	80	72	110	2157	144	67	2114	98
Arrive On Green	0.10	0.12	0.11	0.06	0.09	0.07	0.13	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	437	1211	1634	903	816	1634	3368	224	1634	3444	160
Grp Volume(v), veh/h	59	0	147	65	0	99	68	212	219	33	409	425
Grp Sat Flow(s),veh/h/ln	1634	0	1649	1634	0	1719	1634	1770	1823	1634	1770	1835
Q Serve(g_s), s	4.1	0.0	10.3	4.7	0.0	6.7	4.7	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	10.3	4.7	0.0	6.7	4.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	158	0	201	104	0	152	110	1133	1167	67	1086	1126
V/C Ratio(X)	0.37	0.00	0.73	0.63	0.00	0.65	0.62	0.19	0.19	0.50	0.38	0.38
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1133	1167	163	1086	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	50.8	0.0	51.4	54.8	0.0	53.3	50.5	0.0	0.0	53.9	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.0	6.1	0.0	4.6	5.2	0.3	0.3	5.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	5.0	2.3	0.0	3.4	2.3	0.1	0.1	1.1	0.3	0.3
LnGrp Delay(d),s/veh	52.2	0.0	56.4	60.9	0.0	57.9	55.7	0.3	0.3	59.2	0.9	0.9
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		206			164			499			867	
Approach Delay, s/veh		55.2			59.1			7.9			3.2	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	80.8	11.6	18.7	12.1	77.6	15.6	14.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.3	2.0	6.7	12.3	6.7	2.0	6.1	8.7
Green Ext Time (p_c), s	0.0	5.2	0.0	0.6	0.1	5.1	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	39.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	386	0	148	353	0	0	0	455	314
Future Vol, veh/h	0	0	0	0	0	33	1	386	0	148	353	0	0	0	455	314
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	420	0	161	384	0	0	0	495	341
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	36.2	29.8	48.4
HCM LOS	E	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	353	34	386	455	314
LT Vol	148	0	33	0	0	0
Through Vol	0	353	1	0	455	0
RT Vol	0	0	0	386	0	314
Lane Flow Rate	161	384	37	420	495	341
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.36	0.816	0.086	0.848	1	0.631
Departure Headway (Hd)	8.058	7.653	8.384	7.278	7.373	6.652
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	483	430	508	495	543
Service Time	5.757	5.256	6.08	4.897	5.121	4.4
HCM Lane V/C Ratio	0.359	0.795	0.086	0.827	1	0.628
HCM Control Delay	15.2	35.9	11.9	38.3	67.9	20.2
HCM Lane LOS	C	E	B	E	F	C
HCM 95th-tile Q	1.6	7.8	0.3	8.7	13.5	4.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	338	133	477	0	0	631	193
Future Volume (veh/h)	0	0	0	492	181	338	133	477	0	0	631	193
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	367	145	518	0	0	686	210
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				943	538	421	617	2252	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.64	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	367	145	518	0	0	686	210
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.1	28.7	4.6	7.5	0.0	0.0	7.3	4.7
Cycle Q Clear(g_c), s				16.7	10.1	28.7	4.6	7.5	0.0	0.0	7.3	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				943	538	421	617	2252	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.87	0.23	0.23	0.00	0.00	0.48	0.36
Avail Cap(c_a), veh/h				1185	675	529	617	2252	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				36.3	34.0	40.6	40.8	9.3	0.0	0.0	7.5	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.5	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.6	2.1	3.7	0.0	0.0	3.6	2.0
LnGrp Delay(d),s/veh				36.7	34.3	50.0	41.0	9.5	0.0	0.0	8.6	8.8
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1099			663			896	
Approach Delay, s/veh					40.7			16.4			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.9			27.9	53.0		39.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.5			6.6	9.3		30.7
Green Ext Time (p_c), s		2.9			1.8	4.1		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	491	0	0	962	378
Future Volume (veh/h)	0	0	0	254	452	179	199	491	0	0	962	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	534	0	0	1046	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	270	2660	0	0	1958	807
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	534	0	0	1046	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.5	10.0	0.0	0.0	22.5	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.5	10.0	0.0	0.0	22.5	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	270	2660	0	0	1958	807
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.20	0.00	0.00	0.53	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1958	807
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				44.0	46.6	46.4	51.5	9.9	0.0	0.0	17.0	16.7
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.9	0.2	0.0	0.0	0.8	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	4.9	0.0	0.0	11.1	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	61.4	10.0	0.0	0.0	17.8	18.3
LnGrp LOS				D	D	D	E	B			B	B
Approach Vol, veh/h					962			750			1457	
Approach Delay, s/veh					48.1			24.8			17.9	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.8	70.4		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		12.0			17.5	24.5		17.8
Green Ext Time (p_c), s		12.8			0.3	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	337	67	0	253	212	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	337	67	0	253	212	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	366	73	0	275	230	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12.8	16.7	14.1
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	337	67	156	66	253	212
LT Vol	0	0	155	0	253	0
Through Vol	337	0	1	0	0	212
RT Vol	0	67	0	66	0	0
Lane Flow Rate	366	73	170	72	275	230
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.62	0.109	0.349	0.123	0.495	0.382
Departure Headway (Hd)	6.095	5.384	7.413	6.196	6.483	5.975
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	664	485	578	556	601
Service Time	3.838	3.127	5.163	3.946	4.225	3.717
HCM Lane V/C Ratio	0.617	0.11	0.351	0.125	0.495	0.383
HCM Control Delay	18.3	8.8	14.1	9.8	15.5	12.4
HCM Lane LOS	C	A	B	A	C	B
HCM 95th-tile Q	4.2	0.4	1.5	0.4	2.7	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	468	378	283	807	0
Future Volume (veh/h)	149	94	177	0	0	0	0	468	378	283	807	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	509	411	308	877	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3095	888	412	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.26	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	509	411	308	877	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.2	18.4	10.7	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.2	18.4	10.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3095	888	412	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.16	0.46	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3095	888	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.2	12.8	42.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.7	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.5	7.8	4.8	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	10.3	14.5	45.0	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						920			1185	
Approach Delay, s/veh		50.5						12.2			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.6	77.0		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	12.7	20.4		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.4		1.5		10.8		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	521	318	446	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	521	318	446	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	566	346	485	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1957	806	585	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	566	346	485	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.2	16.7	16.7	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.2	16.7	16.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1957	806	585	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1957	806	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.3	15.7	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.5	1.7				0.0	0.4	1.7	4.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.6	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.8				0.0	14.6	17.4	40.7	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						912			1302	
Approach Delay, s/veh		52.2						15.7			15.3	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.1	70.4		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.7	18.7		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	48	0	0	67
Future Vol, veh/h	0	0	48	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1016	-	-	1554	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1554	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	177	73	0	0	0
Future Vol, veh/h	0	177	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	271	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	718	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	718	981
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	96	76	84	119
Future Vol, veh/h	11	13	96	76	84	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	104	83	91	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	416	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	593	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	557	951	-	-	1488	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	557	951	1488	-
HCM Lane V/C Ratio	-	-	0.021	0.015	0.061	-
HCM Control Delay (s)	-	-	11.6	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	113	87	89	124
Future Vol, veh/h	15	17	113	87	89	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	123	95	97	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	566	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	528	928	-	-	1464	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	528	928	1464	-
HCM Lane V/C Ratio	-	-	0.031	0.02	0.066	-
HCM Control Delay (s)	-	-	12	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	113	66	0	124
Future Vol, veh/h	0	19	113	66	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	123	72	0	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	731	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	928	-	-	1464	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	928	1464	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	74	66	46	12	13
Future Vol, veh/h	68	74	66	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	80	72	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	300	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	691	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	658	990
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1528	-	-	-	658	990
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	69	56	60	9	8
Future Vol, veh/h	67	69	56	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	75	61	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	282	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	708	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	674	1004
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	674	1004
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.4	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	46	69	60	50	4	5
Future Vol, veh/h	46	69	60	50	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	75	65	54	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	240	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	748	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	724	999
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1537	-	-	-	724	999
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

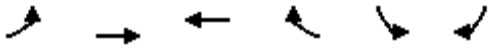
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	23	33	53	6	9
Future Vol, veh/h	66	23	33	53	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	25	36	58	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	201	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	788	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	769	990
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	990	-	-	1528	-
HCM Lane V/C Ratio	0.008	0.01	-	-	0.023	-
HCM Control Delay (s)	9.7	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	147	157	0	213	47
Future Volume (veh/h)	0	147	157	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	160	171	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	280	280	0	2602	1197
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	160	171	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.2	5.6	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.2	5.6	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	280	280	0	2602	1197
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2602	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.3	53.5	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.8	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	55.1	55.0	0.0	2.1	2.1
LnGrp LOS		E	D		A	A
Approach Vol, veh/h		160	171		283	
Approach Delay, s/veh		55.1	55.0		2.1	
Approach LOS		E	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.5		104.5		15.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.2		3.7		7.6
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	344	0	0	389	276	28	0	253	0	0	0
Future Volume (veh/h)	21	344	0	0	389	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	374	0	0	423	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1125	0	0	900	371	1869	0	860			
Arrive On Green	0.02	0.32	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	374	0	0	423	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.5	0.0	0.0	13.2	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.5	0.0	0.0	13.2	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1125	0	0	900	371	1869	0	860			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1869	0	860			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.59	0.59	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.0	45.5	11.0	0.0	13.5			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.2	0.0	0.0	6.5	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	103.0	34.0	0.0	0.0	41.3	48.0	11.0	0.0	13.7			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		397			723			305				
Approach Delay, s/veh		38.0			44.1			13.4				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.7		47.3			8.3	39.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.5			3.8	27.1
Green Ext Time (p_c), s		0.0		6.3			0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	151	14	0	8	228	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	151	14	0	8	228	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	164	15	0	9	248	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.9	10.4	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	101	64	8	152	97	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	101	50	0	152	76	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	109	70	9	165	105	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.12	0.19	0.118	0.016	0.284	0.177	0.124	0.014	0.236
Departure Headway (Hd)	7.079	6.12	6.754	6.25	6.097	6.683	6.18	6.027	6.87	6.369	5.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	584	530	573	587	535	582	595	522	561	630
Service Time	4.828	3.869	4.5	3.997	3.843	4.427	3.923	3.771	4.616	4.116	3.433
HCM Lane V/C Ratio	0.134	0.055	0.121	0.19	0.119	0.017	0.284	0.176	0.125	0.014	0.238
HCM Control Delay	10.9	9.2	10.4	10.5	9.7	9.5	11.4	10.1	10.6	9.2	10.2
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	177	73	0	0	0
Future Vol, veh/h	0	177	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	271	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	718	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	718	981
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	48	0	0	67
Future Vol, veh/h	0	0	48	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1016	-	-	1554	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1554	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	26	10	53	22	80	11	666	63	76	572	5
Future Volume (veh/h)	7	26	10	53	22	80	11	666	63	76	572	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	28	11	58	24	87	12	724	68	83	622	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	676	708	278	745	197	713	25	904	85	110	1183	10
Arrive On Green	0.56	0.56	0.55	0.56	0.56	0.55	0.02	0.28	0.27	0.07	0.33	0.32
Sat Flow, veh/h	1176	1274	500	1255	354	1283	1634	3271	307	1634	3598	29
Grp Volume(v), veh/h	8	0	39	58	0	111	12	391	401	83	306	321
Grp Sat Flow(s),veh/h/ln	1176	0	1774	1255	0	1636	1634	1770	1809	1634	1770	1858
Q Serve(g_s), s	0.4	0.0	1.2	2.6	0.0	3.9	0.9	24.7	24.7	6.0	16.8	16.8
Cycle Q Clear(g_c), s	4.3	0.0	1.2	3.8	0.0	3.9	0.9	24.7	24.7	6.0	16.8	16.8
Prop In Lane	1.00		0.28	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	676	0	987	745	0	910	25	489	500	110	582	611
V/C Ratio(X)	0.01	0.00	0.04	0.08	0.00	0.12	0.48	0.80	0.80	0.75	0.53	0.53
Avail Cap(c_a), veh/h	676	0	987	745	0	910	101	1062	1085	245	1218	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	12.1	13.0	0.0	12.8	58.6	40.3	40.4	55.0	32.7	32.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.3	13.9	3.1	3.0	9.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.0	0.0	1.8	0.5	12.5	12.8	3.0	8.4	8.8
LnGrp Delay(d),s/veh	13.7	0.0	12.2	13.2	0.0	13.1	72.6	43.4	43.4	64.8	33.4	33.4
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		47			169			804			710	
Approach Delay, s/veh		12.5			13.1			43.8			37.1	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	37.2		70.7	5.8	43.5		70.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.0	26.7		6.3	2.9	18.8		5.9
Green Ext Time (p_c), s	0.1	6.0		0.5	0.0	6.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	181	17	27	138	18	54
Future Vol, veh/h	181	17	27	138	18	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	197	18	29	150	20	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	415	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1355	-	594	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1355	-	580	835
Mov Cap-2 Maneuver	-	-	-	-	580	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1355	-
HCM Lane V/C Ratio	0.104	-	-	0.022	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	205	43	0	212	123	3	0	38	8	202
Future Vol, veh/h	0	7	205	43	0	212	123	3	0	38	8	202
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	8	223	47	0	230	134	3	0	41	9	220
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12.4	18	12
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	3%	63%	0%	21%
Vol Thru, %	3%	80%	37%	0%	59%
Vol Right, %	81%	17%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	248	255	335	3	34
LT Vol	38	7	212	0	7
Through Vol	8	205	123	0	20
RT Vol	202	43	0	3	7
Lane Flow Rate	270	277	364	3	37
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.401	0.419	0.616	0.005	0.064
Departure Headway (Hd)	5.355	5.445	6.087	5.057	6.236
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	669	660	594	707	571
Service Time	3.408	3.49	3.825	2.795	4.312
HCM Lane V/C Ratio	0.404	0.42	0.613	0.004	0.065
HCM Control Delay	12	12.4	18.1	7.8	9.7
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	1.9	2.1	4.2	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	20	7
Future Vol, veh/h	0	7	20	7
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	22	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.7
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	103	310	214	22	40	131
Future Vol, veh/h	103	310	214	22	40	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	112	337	233	24	43	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	257	0	-	0	806	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1308	-	-	-	351	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1308	-	-	-	314	794
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	585
HCM Lane V/C Ratio	0.086	-	-	-	0.318
HCM Control Delay (s)	8	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	2	1	8	2	47	1	674	35	75	574	5
Future Vol, veh/h	1	2	1	8	2	47	1	674	35	75	574	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	9	2	51	1	733	38	82	624	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1160	1563	315	1230	1546	385	629	0	0	771	0	0
Stage 1	790	790	-	754	754	-	-	-	-	-	-	-
Stage 2	370	773	-	476	792	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	151	111	681	134	113	613	949	-	-	840	-	-
Stage 1	350	400	-	367	415	-	-	-	-	-	-	-
Stage 2	622	407	-	539	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	100	681	122	102	613	949	-	-	840	-	-
Mov Cap-2 Maneuver	126	100	-	122	102	-	-	-	-	-	-	-
Stage 1	350	361	-	367	415	-	-	-	-	-	-	-
Stage 2	567	407	-	483	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.3	17.4	0	1.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	949	-	-	136	352	840	-	-
HCM Lane V/C Ratio	0.001	-	-	0.032	0.176	0.097	-	-
HCM Control Delay (s)	8.8	-	-	32.3	17.4	9.7	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	116	0	0	57	0	0
Future Vol, veh/h	116	0	0	57	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	0	0	62	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	188	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	801	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	801	924
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	961	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1460	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	112	0	0	59	0	0
Future Vol, veh/h	112	0	0	59	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	122	0	0	64	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	186	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	803	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	803	929
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1465	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	97	18	13	40	3	20	68	23	4	39	0
Future Vol, veh/h	2	97	18	13	40	3	20	68	23	4	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	105	20	14	43	3	22	74	25	4	42	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	125	0	0	215	195	115	242	202	45
Stage 1	-	-	-	-	-	-	120	120	-	73	73	-
Stage 2	-	-	-	-	-	-	95	75	-	169	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1560	-	-	1462	-	-	742	700	937	712	694	1025
Stage 1	-	-	-	-	-	-	884	796	-	937	834	-
Stage 2	-	-	-	-	-	-	912	833	-	833	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1560	-	-	1462	-	-	701	692	937	631	686	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	701	692	-	631	686	-
Stage 1	-	-	-	-	-	-	883	795	-	936	826	-
Stage 2	-	-	-	-	-	-	857	825	-	735	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	10.9	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	1560	-	-	1462	-	-	680
HCM Lane V/C Ratio	0.165	0.001	-	-	0.01	-	-	0.069
HCM Control Delay (s)	10.9	7.3	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	105	7	15	53	4	8
Future Vol, veh/h	105	7	15	53	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	8	16	58	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	208	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	780	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	771	934
Mov Cap-2 Maneuver	-	-	-	-	771	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	873	-	-	1465	-
HCM Lane V/C Ratio	0.015	-	-	0.011	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	105	3	4	61	4	1
Future Vol, veh/h	105	3	4	61	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	3	4	66	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	191	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	798	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	796	936
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1471	-
HCM Lane V/C Ratio	0.007	-	-	0.003	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	108	0	3	66	1	5
Future Vol, veh/h	108	0	3	66	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	0	3	72	1	5

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	120	117	153	117
Stage 1	-	-	0	0	117	-
Stage 2	-	-	120	117	36	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	876	773	839	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	905	799	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	876	0	839	935
Mov Cap-2 Maneuver	-	-	876	0	839	-
Stage 1	-	-	-	0	908	-
Stage 2	-	-	905	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.5	9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	918	-	-	876
HCM Lane V/C Ratio	0.007	-	-	0.086
HCM Control Delay (s)	9	-	-	9.5
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	116	23	44	45	33	55
Future Vol, veh/h	116	23	44	45	33	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	25	48	49	36	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	284	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	706	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	681	909
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	808	-	-	1430	-
HCM Lane V/C Ratio	0.118	-	-	0.033	-
HCM Control Delay (s)	10.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	51	115	43	198	236	41
Future Vol, veh/h	51	115	43	198	236	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	125	47	215	257	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	588	279	301	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	471	760	1260	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	451	760	1260	-	-	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	628	-	-
HCM Lane V/C Ratio	0.037	-	0.287	-	-
HCM Control Delay (s)	8	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	1	92	10	1	62
Future Vol, veh/h	10	1	92	10	1	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	100	11	1	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	175	105	0	0	111	0
Stage 1	105	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	815	949	-	-	1479	-
Stage 1	919	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	814	949	-	-	1479	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	825	1479	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	25	33	32	29
Demand Flow Rate, veh/h	25	33	32	29
Vehicles Circulating, veh/h	31	31	24	34
Vehicles Exiting, veh/h	32	25	32	30
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.6	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	25	33	32	29
Cap Entry Lane, veh/h	1095	1095	1103	1092
Entry HV Adj Factor	0.994	0.992	0.993	0.991
Flow Entry, veh/h	25	33	32	29
Cap Entry, veh/h	1088	1086	1094	1082
V/C Ratio	0.023	0.030	0.029	0.027
Control Delay, s/veh	3.5	3.6	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	17	15	13
Demand Flow Rate, veh/h	20	17	15	13
Vehicles Circulating, veh/h	8	20	13	27
Vehicles Exiting, veh/h	32	8	15	10
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	17	15	13
Cap Entry Lane, veh/h	1121	1108	1115	1100
Entry HV Adj Factor	0.992	0.980	0.993	0.988
Flow Entry, veh/h	20	17	15	13
Cap Entry, veh/h	1111	1085	1107	1086
V/C Ratio	0.018	0.015	0.013	0.012
Control Delay, s/veh	3.4	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	10	5	11
Demand Flow Rate, veh/h	14	10	5	11
Vehicles Circulating, veh/h	13	4	16	12
Vehicles Exiting, veh/h	10	17	11	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	14	10	5	11
Cap Entry Lane, veh/h	1115	1125	1112	1116
Entry HV Adj Factor	0.985	0.984	0.996	0.988
Flow Entry, veh/h	14	10	5	11
Cap Entry, veh/h	1097	1107	1107	1102
V/C Ratio	0.013	0.009	0.004	0.010
Control Delay, s/veh	3.4	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	18	16	118	80	2
Future Vol, veh/h	2	18	16	118	80	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	20	17	128	87	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	187	45	89	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	784	1015	1504	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	775	1015	1504	-	-	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	985	-	-
HCM Lane V/C Ratio	0.012	-	0.022	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	26	210	87	53	288
Future Vol, veh/h	28	26	210	87	53	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	28	228	95	58	313

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	656	228	0	0	228	0
Stage 1	228	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	430	811	-	-	1340	-
Stage 1	810	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	408	811	-	-	1340	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	408	811	1340	-
HCM Lane V/C Ratio	-	-	0.075	0.035	0.043	-
HCM Control Delay (s)	-	-	14.5	9.6	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	3	98	12	4	68
Future Vol, veh/h	6	3	98	12	4	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	107	13	4	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	196	113	0	0	120	0
Stage 1	113	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	793	940	-	-	1468	-
Stage 1	912	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	940	-	-	1468	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	1468	-
HCM Lane V/C Ratio	-	-	0.012	0.003	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	2	0	0	0	1	4	0	0	8	0
Future Vol, veh/h	0	7	2	0	0	0	1	4	0	0	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	2	0	0	0	1	4	0	0	9	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.5	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	78%	0%	20%
Vol Thru, %	100%	22%	20%	40%
Vol Right, %	0%	0%	80%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	9	5	10
LT Vol	0	7	0	2
Through Vol	8	2	1	4
RT Vol	0	0	4	4
Lane Flow Rate	9	10	5	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.011	0.005	0.011
Departure Headway (Hd)	3.97	4.129	3.497	3.768
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	871	1028	954
Service Time	1.975	2.135	1.504	1.774
HCM Lane V/C Ratio	0.01	0.011	0.005	0.012
HCM Control Delay	7	7.2	6.5	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	4	4
Future Vol, veh/h	0	2	4	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	4	4
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	14	18	12
Demand Flow Rate, veh/h	5	14	18	12
Vehicles Circulating, veh/h	15	15	7	7
Vehicles Exiting, veh/h	4	10	13	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	5	14	18	12
Cap Entry Lane, veh/h	1113	1113	1122	1122
Entry HV Adj Factor	0.988	0.997	0.986	0.987
Flow Entry, veh/h	5	14	18	12
Cap Entry, veh/h	1099	1109	1105	1107
V/C Ratio	0.004	0.013	0.016	0.011
Control Delay, s/veh	3.3	3.3	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	10	21	1	2	6
Future Vol, veh/h	3	10	21	1	2	6
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	23	1	2	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	45	33
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	965	1041
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	955	1032
Mov Cap-2 Maneuver	-	-	-	-	955	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	1012
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	5	20	0	35	4	8	0	13	104	28
Future Vol, veh/h	0	1	5	20	0	35	4	8	0	13	104	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	5	22	0	38	4	9	0	14	113	30
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	7.7	8.6	8.1
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	55%	0%	20%	0%	33%	0%	100%	97%
Vol Right, %	0%	0%	45%	0%	80%	0%	67%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	69	63	1	25	35	12	8	59	31
LT Vol	13	0	0	1	0	35	0	8	0	0
Through Vol	0	69	35	0	5	0	4	0	59	30
RT Vol	0	0	28	0	20	0	8	0	0	1
Lane Flow Rate	14	75	68	1	27	38	13	9	64	33
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.022	0.104	0.088	0.002	0.036	0.061	0.017	0.013	0.091	0.047
Departure Headway (Hd)	5.486	4.985	4.671	5.818	4.759	5.759	4.793	5.572	5.071	5.048
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	654	721	769	616	753	623	747	644	708	711
Service Time	3.204	2.702	2.389	3.544	2.485	3.484	2.518	3.292	2.791	2.768
HCM Lane V/C Ratio	0.021	0.104	0.088	0.002	0.036	0.061	0.017	0.014	0.09	0.046
HCM Control Delay	8.3	8.3	7.8	8.6	7.7	8.9	7.6	8.4	8.3	8
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0	0.1	0.2	0.1	0	0.3	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	89	1
Future Vol, veh/h	0	8	89	1
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	97	1
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	312	0	0	0	343	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	312	0	0	0	343	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	339	0	0	0	373	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.3	11.9
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	312	0	0	0	0	343	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	312	0	0	0	0	343	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	339	0	0	0	0	373	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.444	0	0	0	0	0.486	0
Departure Headway (Hd)	5.214	4.712	4.712	6.2	6.2	4.692	4.692	4.692
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	680	756	0	0	0	0	761	0
Service Time	2.998	2.496	2.496	3.9	3.9	2.467	2.467	2.467
HCM Lane V/C Ratio	0.001	0.448	0	0	0	0	0.49	0
HCM Control Delay	8	11.3	7.5	8.9	8.9	7.5	11.9	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.3	0	0	0	0	2.7	0

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	26	35	75	278	34	17	40	104	277	17	57	11
Future Vol, veh/h	26	35	75	278	34	17	40	104	277	17	57	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	38	82	302	37	18	43	113	301	18	62	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	317	299	62	318	299	113	62	0	0	113	0	0
Stage 1	99	99	-	200	200	-	-	-	-	-	-	-
Stage 2	218	200	-	118	99	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	636	613	1003	635	613	940	1541	-	-	1476	-	-
Stage 1	907	813	-	802	736	-	-	-	-	-	-	-
Stage 2	784	736	-	887	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	589	1003	538	589	940	1541	-	-	1476	-	-
Mov Cap-2 Maneuver	576	589	-	538	589	-	-	-	-	-	-	-
Stage 1	882	803	-	780	715	-	-	-	-	-	-	-
Stage 2	709	715	-	767	803	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	18.5	0.7	1.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	576	589	1003	538	589	940	1476	-	-
HCM Lane V/C Ratio	0.028	-	-	0.049	0.065	0.081	0.562	0.063	0.02	0.013	-	-
HCM Control Delay (s)	7.4	-	-	11.6	11.5	8.9	19.9	11.5	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.3	3.4	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	2	0	0	0	0	5	0	0	19	0
Future Vol, veh/h	0	15	2	0	0	0	0	5	0	0	19	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	2	0	0	0	0	5	0	0	21	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.5	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	88%	0%	6%
Vol Thru, %	100%	12%	0%	50%
Vol Right, %	0%	0%	100%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	17	5	32
LT Vol	0	15	0	2
Through Vol	19	2	0	16
RT Vol	0	0	5	14
Lane Flow Rate	21	18	5	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.022	0.005	0.036
Departure Headway (Hd)	4.001	4.211	3.443	3.74
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	897	851	1038	959
Service Time	2.017	2.23	1.467	1.756
HCM Lane V/C Ratio	0.023	0.021	0.005	0.036
HCM Control Delay	7.1	7.3	6.5	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	16	14
Future Vol, veh/h	0	2	16	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	17	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	5	12	13
Demand Flow Rate, veh/h	7	5	12	13
Vehicles Circulating, veh/h	11	14	7	7
Vehicles Exiting, veh/h	9	5	11	12
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	5	12	13
Cap Entry Lane, veh/h	1118	1114	1122	1122
Entry HV Adj Factor	0.992	0.988	0.987	0.986
Flow Entry, veh/h	7	5	12	13
Cap Entry, veh/h	1108	1101	1107	1107
V/C Ratio	0.006	0.004	0.011	0.012
Control Delay, s/veh	3.3	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	10	10	0
Demand Flow Rate, veh/h	3	10	10	0
Vehicles Circulating, veh/h	8	0	3	10
Vehicles Exiting, veh/h	2	13	8	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	10	10	0
Cap Entry Lane, veh/h	1121	1130	1127	1119
Entry HV Adj Factor	0.980	0.996	1.000	1.000
Flow Entry, veh/h	3	10	10	0
Cap Entry, veh/h	1098	1125	1126	1118
V/C Ratio	0.003	0.009	0.009	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	13	21	156	142	2
Future Vol, veh/h	3	13	21	156	142	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	170	154	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	285	78	157	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	682	967	1420	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	670	967	1420	-	-	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1420	-	893	-	-
HCM Lane V/C Ratio	0.016	-	0.019	-	-
HCM Control Delay (s)	7.6	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	638	82	69	552	5	105	1	53	34	2	80
Future Volume (veh/h)	95	638	82	69	552	5	105	1	53	34	2	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	103	693	89	75	600	5	114	1	58	37	2	87
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	862	355	109	784	7	513	5	261	48	3	113
Arrive On Green	0.09	0.24	0.24	0.07	0.22	0.20	0.46	0.46	0.45	0.10	0.10	0.09
Sat Flow, veh/h	1634	3539	1458	1634	3597	30	1124	10	572	481	26	1132
Grp Volume(v), veh/h	103	693	89	75	295	310	173	0	0	126	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1706	0	0	1639	0	0
Q Serve(g_s), s	7.3	22.1	5.9	5.4	18.8	18.8	7.4	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	22.1	5.9	5.4	18.8	18.8	7.4	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	151	862	355	109	386	405	779	0	0	164	0	0
V/C Ratio(X)	0.68	0.80	0.25	0.69	0.77	0.77	0.22	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	779	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	42.7	36.6	54.8	44.0	44.1	19.8	0.0	0.0	52.9	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.0	0.3	12.7	2.8	2.7	0.7	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.0	2.4	2.8	9.5	9.9	3.6	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	58.8	44.7	36.9	67.5	46.9	46.8	20.4	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	E	D	D	E	D	D	C			E		
Approach Vol, veh/h		885			680			173			126	
Approach Delay, s/veh		45.5			49.1			20.4			60.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		58.8	12.0	33.2		16.0	15.1	30.1
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		9.4	7.4	24.1		11.0	9.3	20.8
Green Ext Time (p_c), s		0.4	0.0	3.1		0.4	0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	608	108	21	517	10	74	11	32	16	7	31
Future Volume (veh/h)	28	608	108	21	517	10	74	11	32	16	7	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	30	661	117	23	562	11	80	12	35	17	8	34
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	801	142	56	712	14	806	229	668	34	22	93
Arrive On Green	0.10	0.27	0.25	0.03	0.20	0.18	0.49	0.55	0.54	0.02	0.07	0.07
Sat Flow, veh/h	1774	3002	531	1634	3550	69	1634	419	1223	1774	305	1295
Grp Volume(v), veh/h	30	389	389	23	280	293	80	0	47	17	0	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1634	1770	1849	1634	0	1643	1774	0	1599
Q Serve(g_s), s	1.9	24.8	24.9	1.7	18.0	18.1	3.1	0.0	1.6	1.1	0.0	3.0
Cycle Q Clear(g_c), s	1.9	24.8	24.9	1.7	18.0	18.1	3.1	0.0	1.6	1.1	0.0	3.0
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.74	1.00		0.81
Lane Grp Cap(c), veh/h	179	472	471	56	355	371	806	0	897	34	0	115
V/C Ratio(X)	0.17	0.82	0.83	0.41	0.79	0.79	0.10	0.00	0.05	0.49	0.00	0.37
Avail Cap(c_a), veh/h	179	900	896	82	811	848	806	0	897	136	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	41.3	41.7	56.7	45.5	45.6	16.2	0.0	12.8	58.3	0.0	53.3
Incr Delay (d2), s/veh	0.3	2.5	2.5	4.7	3.9	3.8	0.1	0.0	0.1	10.5	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.4	12.4	0.8	9.2	9.6	1.4	0.0	0.8	0.7	0.0	1.6
LnGrp Delay(d),s/veh	49.6	43.8	44.2	61.4	49.5	49.4	16.2	0.0	13.0	68.8	0.0	62.1
LnGrp LOS	D	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		808			596			127			59	
Approach Delay, s/veh		44.2			49.9			15.0			64.0	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	69.5	8.1	36.0	63.2	12.6	16.1	28.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	3.7	26.9	5.1	5.0	3.9	20.1
Green Ext Time (p_c), s	0.0	0.4	0.0	3.1	0.1	0.1	1.7	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	561	70	116	504	34	109
Future Vol, veh/h	561	70	116	504	34	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	610	76	126	548	37	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	686	0	1174	343
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	904	-	185	653
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	904	-	159	653
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	376	-	-	904	-
HCM Lane V/C Ratio	0.413	-	-	0.139	-
HCM Control Delay (s)	21.2	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	697	5	23	632	3	18
Future Vol, veh/h	697	5	23	632	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	758	5	25	687	3	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	763	0	1153	382
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	845	-	191	616
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	845	-	185	616
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	-	-	845	-
HCM Lane V/C Ratio	0.032	-	-	0.03	-
HCM Control Delay (s)	10.2	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	403	89	97	356	81	91	504	72	56	462	200
Future Volume (veh/h)	203	403	89	97	356	81	91	504	72	56	462	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	221	438	97	105	387	88	99	548	78	61	502	217
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	983	405	323	1055	435	157	987	406	111	605	260
Arrive On Green	0.18	0.28	0.28	0.20	0.30	0.30	0.10	0.28	0.28	0.07	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2412	1037
Grp Volume(v), veh/h	221	438	97	105	387	88	99	548	78	61	368	351
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	11.6	9.2	3.2	5.0	7.8	4.1	5.2	11.9	2.0	3.3	17.7	17.9
Cycle Q Clear(g_c), s	11.6	9.2	3.2	5.0	7.8	4.1	5.2	11.9	2.0	3.3	17.7	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	290	983	405	323	1055	435	157	987	406	111	444	421
V/C Ratio(X)	0.76	0.45	0.24	0.33	0.37	0.20	0.63	0.56	0.19	0.55	0.83	0.83
Avail Cap(c_a), veh/h	436	983	405	323	1055	435	163	987	406	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	26.8	11.7	31.0	24.9	23.6	39.1	27.7	7.2	40.6	31.9	32.6
Incr Delay (d2), s/veh	4.3	1.5	1.4	0.6	1.0	1.0	6.7	0.6	0.2	4.2	11.2	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.7	1.4	2.3	3.9	1.7	2.7	5.9	0.8	1.6	10.0	9.8
LnGrp Delay(d),s/veh	39.5	28.2	13.1	31.5	25.9	24.7	45.9	28.3	7.5	44.8	43.1	44.8
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		756			580			725			780	
Approach Delay, s/veh		29.6			26.7			28.5			44.0	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	29.1	21.8	29.0	12.6	26.6	20.0	30.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.3	13.9	7.0	11.2	7.2	19.9	13.6	9.8
Green Ext Time (p_c), s	0.0	3.6	0.3	1.7	0.0	0.7	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	576	6	9	392	5	29	0	23	4	0	0
Future Vol, veh/h	0	576	6	9	392	5	29	0	23	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	626	7	10	426	5	32	0	25	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	432	0	0	626	0	0	1074	1077	626	1087	1074	429
Stage 1	-	-	-	-	-	-	626	626	-	448	448	-
Stage 2	-	-	-	-	-	-	448	451	-	639	626	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1128	-	-	956	-	-	198	219	484	194	220	626
Stage 1	-	-	-	-	-	-	472	477	-	590	573	-
Stage 2	-	-	-	-	-	-	590	571	-	464	477	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1128	-	-	956	-	-	196	216	484	182	217	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	216	-	182	217	-
Stage 1	-	-	-	-	-	-	472	477	-	590	565	-
Stage 2	-	-	-	-	-	-	582	563	-	440	477	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	22.1	25.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	1128	-	-	956	-	-	182
HCM Lane V/C Ratio	0.212	-	-	-	0.01	-	-	0.024
HCM Control Delay (s)	22.1	0	-	-	8.8	0	-	25.3
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	598	0	5	421	4	0	0	4	3	0	0
Future Vol, veh/h	0	598	0	5	421	4	0	0	4	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	650	0	5	458	4	0	0	4	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	650	0	0	1121	1123	650	1123	1121	460
Stage 1	-	-	-	-	-	-	650	650	-	471	471	-
Stage 2	-	-	-	-	-	-	471	473	-	652	650	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1099	-	-	936	-	-	183	206	469	183	206	601
Stage 1	-	-	-	-	-	-	458	465	-	573	560	-
Stage 2	-	-	-	-	-	-	573	558	-	457	465	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	936	-	-	182	205	469	180	205	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	205	-	180	205	-
Stage 1	-	-	-	-	-	-	458	465	-	573	556	-
Stage 2	-	-	-	-	-	-	569	554	-	453	465	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.7	25.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1099	-	-	936	-	-	180
HCM Lane V/C Ratio	0.009	-	-	-	0.006	-	-	0.018
HCM Control Delay (s)	12.7	0	-	-	8.9	0	-	25.4
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	73.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	39	506	82	0	169	325	176	0	70	307	198
Future Vol, veh/h	0	39	506	82	0	169	325	176	0	70	307	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	550	89	0	184	353	191	0	76	334	215
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78.2	78	59.3
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	6%	25%	27%
Vol Thru, %	81%	0%	81%	49%	64%
Vol Right, %	0%	100%	13%	26%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	377	198	627	670	398
LT Vol	70	0	39	169	108
Through Vol	307	0	506	325	254
RT Vol	0	198	82	176	36
Lane Flow Rate	410	215	682	728	433
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.54	1	1	1
Departure Headway (Hd)	9.824	9.031	9.562	9.521	9.728
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	373	402	388	386	376
Service Time	7.524	6.731	7.562	7.521	7.728
HCM Lane V/C Ratio	1.099	0.535	1.758	1.886	1.152
HCM Control Delay	79	21.8	78.2	78	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	3.1	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	108	254	36
Future Vol, veh/h	0	108	254	36
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	117	276	39
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	700

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	118	652	15	14	699	202	9	16	7	217	17	131
Future Vol, veh/h	118	652	15	14	699	202	9	16	7	217	17	131
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	709	16	15	760	220	10	17	8	236	18	142

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	979	0	0	725	0	0	1953	1983	717	1886	1882	870
Stage 1	-	-	-	-	-	-	973	973	-	900	900	-
Stage 2	-	-	-	-	-	-	980	1010	-	986	982	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	705	-	-	878	-	-	48	61	430	~ 54	71	351
Stage 1	-	-	-	-	-	-	303	330	-	333	357	-
Stage 2	-	-	-	-	-	-	301	317	-	298	327	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	705	-	-	878	-	-	15	41	430	~ 27	47	351
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	41	-	~ 27	47	-
Stage 1	-	-	-	-	-	-	211	229	-	~ 231	343	-
Stage 2	-	-	-	-	-	-	162	304	-	~ 188	227	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.1	$ 372.5	$ 3985.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	705	-	-	878	-	-	42
HCM Lane V/C Ratio	1.087	0.182	-	-	0.017	-	-	9.446
HCM Control Delay (s)	$ 372.5	11.2	0	-	9.2	0	-	$ 3985.1
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.8	0.7	-	-	0.1	-	-	47.5

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

Intersection	
Int Delay, s/veh	57

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	607	118	116	842	23	71	7	41	12	4	4
Future Vol, veh/h	3	607	118	116	842	23	71	7	41	12	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	660	128	126	915	25	77	8	45	13	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	940	0	0	788	0	0	1914	1922	724	1937	1975	928
Stage 1	-	-	-	-	-	-	730	730	-	1180	1180	-
Stage 2	-	-	-	-	-	-	1184	1192	-	757	795	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	729	-	-	831	-	-	~ 51	67	426	49	62	325
Stage 1	-	-	-	-	-	-	414	428	-	232	264	-
Stage 2	-	-	-	-	-	-	231	261	-	400	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	729	-	-	831	-	-	~ 35	45	426	29	42	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 35	45	-	29	42	-
Stage 1	-	-	-	-	-	-	411	425	-	230	180	-
Stage 2	-	-	-	-	-	-	151	178	-	349	396	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	$ 844.2	186.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	729	-	-	831	-	-	38
HCM Lane V/C Ratio	2.487	0.004	-	-	0.152	-	-	0.572
HCM Control Delay (s)	$ 844.2	10	0	-	10.1	0	-	186.9
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	13.3	0	-	-	0.5	-	-	2

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	821	860	40	0	5
Future Vol, veh/h	9	821	860	40	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	892	935	43	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	978	0	-	0	1869	957
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	912	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	706	-	-	-	79	313
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	706	-	-	-	77	313
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	706	-	-	-	313
HCM Lane V/C Ratio	0.014	-	-	-	0.017
HCM Control Delay (s)	10.2	0	-	-	16.7
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	619	267	157	504	38	357	105	188	47	79	82
Future Volume (veh/h)	35	619	267	157	504	38	357	105	188	47	79	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	38	673	290	171	548	41	388	114	204	51	86	89
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	728	567	191	861	672	177	1077	440	90	888	362
Arrive On Green	0.04	0.39	0.39	0.12	0.46	0.46	0.04	0.10	0.10	0.06	0.25	0.25
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1446	1634	3539	1444
Grp Volume(v), veh/h	38	673	290	171	548	41	388	114	204	51	86	89
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1446	1634	1770	1444
Q Serve(g_s), s	2.7	41.4	12.0	12.4	26.9	1.9	13.0	3.5	11.0	3.7	2.2	5.9
Cycle Q Clear(g_c), s	2.7	41.4	12.0	12.4	26.9	1.9	13.0	3.5	11.0	3.7	2.2	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	728	567	191	861	672	177	1077	440	90	888	362
V/C Ratio(X)	0.52	0.92	0.51	0.90	0.64	0.06	2.19	0.11	0.46	0.57	0.10	0.25
Avail Cap(c_a), veh/h	82	761	593	191	885	690	177	1077	440	109	888	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	34.9	12.1	52.3	24.6	17.8	57.9	39.1	21.2	55.3	34.5	35.9
Incr Delay (d2), s/veh	5.5	16.7	0.7	37.9	1.5	0.0	551.5	0.2	2.9	5.5	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	24.7	4.9	7.6	14.2	0.8	33.0	1.8	4.8	1.8	1.1	2.5
LnGrp Delay(d),s/veh	61.6	51.6	12.8	90.2	26.0	17.9	609.3	39.3	24.1	60.7	34.7	37.5
LnGrp LOS	E	D	B	F	C	B	F	D	C	E	C	D
Approach Vol, veh/h		1001			760			706			226	
Approach Delay, s/veh		40.7			40.0			348.2			41.7	
Approach LOS		D			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	40.5	18.0	50.9	17.0	34.1	9.4	59.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	13.0	14.4	43.4	15.0	7.9	4.7	28.9
Green Ext Time (p_c), s	0.0	1.8	0.0	1.5	0.0	1.8	0.0	2.9

Intersection Summary		
HCM 2010 Ctrl Delay		121.2
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	807	70	30	625	65	29
Future Vol, veh/h	807	70	30	625	65	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	877	76	33	679	71	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	953	0	1660	915
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	745	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	721	-	107	331
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	721	-	99	331
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	101.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	126	-	-	721	-
HCM Lane V/C Ratio	0.811	-	-	0.045	-
HCM Control Delay (s)	101.6	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	4.9	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	533	116	306	464	34	118	405	155	62	306	78
Future Volume (veh/h)	175	533	116	306	464	34	118	405	155	62	306	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	190	579	126	333	504	37	128	440	168	67	333	85
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	787	324	446	763	314	136	1097	415	110	1178	297
Arrive On Green	0.15	0.22	0.22	0.14	0.22	0.22	0.17	0.87	0.84	0.07	0.42	0.40
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2513	951	1634	2802	705
Grp Volume(v), veh/h	190	579	126	333	504	37	128	309	299	67	209	209
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1695	1634	1770	1738
Q Serve(g_s), s	13.5	18.3	8.8	12.1	15.6	2.5	9.3	4.1	4.7	4.8	9.3	9.6
Cycle Q Clear(g_c), s	13.5	18.3	8.8	12.1	15.6	2.5	9.3	4.1	4.7	4.8	9.3	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.41
Lane Grp Cap(c), veh/h	241	787	324	446	763	314	136	772	740	110	744	731
V/C Ratio(X)	0.79	0.74	0.39	0.75	0.66	0.12	0.94	0.40	0.40	0.61	0.28	0.29
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	772	740	136	744	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	43.4	39.7	49.5	43.1	37.9	49.7	4.6	5.3	54.4	22.9	23.2
Incr Delay (d2), s/veh	9.7	1.9	0.8	2.9	0.9	0.1	54.7	1.4	1.5	5.4	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	9.1	3.6	5.5	7.7	1.0	6.3	2.2	2.3	2.3	4.7	4.8
LnGrp Delay(d),s/veh	59.0	45.3	40.5	52.4	43.9	38.0	104.4	5.9	6.7	59.8	23.8	24.2
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	C	C
Approach Vol, veh/h		895			874			736			485	
Approach Delay, s/veh		47.5			46.9			23.4			28.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	56.4	20.9	30.7	14.0	54.4	21.7	29.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.8	6.7	14.1	20.3	11.3	11.6	15.5	17.6
Green Ext Time (p_c), s	0.0	3.9	0.8	4.4	0.0	3.8	0.3	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	287	101	290	361	72	197	587	82	81	471	83
Future Volume (veh/h)	195	287	101	290	361	72	197	587	82	81	471	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	212	312	110	315	392	78	214	638	89	88	512	90
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	454	187	390	721	297	1002	1592	656	158	651	268
Arrive On Green	0.16	0.13	0.13	0.24	0.20	0.20	0.32	0.45	0.45	0.05	0.18	0.18
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	212	312	110	315	392	78	214	638	89	88	512	90
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	15.0	10.1	8.5	21.8	11.9	5.4	5.9	14.5	1.7	3.3	16.6	4.4
Cycle Q Clear(g_c), s	15.0	10.1	8.5	21.8	11.9	5.4	5.9	14.5	1.7	3.3	16.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	454	187	390	721	297	1002	1592	656	158	651	268
V/C Ratio(X)	0.80	0.69	0.59	0.81	0.54	0.26	0.21	0.40	0.14	0.56	0.79	0.34
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1002	1592	656	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	50.0	49.3	43.1	42.8	40.2	30.1	22.1	2.9	55.7	46.7	19.6
Incr Delay (d2), s/veh	3.6	1.2	1.9	5.8	0.6	0.5	0.1	0.8	0.4	4.2	9.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.0	3.5	10.4	5.9	2.2	2.6	7.3	0.7	1.5	8.9	2.0
LnGrp Delay(d),s/veh	51.9	51.2	51.3	48.9	43.4	40.7	30.2	22.9	3.3	59.9	56.1	22.9
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		634			785			941			690	
Approach Delay, s/veh		51.5			45.4			22.7			52.2	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	32.6	19.4	41.9	26.1	23.6	28.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	16.5	23.8	12.1	7.9	18.6	17.0	13.9
Green Ext Time (p_c), s	0.0	3.4	2.8	1.3	0.0	1.5	0.6	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	52.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	45	44	93	0	49	9	91	0	26	465	111	0	79	425	13
Future Vol, veh/h	0	45	44	93	0	49	9	91	0	26	465	111	0	79	425	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	48	101	0	53	10	99	0	28	505	121	0	86	462	14
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	16.4	13	63.3	63.9
HCM LOS	C	B	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	25%	100%	0%	15%
Vol Thru, %	77%	24%	0%	9%	82%
Vol Right, %	18%	51%	0%	91%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	602	182	49	100	517
LT Vol	26	45	49	0	79
Through Vol	465	44	0	9	425
RT Vol	111	93	0	91	13
Lane Flow Rate	654	198	53	109	562
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.426	0.133	0.238	1
Departure Headway (Hd)	6.357	7.744	9.011	7.874	6.554
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	569	467	399	458	556
Service Time	4.436	5.755	6.726	5.589	4.554
HCM Lane V/C Ratio	1.149	0.424	0.133	0.238	1.011
HCM Control Delay	63.3	16.4	13.1	13	63.9
HCM Lane LOS	F	C	B	B	F
HCM 95th-tile Q	14.5	2.1	0.5	0.9	14.4

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	26	201	4	48	136	46	5	133	53	29	9	15
Future Vol, veh/h	26	201	4	48	136	46	5	133	53	29	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	218	4	52	148	50	5	145	58	32	10	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	223	0	0	460	579	111	515	556	99
Stage 1	-	-	-	-	-	-	277	277	-	277	277	-
Stage 2	-	-	-	-	-	-	183	302	-	238	279	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1372	-	-	1343	-	-	485	425	921	443	438	937
Stage 1	-	-	-	-	-	-	706	680	-	706	680	-
Stage 2	-	-	-	-	-	-	801	663	-	744	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1343	-	-	447	400	921	286	412	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	400	-	286	412	-
Stage 1	-	-	-	-	-	-	692	666	-	692	654	-
Stage 2	-	-	-	-	-	-	745	637	-	535	664	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	17.9	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	477	1372	-	-	1343	-	-	381
HCM Lane V/C Ratio	0.012	0.424	0.021	-	-	0.039	-	-	0.151
HCM Control Delay (s)	13.2	18	7.7	-	-	7.8	-	-	16.1
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.1	0.1	-	-	0.1	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	121	174	128	104	30	188	465	247	31	360	37
Future Volume (veh/h)	42	121	174	128	104	30	188	465	247	31	360	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	132	189	139	113	33	204	505	268	34	391	40
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	152	218	177	386	113	204	927	726	68	771	604
Arrive On Green	0.05	0.22	0.21	0.11	0.28	0.26	0.25	1.00	1.00	0.08	0.83	0.83
Sat Flow, veh/h	1634	694	994	1634	1386	405	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	46	0	321	139	0	146	204	505	268	34	391	40
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1791	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.3	0.0	22.0	9.9	0.0	7.7	15.0	0.3	0.1	2.4	7.5	0.6
Cycle Q Clear(g_c), s	3.3	0.0	22.0	9.9	0.0	7.7	15.0	0.3	0.1	2.4	7.5	0.6
Prop In Lane	1.00		0.59	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	370	177	0	499	204	927	726	68	771	604
V/C Ratio(X)	0.57	0.00	0.87	0.79	0.00	0.29	1.00	0.54	0.37	0.50	0.51	0.07
Avail Cap(c_a), veh/h	144	0	436	177	0	499	204	927	726	82	771	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.8	0.0	45.7	52.1	0.0	34.2	45.0	0.1	0.1	53.8	6.7	6.1
Incr Delay (d2), s/veh	6.4	0.0	14.9	20.4	0.0	0.3	58.1	2.0	1.2	5.1	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	11.8	5.5	0.0	3.9	10.0	0.6	0.3	1.2	4.1	0.3
LnGrp Delay(d),s/veh	62.2	0.0	60.6	72.5	0.0	34.5	103.1	2.1	1.3	58.9	8.8	6.3
LnGrp LOS	E		E	E		C	F	A	A	E	A	A
Approach Vol, veh/h		367			285			977			465	
Approach Delay, s/veh		60.8			53.0			23.0			12.3	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	63.7	17.0	30.3	19.0	53.7	9.9	37.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.4	2.3	11.9	24.0	17.0	9.5	5.3	9.7
Green Ext Time (p_c), s	0.0	5.2	0.0	0.6	0.0	5.1	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	57	240	105	0	14	168	28	0	72	25	14	0	24	63	28
Future Vol, veh/h	0	57	240	105	0	14	168	28	0	72	25	14	0	24	63	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	261	114	0	15	183	30	0	78	27	15	0	26	68	30
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.2	9.8	11.2	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	23%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	57	160	185	14	112	84	115
LT Vol	72	57	0	0	14	0	0	24
Through Vol	25	0	160	80	0	112	56	63
RT Vol	14	0	0	105	0	0	28	28
Lane Flow Rate	121	62	174	201	15	122	91	125
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.22	0.106	0.274	0.294	0.027	0.2	0.144	0.218
Departure Headway (Hd)	6.576	6.175	5.668	5.266	6.419	5.912	5.675	6.275
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	581	635	684	558	607	632	573
Service Time	4.312	3.903	3.396	2.993	4.153	3.646	3.409	4.011
HCM Lane V/C Ratio	0.221	0.107	0.274	0.294	0.027	0.201	0.144	0.218
HCM Control Delay	11.2	9.6	10.5	10.2	9.3	10.1	9.4	10.8
HCM Lane LOS	B	A	B	B	A	B	A	B
HCM 95th-tile Q	0.8	0.4	1.1	1.2	0.1	0.7	0.5	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	171	59	123	127	36	51	658	150	35	600	29
Future Volume (veh/h)	53	171	59	123	127	36	51	658	150	35	600	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	58	186	64	134	138	39	55	715	163	38	652	32
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	248	194	142	301	236	96	1725	393	73	2020	99
Arrive On Green	0.06	0.13	0.13	0.09	0.16	0.16	0.06	0.60	0.59	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2864	653	1634	3434	168
Grp Volume(v), veh/h	58	186	64	134	138	39	55	442	436	38	336	348
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1748	1634	1770	1833
Q Serve(g_s), s	4.2	11.5	4.8	9.8	8.0	2.8	3.9	15.9	16.1	2.7	0.0	0.0
Cycle Q Clear(g_c), s	4.2	11.5	4.8	9.8	8.0	2.8	3.9	15.9	16.1	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	95	248	194	142	301	236	96	1066	1052	73	1041	1078
V/C Ratio(X)	0.61	0.75	0.33	0.95	0.46	0.17	0.57	0.41	0.41	0.52	0.32	0.32
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1066	1052	82	1041	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.47	0.47	0.47	0.89	0.89	0.89
Uniform Delay (d), s/veh	55.2	50.1	47.2	54.5	45.5	43.3	55.0	12.7	12.9	53.4	0.0	0.0
Incr Delay (d2), s/veh	8.2	7.0	1.0	59.3	1.1	0.3	2.5	0.6	0.6	5.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.4	2.0	6.8	4.2	1.1	1.8	7.9	7.9	1.3	0.2	0.2
LnGrp Delay(d),s/veh	63.4	57.1	48.1	113.9	46.6	43.6	57.5	13.2	13.5	58.5	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		308			311			933			722	
Approach Delay, s/veh		56.4			75.2			15.9			3.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	76.3	14.4	20.0	11.0	74.6	11.0	23.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.7	18.1	11.8	13.5	5.9	2.0	6.2	10.0
Green Ext Time (p_c), s	0.0	7.0	0.0	0.7	0.1	7.1	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	194	216	82	117	123	151	573	73	113	634	41
Future Volume (veh/h)	75	194	216	82	117	123	151	573	73	113	634	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	82	211	235	89	127	134	164	623	79	123	689	45
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	709	292	95	639	263	215	1777	732	173	1686	695
Arrive On Green	0.08	0.20	0.20	0.06	0.18	0.18	0.13	0.50	0.50	0.11	0.48	0.48
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	82	211	235	89	127	134	164	623	79	123	689	45
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	5.8	6.1	18.4	6.5	3.7	10.0	11.6	12.8	3.4	8.7	15.2	2.0
Cycle Q Clear(g_c), s	5.8	6.1	18.4	6.5	3.7	10.0	11.6	12.8	3.4	8.7	15.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	709	292	95	639	263	215	1777	732	173	1686	695
V/C Ratio(X)	0.64	0.30	0.80	0.93	0.20	0.51	0.76	0.35	0.11	0.71	0.41	0.06
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1777	732	259	1686	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	53.7	40.8	45.7	56.3	41.8	44.4	50.3	18.0	15.7	51.9	20.4	17.0
Incr Delay (d2), s/veh	5.3	0.2	11.2	69.0	0.1	1.5	7.3	0.5	0.3	3.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.0	8.3	4.8	1.8	4.1	5.7	6.4	1.4	4.1	7.5	0.8
LnGrp Delay(d),s/veh	59.0	41.0	56.9	125.3	41.9	45.8	57.5	18.6	16.0	55.5	20.9	17.1
LnGrp LOS	E	D	E	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		528			350			866			857	
Approach Delay, s/veh		50.9			64.6			25.7			25.7	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	64.3	11.0	28.0	19.8	61.2	13.4	25.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.7	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.7	14.8	8.5	20.4	13.6	17.2	7.8	12.0
Green Ext Time (p_c), s	0.2	7.1	0.0	1.6	0.2	6.9	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	318	203	42	163	78	66	485	100	127	619	70
Future Volume (veh/h)	86	318	203	42	163	78	66	485	100	127	619	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	93	346	221	46	177	85	72	527	109	138	673	76
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	419	263	82	651	268	114	570	446	507	1018	797
Arrive On Green	0.07	0.20	0.18	0.05	0.18	0.18	0.14	0.61	0.61	0.31	0.55	0.55
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	93	292	275	46	177	85	72	527	109	138	673	76
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	6.8	19.0	19.5	3.3	5.2	3.0	5.0	30.4	3.2	7.6	30.8	3.0
Cycle Q Clear(g_c), s	6.8	19.0	19.5	3.3	5.2	3.0	5.0	30.4	3.2	7.6	30.8	3.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	355	327	82	651	268	114	570	446	507	1018	797
V/C Ratio(X)	0.85	0.82	0.84	0.56	0.27	0.32	0.63	0.92	0.24	0.27	0.66	0.10
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	507	1018	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.91	0.91	0.91	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	45.9	46.9	55.7	42.1	10.5	50.2	22.1	10.4	31.2	19.3	13.0
Incr Delay (d2), s/veh	41.7	12.6	15.5	7.9	0.2	0.6	7.6	20.2	1.1	0.3	3.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.5	10.2	1.7	2.6	1.2	2.5	18.4	1.4	3.5	16.7	1.2
LnGrp Delay(d),s/veh	97.1	58.6	62.4	63.6	42.3	11.1	57.8	42.2	11.5	31.5	22.7	13.3
LnGrp LOS	F	E	E	E	D	B	E	D	B	C	C	B
Approach Vol, veh/h		660			308			708			887	
Approach Delay, s/veh		65.6			36.9			39.1			23.2	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	40.7	10.0	28.1	12.4	69.6	12.0	26.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	9.6	32.4	5.3	21.5	7.0	32.8	8.8	7.2
Green Ext Time (p_c), s	2.1	2.4	0.0	0.5	0.0	3.7	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	305	103	90	148	163	157	701	158	188	472	50
Future Volume (veh/h)	88	305	103	90	148	163	157	701	158	188	472	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	96	332	112	98	161	177	171	762	172	204	513	54
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	473	195	178	564	232	217	1670	688	249	1739	716
Arrive On Green	0.08	0.13	0.13	0.11	0.16	0.16	0.27	0.94	0.94	0.30	0.98	0.98
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	96	332	112	98	161	177	171	762	172	204	513	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.6	10.8	6.3	6.8	4.8	13.9	11.7	2.6	0.6	13.9	0.4	0.1
Cycle Q Clear(g_c), s	6.6	10.8	6.3	6.8	4.8	13.9	11.7	2.6	0.6	13.9	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	473	195	178	564	232	217	1670	688	249	1739	716
V/C Ratio(X)	0.49	0.70	0.57	0.55	0.29	0.76	0.79	0.46	0.25	0.82	0.30	0.08
Avail Cap(c_a), veh/h	196	728	300	178	817	337	327	1670	688	354	1739	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	0.73	0.86	0.86	0.86	0.81	0.81	0.81	0.75	0.75	0.75
Uniform Delay (d), s/veh	49.8	49.7	26.1	50.7	44.4	48.3	42.5	1.9	0.7	40.2	0.5	0.5
Incr Delay (d2), s/veh	1.4	1.4	1.9	3.1	0.2	5.2	5.9	0.7	0.7	7.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.3	2.7	3.2	2.4	5.9	5.6	1.2	0.3	6.8	0.2	0.1
LnGrp Delay(d),s/veh	51.1	51.1	28.0	53.8	44.7	53.5	48.4	2.6	1.4	47.8	0.9	0.7
LnGrp LOS	D	D	C	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		540			436			1105			771	
Approach Delay, s/veh		46.3			50.3			9.5			13.3	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	60.6	17.1	20.0	19.9	63.0	14.0	23.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	15.9	4.6	8.8	12.8	13.7	2.4	8.6	15.9
Green Ext Time (p_c), s	0.4	7.5	0.4	1.3	0.3	7.6	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	353	135	110	273	128	108	1105	73	87	875	304
Future Volume (veh/h)	480	353	135	110	273	128	108	1105	73	87	875	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	522	384	147	120	297	139	117	1201	79	95	951	330
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	736	303	221	541	223	150	1848	761	109	1760	725
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.09	0.52	0.52	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	522	384	147	120	297	139	117	1201	79	95	951	330
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	11.6	10.7	4.4	9.3	10.7	8.4	29.5	3.3	6.9	22.2	17.6
Cycle Q Clear(g_c), s	15.0	11.6	10.7	4.4	9.3	10.7	8.4	29.5	3.3	6.9	22.2	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	736	303	221	541	223	150	1848	761	109	1760	725
V/C Ratio(X)	1.32	0.52	0.48	0.54	0.55	0.62	0.78	0.65	0.10	0.87	0.54	0.46
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1848	761	109	1760	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.85	0.85	0.85	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.5	42.2	41.9	54.0	47.0	47.6	53.3	20.7	14.5	55.5	20.7	19.6
Incr Delay (d2), s/veh	157.0	0.5	1.0	2.1	0.9	2.8	19.9	1.5	0.2	46.0	1.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	5.7	4.4	2.0	4.6	4.5	4.6	14.7	1.4	4.5	11.1	7.5
LnGrp Delay(d),s/veh	209.5	42.7	42.9	56.0	47.9	50.4	73.2	22.3	14.7	101.5	21.8	21.5
LnGrp LOS	F	D	D	E	D	D	E	C	B	F	C	C
Approach Vol, veh/h		1053			556			1397			1376	
Approach Delay, s/veh		125.4			50.3			26.1			27.3	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.7	12.4	29.0	15.0	63.7	19.0	22.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	12.9	31.5	6.4	13.6	10.4	24.2	17.0	12.7
Green Ext Time (p_c), s	0.0	11.2	0.1	3.8	0.0	13.0	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	3	27	59	3	7	25	889	24	17	1177	32
Future Volume (veh/h)	25	3	27	59	3	7	25	889	24	17	1177	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	27	3	29	64	3	8	27	966	26	18	1279	35
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	83	65	102	33	88	60	2575	1061	52	3675	1054
Arrive On Green	0.03	0.04	0.04	0.06	0.07	0.06	0.04	0.73	0.73	0.03	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	450	1201	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	27	3	29	64	0	11	27	966	26	18	1279	35
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1651	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.2	2.0	4.6	0.0	0.8	1.9	12.3	0.2	1.3	11.2	0.8
Cycle Q Clear(g_c), s	1.9	0.2	2.0	4.6	0.0	0.8	1.9	12.3	0.2	1.3	11.2	0.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	83	65	102	0	121	60	2575	1061	52	3675	1054
V/C Ratio(X)	0.49	0.04	0.44	0.62	0.00	0.09	0.45	0.38	0.02	0.35	0.35	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2575	1061	82	3675	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	54.8	41.5	54.9	0.0	52.4	56.6	6.1	0.7	56.9	6.2	4.7
Incr Delay (d2), s/veh	6.5	0.2	4.7	6.1	0.0	0.3	5.3	0.4	0.0	3.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.9	2.3	0.0	0.4	1.0	6.1	0.1	0.6	5.3	0.3
LnGrp Delay(d),s/veh	63.4	55.0	46.2	61.0	0.0	52.7	61.9	6.6	0.8	60.8	6.4	4.8
LnGrp LOS	E	E	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		59			75			1019			1332	
Approach Delay, s/veh		54.5			59.7			7.9			7.1	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	91.3	11.5	9.4	8.4	90.7	8.1	12.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	14.3	6.6	4.0	3.9	13.2	3.9	2.8
Green Ext Time (p_c), s	0.0	15.4	0.0	0.1	0.0	15.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	80	642	83	106	864
Future Volume (veh/h)	44	80	642	83	106	864
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	48	87	698	90	115	939
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	147	131	1338	1048	150	1571
Arrive On Green	0.09	0.09	0.72	0.72	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	48	87	698	90	115	939
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	3.3	6.9	20.2	2.2	8.0	0.0
Cycle Q Clear(g_c), s	3.3	6.9	20.2	2.2	8.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	147	131	1338	1048	150	1571
V/C Ratio(X)	0.33	0.66	0.52	0.09	0.77	0.60
Avail Cap(c_a), veh/h	268	239	1338	1048	150	1571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.78	0.78	1.00	1.00	0.72	0.72
Uniform Delay (d), s/veh	51.2	52.9	7.6	5.1	47.8	0.0
Incr Delay (d2), s/veh	1.0	4.4	1.5	0.2	15.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.9	10.8	0.9	4.2	0.5
LnGrp Delay(d),s/veh	52.2	57.3	9.1	5.2	63.5	1.2
LnGrp LOS	D	E	A	A	E	A
Approach Vol, veh/h	135		788			1054
Approach Delay, s/veh	55.5		8.6			8.0
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	90.2				105.2		14.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	10.0	22.2				2.0		8.9
Green Ext Time (p_c), s	0.0	10.2				10.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	62	82	35	57	98	97	934	87	84	632	41
Future Volume (veh/h)	58	62	82	35	57	98	97	934	87	84	632	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	63	67	89	38	62	107	105	1015	95	91	687	45
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	112	148	70	81	140	150	1924	180	135	1951	128
Arrive On Green	0.06	0.15	0.14	0.04	0.13	0.12	0.18	1.00	1.00	0.17	1.00	1.00
Sat Flow, veh/h	1634	727	966	1634	615	1061	1634	3272	306	1634	3373	221
Grp Volume(v), veh/h	63	0	156	38	0	169	105	549	561	91	360	372
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1676	1634	1770	1809	1634	1770	1824
Q Serve(g_s), s	4.5	0.0	10.4	2.7	0.0	11.7	7.2	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	10.4	2.7	0.0	11.7	7.2	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	105	0	260	70	0	221	150	1040	1063	135	1024	1055
V/C Ratio(X)	0.60	0.00	0.60	0.55	0.00	0.77	0.70	0.53	0.53	0.67	0.35	0.35
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	1040	1063	163	1024	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.86	0.86	0.86	0.94	0.94	0.94
Uniform Delay (d), s/veh	54.6	0.0	47.8	56.3	0.0	50.8	47.4	0.0	0.0	48.6	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.0	2.1	6.5	0.0	5.5	5.0	1.6	1.6	7.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	5.0	1.4	0.0	5.7	3.5	0.5	0.5	3.1	0.3	0.3
LnGrp Delay(d),s/veh	59.7	0.0	49.9	62.8	0.0	56.3	52.4	1.6	1.6	56.1	0.9	0.9
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		219			207			1215			823	
Approach Delay, s/veh		52.8			57.5			6.0			7.0	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	74.5	9.1	22.4	15.0	73.4	11.7	19.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	13.3	2.0	4.7	12.4	9.2	2.0	6.5	13.7
Green Ext Time (p_c), s	0.0	9.2	0.0	0.6	0.1	9.1	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	49.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	60	3	225	0	101	553	0	0	0	763	159
Future Vol, veh/h	0	0	0	0	0	60	3	225	0	101	553	0	0	0	763	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	65	3	245	0	110	601	0	0	0	829	173
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	15.3	56.2	54.9
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	553	63	225	763	159
LT Vol	101	0	60	0	0	0
Through Vol	0	553	3	0	763	0
RT Vol	0	0	0	225	0	159
Lane Flow Rate	110	601	68	245	829	173
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.22	1	0.156	0.476	1	0.286
Departure Headway (Hd)	7.201	6.7	8.187	7.012	6.56	5.952
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	547	437	511	556	607
Service Time	4.904	4.404	5.96	4.786	4.357	3.656
HCM Lane V/C Ratio	0.219	1.099	0.156	0.479	1.491	0.285
HCM Control Delay	11.9	64.3	12.5	16.1	64.1	11
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	0.8	14.2	0.5	2.5	14.2	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	478	129	374	224	782	0	0	927	167
Future Volume (veh/h)	0	0	0	478	129	374	224	782	0	0	927	167
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				520	140	407	243	850	0	0	1008	182
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1016	579	453	546	2173	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.23	0.82	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				520	140	407	243	850	0	0	1008	182
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				15.6	6.7	32.0	7.9	7.8	0.0	0.0	15.2	3.8
Cycle Q Clear(g_c), s				15.6	6.7	32.0	7.9	7.8	0.0	0.0	15.2	3.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1016	579	453	546	2173	0	0	1430	589
V/C Ratio(X)				0.51	0.24	0.90	0.44	0.39	0.00	0.00	0.70	0.31
Avail Cap(c_a), veh/h				1185	675	529	546	2173	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.74	0.74	0.74	0.91	0.91	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				33.9	30.8	39.5	41.3	5.0	0.0	0.0	8.3	7.2
Incr Delay (d2), s/veh				0.3	0.2	12.9	0.5	0.5	0.0	0.0	2.7	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.1	3.5	14.5	3.5	3.8	0.0	0.0	7.5	1.6
LnGrp Delay(d),s/veh				34.2	31.0	52.4	41.8	5.4	0.0	0.0	11.1	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1067			1093			1190	
Approach Delay, s/veh					40.7			13.5			10.7	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.2			25.2	53.0		41.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.8			9.9	17.2		34.0
Green Ext Time (p_c), s		5.4			2.1	5.9		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	377	488	321	225	950	0	0	888	235
Future Volume (veh/h)	0	0	0	377	488	321	225	950	0	0	888	235
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				410	530	349	245	1033	0	0	965	255
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				817	912	376	292	2391	0	0	1641	676
Arrive On Green				0.26	0.26	0.26	0.24	0.90	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				410	530	349	245	1033	0	0	965	255
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.2	15.7	28.0	17.1	5.8	0.0	0.0	24.1	13.6
Cycle Q Clear(g_c), s				13.2	15.7	28.0	17.1	5.8	0.0	0.0	24.1	13.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				817	912	376	292	2391	0	0	1641	676
V/C Ratio(X)				0.50	0.58	0.93	0.84	0.43	0.00	0.00	0.59	0.38
Avail Cap(c_a), veh/h				822	917	378	340	2391	0	0	1641	676
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.85	0.85	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				38.0	38.9	43.5	44.1	2.3	0.0	0.0	23.7	20.9
Incr Delay (d2), s/veh				0.5	0.9	28.9	13.0	0.5	0.0	0.0	1.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	7.8	14.3	8.8	2.9	0.0	0.0	12.1	5.7
LnGrp Delay(d),s/veh				38.4	39.8	72.3	57.2	2.8	0.0	0.0	24.9	22.2
LnGrp LOS				D	D	E	E	A			C	C
Approach Vol, veh/h					1289			1278			1220	
Approach Delay, s/veh					48.2			13.2			24.4	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.1			25.4	59.6		34.9
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		7.8			19.1	26.1		30.0
Green Ext Time (p_c), s		16.3			0.3	11.9		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	37.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	220	1	173	0	0	0	0	0	0	366	50	0	464	342	0
Future Vol, veh/h	0	220	1	173	0	0	0	0	0	0	366	50	0	464	342	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	239	1	188	0	0	0	0	0	0	398	54	0	504	372	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	17.6	33.3	50.1
HCM LOS	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	366	50	221	173	464	342
LT Vol	0	0	220	0	464	0
Through Vol	366	0	1	0	0	342
RT Vol	0	50	0	173	0	0
Lane Flow Rate	398	54	240	188	504	372
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.825	0.102	0.553	0.369	1	0.72
Departure Headway (Hd)	7.463	6.743	8.289	7.06	7.489	6.976
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	535	442	515	489	520
Service Time	5.14	4.439	5.919	4.723	5.189	4.676
HCM Lane V/C Ratio	0.814	0.101	0.543	0.365	1.031	0.715
HCM Control Delay	36.4	10.2	20.6	13.8	68.2	25.6
HCM Lane LOS	E	B	C	B	F	D
HCM 95th-tile Q	8	0.3	3.3	1.7	13.4	5.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	127	238	0	0	0	0	780	421	432	962	0
Future Volume (veh/h)	210	127	238	0	0	0	0	780	421	432	962	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	228	138	259				0	848	458	470	1046	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	340	736	303				0	2620	751	561	2568	0
Arrive On Green	0.21	0.21	0.21				0.00	0.52	0.52	0.35	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	228	138	259				0	848	458	470	1046	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.4	3.9	20.5				0.0	11.6	26.6	16.3	0.0	0.0
Cycle Q Clear(g_c), s	15.4	3.9	20.5				0.0	11.6	26.6	16.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	340	736	303				0	2620	751	561	2568	0
V/C Ratio(X)	0.67	0.19	0.85				0.00	0.32	0.61	0.84	0.41	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2620	751	660	2568	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	43.8	39.2	45.8				0.0	16.9	20.6	37.2	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.1	12.9				0.0	0.3	3.7	6.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	1.9	9.4				0.0	5.5	11.5	7.5	0.1	0.0
LnGrp Delay(d),s/veh	46.2	39.3	58.7				0.0	17.3	24.2	43.5	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		625						1306			1516	
Approach Delay, s/veh		49.9						19.7			13.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.2	65.8		28.9		91.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	18.3	28.6		22.5		2.0		
Green Ext Time (p_c), s	0.9	11.2		1.8		17.8		

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	531	275	0	0	0	0	799	277	360	941	0
Future Volume (veh/h)	350	531	275	0	0	0	0	799	277	360	941	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	380	577	299				0	868	301	391	1023	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1988	819	497	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.56	0.56	0.31	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	380	577	299				0	868	301	391	1023	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.4	19.1	21.8				0.0	17.1	13.7	13.5	0.0	0.0
Cycle Q Clear(g_c), s	13.4	19.1	21.8				0.0	17.1	13.7	13.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1988	819	497	2660	0
V/C Ratio(X)	0.66	0.90	1.13				0.00	0.44	0.37	0.79	0.38	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1988	819	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.81	0.81	0.81				0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	45.7	48.0	49.1				0.0	15.3	14.5	39.4	0.0	0.0
Incr Delay (d2), s/veh	2.3	13.0	89.1				0.0	0.7	1.3	2.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	10.5	15.3				0.0	8.5	5.8	6.0	0.1	0.0
LnGrp Delay(d),s/veh	47.9	61.0	138.2				0.0	16.0	15.8	41.6	0.3	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1256						1169			1414	
Approach Delay, s/veh		75.4						15.9			11.8	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.8	71.4		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.8	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	15.5	19.1		23.8		2.0		
Green Ext Time (p_c), s	1.3	13.4		0.0		15.5		

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	7
Future Vol, veh/h	0	0	5	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	13	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1006	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1078	-	-	1616	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	12	9	0	17	0	3
Future Vol, veh/h	12	9	0	17	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	10	0	18	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	36	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	977	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	977	1061
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1061	-	-	1592	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	87	478	80	0	432
Future Vol, veh/h	0	87	478	80	0	432
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	520	87	0	470

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1033	563	0	0	607	0
Stage 1	563	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	258	526	-	-	971	-
Stage 1	570	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	526	-	-	971	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	526	971	-
HCM Lane V/C Ratio	-	-	0.18	-	-
HCM Control Delay (s)	-	-	13.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	702	644	182	0	126
Future Vol, veh/h	0	702	644	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	763	700	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	898	0	-	0	1562	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	756	-	-	-	123	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	123	386
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	756	-	-	-	386
HCM Lane V/C Ratio	-	-	-	-	0.355
HCM Control Delay (s)	0	-	-	-	19.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	41	129	15	17	126
Future Vol, veh/h	53	41	129	15	17	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	45	140	16	18	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	314	140	0	0	140	0
Stage 1	140	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	679	908	-	-	1443	-
Stage 1	887	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	671	908	-	-	1443	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	671	908	1443	-
HCM Lane V/C Ratio	-	-	0.086	0.049	0.013	-
HCM Control Delay (s)	-	-	10.9	9.2	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	33	21	130	12	11	135
Future Vol, veh/h	33	21	130	12	11	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	23	141	13	12	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	312	141	0	0	141	0
Stage 1	141	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	681	907	-	-	1442	-
Stage 1	886	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	907	-	-	1442	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	675	907	1442	-
HCM Lane V/C Ratio	-	-	0.053	0.025	0.008	-
HCM Control Delay (s)	-	-	10.6	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	26	119	5	0	121
Future Vol, veh/h	0	26	119	5	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	129	5	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	261	129	0	0	129	0
Stage 1	129	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	728	921	-	-	1457	-
Stage 1	897	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	728	921	-	-	1457	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	921	1457	-
HCM Lane V/C Ratio	-	-	-	0.031	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	115	116	6	13	14
Future Vol, veh/h	4	115	116	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	125	126	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	126	0	-	0	260	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1460	-	-	-	729	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1460	-	-	-	727	924
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1460	-	-	-	727	924
HCM Lane V/C Ratio	0.003	-	-	-	0.019	0.016
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	118	118	9	22	25
Future Vol, veh/h	8	118	118	9	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	128	128	10	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	274	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	716	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	712	922
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1458	-	-	-	712	922
HCM Lane V/C Ratio	0.006	-	-	-	0.034	0.029
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	116	127	5	15	20
Future Vol, veh/h	8	116	127	5	15	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	126	138	5	16	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	138	0	-	0	281	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1446	-	-	-	709	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	705	910
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1446	-	-	-	705	910
HCM Lane V/C Ratio	0.006	-	-	-	0.023	0.024
HCM Control Delay (s)	7.5	-	-	-	10.2	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

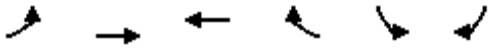
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	110	14	19	108	6	4
Future Vol, veh/h	110	14	19	108	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	15	21	117	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	279	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	711	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	701	931
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	931	-	-	1468	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.014	-
HCM Control Delay (s)	10.2	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	260	210	0	272	32
Future Volume (veh/h)	0	260	210	0	272	32
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	283	228	0	296	35
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	419	419	0	2477	1140
Arrive On Green	0.00	0.12	0.12	0.00	0.78	0.78
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	283	228	0	296	35
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	9.2	7.3	0.0	2.7	0.6
Cycle Q Clear(g_c), s	0.0	9.2	7.3	0.0	2.7	0.6
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	419	419	0	2477	1140
V/C Ratio(X)	0.00	0.68	0.54	0.00	0.12	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2477	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.7	49.8	0.0	3.2	2.9
Incr Delay (d2), s/veh	0.0	1.9	0.8	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	3.6	0.0	1.2	0.3
LnGrp Delay(d),s/veh	0.0	52.6	50.6	0.0	3.3	3.0
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		283	228		331	
Approach Delay, s/veh		52.6	50.6		3.2	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.2		99.8		20.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				11.2		4.7		9.3
Green Ext Time (p_c), s				3.0		1.1		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	498	0	0	465	243	38	0	238	0	0	0
Future Volume (veh/h)	39	498	0	0	465	243	38	0	238	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	42	541	0	0	505	264	41	0	259			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1135	0	0	863	356	1860	0	856			
Arrive On Green	0.03	0.32	0.00	0.00	0.24	0.24	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	42	541	0	0	505	264	41	0	259			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.3	15.9	0.0	0.0	16.4	21.7	0.7	0.0	11.6			
Cycle Q Clear(g_c), s	3.3	15.9	0.0	0.0	16.4	21.7	0.7	0.0	11.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1135	0	0	863	356	1860	0	856			
V/C Ratio(X)	0.84	0.48	0.00	0.00	0.59	0.74	0.02	0.00	0.30			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1860	0	856			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.66	0.66	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.7	35.4	0.0	0.0	43.3	45.4	11.2	0.0	13.5			
Incr Delay (d2), s/veh	66.5	0.3	0.0	0.0	0.4	2.0	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	7.9	0.0	0.0	8.0	8.9	0.3	0.0	4.7			
LnGrp Delay(d),s/veh	129.1	35.7	0.0	0.0	43.8	47.4	11.2	0.0	13.7			
LnGrp LOS	F	D			D	D	B		B			
Approach Vol, veh/h		583			769			300				
Approach Delay, s/veh		42.4			45.0			13.4				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.3		47.7			10.0	37.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		13.6		17.9			5.3	23.7
Green Ext Time (p_c), s		0.0		8.2			0.0	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	171	307	57	0	11	227	51	0	41	19	15	0	56	17	128
Future Vol, veh/h	0	171	307	57	0	11	227	51	0	41	19	15	0	56	17	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	334	62	0	12	247	55	0	45	21	16	0	61	18	139
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	13	12.3	11.3	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	64%	0%	100%	60%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	36%	0%	0%	40%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	171	205	159	11	151	127	56	11	134
LT Vol	41	0	171	0	0	11	0	0	56	0	0
Through Vol	0	19	0	205	102	0	151	76	0	11	6
RT Vol	0	15	0	0	57	0	0	51	0	0	128
Lane Flow Rate	45	37	186	222	173	12	164	138	61	12	145
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.101	0.076	0.358	0.398	0.297	0.025	0.317	0.254	0.132	0.025	0.268
Departure Headway (Hd)	8.177	7.368	6.937	6.433	6.181	7.436	6.932	6.647	7.911	7.309	6.636
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	489	515	556	578	478	515	536	456	486	536
Service Time	5.877	5.068	4.718	4.214	3.961	5.232	4.727	4.443	5.611	5.109	4.435
HCM Lane V/C Ratio	0.102	0.076	0.361	0.399	0.299	0.025	0.318	0.257	0.134	0.025	0.271
HCM Control Delay	11.8	10.7	13.6	13.5	11.6	10.4	13	11.7	11.8	10.3	11.9
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.2	1.6	1.9	1.2	0.1	1.4	1	0.5	0.1	1.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	759	628	84	0	95
Future Vol, veh/h	0	759	628	84	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	825	683	91	0	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	774	0	-	0	1553	728
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	842	-	-	-	125	423
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	430	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	842	-	-	-	125	423
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	430	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	842	-	-	-	423
HCM Lane V/C Ratio	-	-	-	-	0.244
HCM Control Delay (s)	0	-	-	-	16.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	108	12	411	98	11	300
Future Vol, veh/h	108	12	411	98	11	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	13	447	107	12	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	797	447	0	0	447	0
Stage 1	447	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	356	612	-	-	1113	-
Stage 1	644	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	352	612	-	-	1113	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	352	612	1113	-
HCM Lane V/C Ratio	-	-	0.333	0.021	0.011	-
HCM Control Delay (s)	-	-	20.3	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	6	36	0
Future Vol, veh/h	0	0	0	6	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	7	39	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	42	20	39	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	964	1053	1569	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1053	1569	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1569	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	7
Future Vol, veh/h	0	0	5	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	13	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1006	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1078	-	-	1616	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	7	16	0	0	0
Future Vol, veh/h	0	7	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	17	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	17	17	-	0	17	0
Stage 1	0	0	-	-	-	-
Stage 2	17	17	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1001	877	-	-	1600	-
Stage 1	-	-	-	-	-	-
Stage 2	1006	881	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1001	0	-	-	1600	-
Mov Cap-2 Maneuver	1001	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1006	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	26	10	53	22	80	11	666	63	76	572	5
Future Volume (veh/h)	7	26	10	53	22	80	11	666	63	76	572	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	28	11	58	24	87	12	724	68	83	622	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	676	708	278	745	197	713	25	904	85	110	1183	10
Arrive On Green	0.56	0.56	0.55	0.56	0.56	0.55	0.02	0.28	0.27	0.07	0.33	0.32
Sat Flow, veh/h	1176	1274	500	1255	354	1283	1634	3271	307	1634	3598	29
Grp Volume(v), veh/h	8	0	39	58	0	111	12	391	401	83	306	321
Grp Sat Flow(s),veh/h/ln	1176	0	1774	1255	0	1636	1634	1770	1809	1634	1770	1858
Q Serve(g_s), s	0.4	0.0	1.2	2.6	0.0	3.9	0.9	24.7	24.7	6.0	16.8	16.8
Cycle Q Clear(g_c), s	4.3	0.0	1.2	3.8	0.0	3.9	0.9	24.7	24.7	6.0	16.8	16.8
Prop In Lane	1.00		0.28	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	676	0	987	745	0	910	25	489	500	110	582	611
V/C Ratio(X)	0.01	0.00	0.04	0.08	0.00	0.12	0.48	0.80	0.80	0.75	0.53	0.53
Avail Cap(c_a), veh/h	676	0	987	745	0	910	101	1062	1085	245	1218	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	12.1	13.0	0.0	12.8	58.6	40.3	40.4	55.0	32.7	32.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.3	13.9	3.1	3.0	9.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.0	0.0	1.8	0.5	12.5	12.8	3.0	8.4	8.8
LnGrp Delay(d),s/veh	13.7	0.0	12.2	13.2	0.0	13.1	72.6	43.4	43.4	64.8	33.4	33.4
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		47			169			804			710	
Approach Delay, s/veh		12.5			13.1			43.8			37.1	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	37.2		70.7	5.8	43.5		70.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.0	26.7		6.3	2.9	18.8		5.9
Green Ext Time (p_c), s	0.1	6.0		0.5	0.0	6.0		0.6

Intersection Summary		
HCM 2010 Ctrl Delay	37.2	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	181	17	27	138	18	54
Future Vol, veh/h	181	17	27	138	18	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	197	18	29	150	20	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	415	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1355	-	594	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1355	-	580	835
Mov Cap-2 Maneuver	-	-	-	-	580	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1355	-
HCM Lane V/C Ratio	0.104	-	-	0.022	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	205	43	0	212	123	3	0	38	8	202
Future Vol, veh/h	0	7	205	43	0	212	123	3	0	38	8	202
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	8	223	47	0	230	134	3	0	41	9	220
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12.4	18	12
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	3%	63%	0%	21%
Vol Thru, %	3%	80%	37%	0%	59%
Vol Right, %	81%	17%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	248	255	335	3	34
LT Vol	38	7	212	0	7
Through Vol	8	205	123	0	20
RT Vol	202	43	0	3	7
Lane Flow Rate	270	277	364	3	37
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.401	0.419	0.616	0.005	0.064
Departure Headway (Hd)	5.355	5.445	6.087	5.057	6.236
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	669	660	594	707	571
Service Time	3.408	3.49	3.825	2.795	4.312
HCM Lane V/C Ratio	0.404	0.42	0.613	0.004	0.065
HCM Control Delay	12	12.4	18.1	7.8	9.7
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	1.9	2.1	4.2	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	20	7
Future Vol, veh/h	0	7	20	7
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	22	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.7
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	103	310	214	22	40	131
Future Vol, veh/h	103	310	214	22	40	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	112	337	233	24	43	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	257	0	-	0	806	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1308	-	-	-	351	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1308	-	-	-	314	794
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	585
HCM Lane V/C Ratio	0.086	-	-	-	0.318
HCM Control Delay (s)	8	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	2	1	8	2	47	1	674	35	75	574	5
Future Vol, veh/h	1	2	1	8	2	47	1	674	35	75	574	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	9	2	51	1	733	38	82	624	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1160	1563	315	1230	1546	385	629	0	0	771	0	0
Stage 1	790	790	-	754	754	-	-	-	-	-	-	-
Stage 2	370	773	-	476	792	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	151	111	681	134	113	613	949	-	-	840	-	-
Stage 1	350	400	-	367	415	-	-	-	-	-	-	-
Stage 2	622	407	-	539	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	100	681	122	102	613	949	-	-	840	-	-
Mov Cap-2 Maneuver	126	100	-	122	102	-	-	-	-	-	-	-
Stage 1	350	361	-	367	415	-	-	-	-	-	-	-
Stage 2	567	407	-	483	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.3	17.4	0	1.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	949	-	-	136	352	840	-	-
HCM Lane V/C Ratio	0.001	-	-	0.032	0.176	0.097	-	-
HCM Control Delay (s)	8.8	-	-	32.3	17.4	9.7	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	116	0	0	57	0	0
Future Vol, veh/h	116	0	0	57	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	0	0	62	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	188	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	801	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	801	924
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	961	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1460	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	112	0	0	59	0	0
Future Vol, veh/h	112	0	0	59	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	122	0	0	64	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	186	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	803	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	803	929
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1465	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	97	18	13	40	3	20	68	23	4	39	0
Future Vol, veh/h	2	97	18	13	40	3	20	68	23	4	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	105	20	14	43	3	22	74	25	4	42	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	125	0	0	215	195	115	242	202	45
Stage 1	-	-	-	-	-	-	120	120	-	73	73	-
Stage 2	-	-	-	-	-	-	95	75	-	169	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1560	-	-	1462	-	-	742	700	937	712	694	1025
Stage 1	-	-	-	-	-	-	884	796	-	937	834	-
Stage 2	-	-	-	-	-	-	912	833	-	833	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1560	-	-	1462	-	-	701	692	937	631	686	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	701	692	-	631	686	-
Stage 1	-	-	-	-	-	-	883	795	-	936	826	-
Stage 2	-	-	-	-	-	-	857	825	-	735	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	10.9	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	1560	-	-	1462	-	-	680
HCM Lane V/C Ratio	0.165	0.001	-	-	0.01	-	-	0.069
HCM Control Delay (s)	10.9	7.3	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	105	7	15	53	4	8
Future Vol, veh/h	105	7	15	53	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	8	16	58	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	208	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	780	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	771	934
Mov Cap-2 Maneuver	-	-	-	-	771	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	873	-	-	1465	-
HCM Lane V/C Ratio	0.015	-	-	0.011	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	105	3	4	61	4	1
Future Vol, veh/h	105	3	4	61	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	3	4	66	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	191	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	798	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	796	936
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1471	-
HCM Lane V/C Ratio	0.007	-	-	0.003	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	108	0	3	66	1	5
Future Vol, veh/h	108	0	3	66	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	0	3	72	1	5

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	120	117	153	117
Stage 1	-	-	0	0	117	-
Stage 2	-	-	120	117	36	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	876	773	839	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	905	799	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	876	0	839	935
Mov Cap-2 Maneuver	-	-	876	0	839	-
Stage 1	-	-	-	0	908	-
Stage 2	-	-	905	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.5	9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	918	-	-	876
HCM Lane V/C Ratio	0.007	-	-	0.086
HCM Control Delay (s)	9	-	-	9.5
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	116	23	44	45	33	55
Future Vol, veh/h	116	23	44	45	33	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	25	48	49	36	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	284	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	706	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	681	909
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	808	-	-	1430	-
HCM Lane V/C Ratio	0.118	-	-	0.033	-
HCM Control Delay (s)	10.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	51	115	43	198	236	41
Future Vol, veh/h	51	115	43	198	236	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	125	47	215	257	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	588	279	301	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	471	760	1260	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	451	760	1260	-	-	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	628	-	-
HCM Lane V/C Ratio	0.037	-	0.287	-	-
HCM Control Delay (s)	8	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	1	92	10	1	62
Future Vol, veh/h	10	1	92	10	1	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	100	11	1	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	175	105	0	0	111	0
Stage 1	105	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	815	949	-	-	1479	-
Stage 1	919	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	814	949	-	-	1479	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	825	1479	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	25	33	32	29
Demand Flow Rate, veh/h	25	33	32	29
Vehicles Circulating, veh/h	31	31	24	34
Vehicles Exiting, veh/h	32	25	32	30
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.6	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	25	33	32	29
Cap Entry Lane, veh/h	1095	1095	1103	1092
Entry HV Adj Factor	0.994	0.992	0.993	0.991
Flow Entry, veh/h	25	33	32	29
Cap Entry, veh/h	1088	1086	1094	1082
V/C Ratio	0.023	0.030	0.029	0.027
Control Delay, s/veh	3.5	3.6	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	17	15	13
Demand Flow Rate, veh/h	20	17	15	13
Vehicles Circulating, veh/h	8	20	13	27
Vehicles Exiting, veh/h	32	8	15	10
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	17	15	13
Cap Entry Lane, veh/h	1121	1108	1115	1100
Entry HV Adj Factor	0.992	0.980	0.993	0.988
Flow Entry, veh/h	20	17	15	13
Cap Entry, veh/h	1111	1085	1107	1086
V/C Ratio	0.018	0.015	0.013	0.012
Control Delay, s/veh	3.4	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	14	10	5	11
Demand Flow Rate, veh/h	14	10	5	11
Vehicles Circulating, veh/h	13	4	16	12
Vehicles Exiting, veh/h	10	17	11	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	14	10	5	11
Cap Entry Lane, veh/h	1115	1125	1112	1116
Entry HV Adj Factor	0.985	0.984	0.996	0.988
Flow Entry, veh/h	14	10	5	11
Cap Entry, veh/h	1097	1107	1107	1102
V/C Ratio	0.013	0.009	0.004	0.010
Control Delay, s/veh	3.4	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	18	16	118	80	2
Future Vol, veh/h	2	18	16	118	80	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	20	17	128	87	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	187	45	89	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	784	1015	1504	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	775	1015	1504	-	-	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	985	-	-
HCM Lane V/C Ratio	0.012	-	0.022	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	26	210	87	53	288
Future Vol, veh/h	28	26	210	87	53	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	28	228	95	58	313

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	656	228	0	0	228	0
Stage 1	228	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	430	811	-	-	1340	-
Stage 1	810	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	408	811	-	-	1340	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	408	811	1340	-
HCM Lane V/C Ratio	-	-	0.075	0.035	0.043	-
HCM Control Delay (s)	-	-	14.5	9.6	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	3	98	12	4	68
Future Vol, veh/h	6	3	98	12	4	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	107	13	4	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	196	113	0	0	120	0
Stage 1	113	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	793	940	-	-	1468	-
Stage 1	912	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	940	-	-	1468	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	1468	-
HCM Lane V/C Ratio	-	-	0.012	0.003	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	2	0	0	0	1	4	0	0	8	0
Future Vol, veh/h	0	7	2	0	0	0	1	4	0	0	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	2	0	0	0	1	4	0	0	9	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.5	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	78%	0%	20%
Vol Thru, %	100%	22%	20%	40%
Vol Right, %	0%	0%	80%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	9	5	10
LT Vol	0	7	0	2
Through Vol	8	2	1	4
RT Vol	0	0	4	4
Lane Flow Rate	9	10	5	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.011	0.005	0.011
Departure Headway (Hd)	3.97	4.129	3.497	3.768
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	871	1028	954
Service Time	1.975	2.135	1.504	1.774
HCM Lane V/C Ratio	0.01	0.011	0.005	0.012
HCM Control Delay	7	7.2	6.5	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	4	4
Future Vol, veh/h	0	2	4	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	4	4
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	14	18	12
Demand Flow Rate, veh/h	5	14	18	12
Vehicles Circulating, veh/h	15	15	7	7
Vehicles Exiting, veh/h	4	10	13	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	5	14	18	12
Cap Entry Lane, veh/h	1113	1113	1122	1122
Entry HV Adj Factor	0.988	0.997	0.986	0.987
Flow Entry, veh/h	5	14	18	12
Cap Entry, veh/h	1099	1109	1105	1107
V/C Ratio	0.004	0.013	0.016	0.011
Control Delay, s/veh	3.3	3.3	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	10	21	1	2	6
Future Vol, veh/h	3	10	21	1	2	6
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	23	1	2	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	45	33
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	965	1041
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	955	1032
Mov Cap-2 Maneuver	-	-	-	-	955	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	1012
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	5	20	0	35	4	8	0	13	104	28
Future Vol, veh/h	0	1	5	20	0	35	4	8	0	13	104	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	5	22	0	38	4	9	0	14	113	30
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	7.7	8.6	8.1
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	55%	0%	20%	0%	33%	0%	100%	97%
Vol Right, %	0%	0%	45%	0%	80%	0%	67%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	69	63	1	25	35	12	8	59	31
LT Vol	13	0	0	1	0	35	0	8	0	0
Through Vol	0	69	35	0	5	0	4	0	59	30
RT Vol	0	0	28	0	20	0	8	0	0	1
Lane Flow Rate	14	75	68	1	27	38	13	9	64	33
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.022	0.104	0.088	0.002	0.036	0.061	0.017	0.013	0.091	0.047
Departure Headway (Hd)	5.486	4.985	4.671	5.818	4.759	5.759	4.793	5.572	5.071	5.048
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	654	721	769	616	753	623	747	644	708	711
Service Time	3.204	2.702	2.389	3.544	2.485	3.484	2.518	3.292	2.791	2.768
HCM Lane V/C Ratio	0.021	0.104	0.088	0.002	0.036	0.061	0.017	0.014	0.09	0.046
HCM Control Delay	8.3	8.3	7.8	8.6	7.7	8.9	7.6	8.4	8.3	8
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0	0.1	0.2	0.1	0	0.3	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	89	1
Future Vol, veh/h	0	8	89	1
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	97	1
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	312	0	0	0	343	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	312	0	0	0	343	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	339	0	0	0	373	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.3	11.9
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	312	0	0	0	0	343	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	312	0	0	0	0	343	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	339	0	0	0	0	373	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.444	0	0	0	0	0.486	0
Departure Headway (Hd)	5.214	4.712	4.712	6.2	6.2	4.692	4.692	4.692
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	680	756	0	0	0	0	761	0
Service Time	2.998	2.496	2.496	3.9	3.9	2.467	2.467	2.467
HCM Lane V/C Ratio	0.001	0.448	0	0	0	0	0.49	0
HCM Control Delay	8	11.3	7.5	8.9	8.9	7.5	11.9	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.3	0	0	0	0	2.7	0

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	26	35	75	278	34	17	40	104	277	17	57	11
Future Vol, veh/h	26	35	75	278	34	17	40	104	277	17	57	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	38	82	302	37	18	43	113	301	18	62	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	317	299	62	318	299	113	62	0	0	113	0	0
Stage 1	99	99	-	200	200	-	-	-	-	-	-	-
Stage 2	218	200	-	118	99	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	636	613	1003	635	613	940	1541	-	-	1476	-	-
Stage 1	907	813	-	802	736	-	-	-	-	-	-	-
Stage 2	784	736	-	887	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	589	1003	538	589	940	1541	-	-	1476	-	-
Mov Cap-2 Maneuver	576	589	-	538	589	-	-	-	-	-	-	-
Stage 1	882	803	-	780	715	-	-	-	-	-	-	-
Stage 2	709	715	-	767	803	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	18.5	0.7	1.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	576	589	1003	538	589	940	1476	-	-
HCM Lane V/C Ratio	0.028	-	-	0.049	0.065	0.081	0.562	0.063	0.02	0.013	-	-
HCM Control Delay (s)	7.4	-	-	11.6	11.5	8.9	19.9	11.5	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.3	3.4	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	2	0	0	0	0	5	0	0	19	0
Future Vol, veh/h	0	15	2	0	0	0	0	5	0	0	19	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	2	0	0	0	0	5	0	0	21	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.5	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	88%	0%	6%
Vol Thru, %	100%	12%	0%	50%
Vol Right, %	0%	0%	100%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	17	5	32
LT Vol	0	15	0	2
Through Vol	19	2	0	16
RT Vol	0	0	5	14
Lane Flow Rate	21	18	5	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.022	0.005	0.036
Departure Headway (Hd)	4.001	4.211	3.443	3.74
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	897	851	1038	959
Service Time	2.017	2.23	1.467	1.756
HCM Lane V/C Ratio	0.023	0.021	0.005	0.036
HCM Control Delay	7.1	7.3	6.5	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	16	14
Future Vol, veh/h	0	2	16	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	17	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	5	12	13
Demand Flow Rate, veh/h	7	5	12	13
Vehicles Circulating, veh/h	11	14	7	7
Vehicles Exiting, veh/h	9	5	11	12
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	5	12	13
Cap Entry Lane, veh/h	1118	1114	1122	1122
Entry HV Adj Factor	0.992	0.988	0.987	0.986
Flow Entry, veh/h	7	5	12	13
Cap Entry, veh/h	1108	1101	1107	1107
V/C Ratio	0.006	0.004	0.011	0.012
Control Delay, s/veh	3.3	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	10	10	0
Demand Flow Rate, veh/h	3	10	10	0
Vehicles Circulating, veh/h	8	0	3	10
Vehicles Exiting, veh/h	2	13	8	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	10	10	0
Cap Entry Lane, veh/h	1121	1130	1127	1119
Entry HV Adj Factor	0.980	0.996	1.000	1.000
Flow Entry, veh/h	3	10	10	0
Cap Entry, veh/h	1098	1125	1126	1118
V/C Ratio	0.003	0.009	0.009	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	13	21	156	142	2
Future Vol, veh/h	3	13	21	156	142	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	170	154	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	285	78	157	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	682	967	1420	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	670	967	1420	-	-	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1420	-	893	-	-
HCM Lane V/C Ratio	0.016	-	0.019	-	-
HCM Control Delay (s)	7.6	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	638	82	69	552	5	105	1	53	34	2	80
Future Volume (veh/h)	95	638	82	69	552	5	105	1	53	34	2	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	103	693	89	75	600	5	114	1	58	37	2	87
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	862	355	109	784	7	513	5	261	48	3	113
Arrive On Green	0.09	0.24	0.24	0.07	0.22	0.20	0.46	0.46	0.45	0.10	0.10	0.09
Sat Flow, veh/h	1634	3539	1458	1634	3597	30	1124	10	572	481	26	1132
Grp Volume(v), veh/h	103	693	89	75	295	310	173	0	0	126	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1706	0	0	1639	0	0
Q Serve(g_s), s	7.3	22.1	5.9	5.4	18.8	18.8	7.4	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	22.1	5.9	5.4	18.8	18.8	7.4	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	151	862	355	109	386	405	779	0	0	164	0	0
V/C Ratio(X)	0.68	0.80	0.25	0.69	0.77	0.77	0.22	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	779	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	42.7	36.6	54.8	44.0	44.1	19.8	0.0	0.0	52.9	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.0	0.3	12.7	2.8	2.7	0.7	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.0	2.4	2.8	9.5	9.9	3.6	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	58.8	44.7	36.9	67.5	46.9	46.8	20.4	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	E	D	D	E	D	D	C			E		
Approach Vol, veh/h		885			680			173			126	
Approach Delay, s/veh		45.5			49.1			20.4			60.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		58.8	12.0	33.2		16.0	15.1	30.1
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		9.4	7.4	24.1		11.0	9.3	20.8
Green Ext Time (p_c), s		0.4	0.0	3.1		0.4	0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	608	108	21	517	10	74	11	32	16	7	31
Future Volume (veh/h)	28	608	108	21	517	10	74	11	32	16	7	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	30	661	117	23	562	11	80	12	35	17	8	34
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	801	142	56	712	14	806	229	668	34	22	93
Arrive On Green	0.10	0.27	0.25	0.03	0.20	0.18	0.49	0.55	0.54	0.02	0.07	0.07
Sat Flow, veh/h	1774	3002	531	1634	3550	69	1634	419	1223	1774	305	1295
Grp Volume(v), veh/h	30	389	389	23	280	293	80	0	47	17	0	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1634	1770	1849	1634	0	1643	1774	0	1599
Q Serve(g_s), s	1.9	24.8	24.9	1.7	18.0	18.1	3.1	0.0	1.6	1.1	0.0	3.0
Cycle Q Clear(g_c), s	1.9	24.8	24.9	1.7	18.0	18.1	3.1	0.0	1.6	1.1	0.0	3.0
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.74	1.00		0.81
Lane Grp Cap(c), veh/h	179	472	471	56	355	371	806	0	897	34	0	115
V/C Ratio(X)	0.17	0.82	0.83	0.41	0.79	0.79	0.10	0.00	0.05	0.49	0.00	0.37
Avail Cap(c_a), veh/h	179	900	896	82	811	848	806	0	897	136	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	41.3	41.7	56.7	45.5	45.6	16.2	0.0	12.8	58.3	0.0	53.3
Incr Delay (d2), s/veh	0.3	2.5	2.5	4.7	3.9	3.8	0.1	0.0	0.1	10.5	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.4	12.4	0.8	9.2	9.6	1.4	0.0	0.8	0.7	0.0	1.6
LnGrp Delay(d),s/veh	49.6	43.8	44.2	61.4	49.5	49.4	16.2	0.0	13.0	68.8	0.0	62.1
LnGrp LOS	D	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		808			596			127			59	
Approach Delay, s/veh		44.2			49.9			15.0			64.0	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	69.5	8.1	36.0	63.2	12.6	16.1	28.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	3.7	26.9	5.1	5.0	3.9	20.1
Green Ext Time (p_c), s	0.0	0.4	0.0	3.1	0.1	0.1	1.7	2.0

Intersection Summary		
HCM 2010 Ctrl Delay	44.7	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	561	70	116	504	34	109
Future Vol, veh/h	561	70	116	504	34	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	610	76	126	548	37	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	686	0	1174	343
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	904	-	185	653
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	904	-	159	653
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	376	-	-	904	-
HCM Lane V/C Ratio	0.413	-	-	0.139	-
HCM Control Delay (s)	21.2	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0.5	-

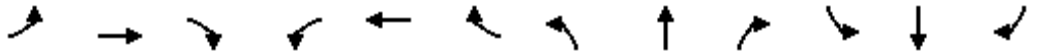
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	697	5	23	632	3	18
Future Vol, veh/h	697	5	23	632	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	758	5	25	687	3	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	763	0	1153	382
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	845	-	191	616
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	845	-	185	616
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	-	-	845	-
HCM Lane V/C Ratio	0.032	-	-	0.03	-
HCM Control Delay (s)	10.2	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	403	89	97	356	81	91	504	72	56	462	200
Future Volume (veh/h)	203	403	89	97	356	81	91	504	72	56	462	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	221	438	97	105	387	88	99	548	78	61	502	217
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	983	405	323	1055	435	157	987	406	111	605	260
Arrive On Green	0.18	0.28	0.28	0.20	0.30	0.30	0.10	0.28	0.28	0.07	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2412	1037
Grp Volume(v), veh/h	221	438	97	105	387	88	99	548	78	61	368	351
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	11.6	9.2	3.2	5.0	7.8	4.1	5.2	11.9	2.0	3.3	17.7	17.9
Cycle Q Clear(g_c), s	11.6	9.2	3.2	5.0	7.8	4.1	5.2	11.9	2.0	3.3	17.7	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	290	983	405	323	1055	435	157	987	406	111	444	421
V/C Ratio(X)	0.76	0.45	0.24	0.33	0.37	0.20	0.63	0.56	0.19	0.55	0.83	0.83
Avail Cap(c_a), veh/h	436	983	405	323	1055	435	163	987	406	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	26.8	11.7	31.0	24.9	23.6	39.1	27.7	7.2	40.6	31.9	32.6
Incr Delay (d2), s/veh	4.3	1.5	1.4	0.6	1.0	1.0	6.7	0.6	0.2	4.2	11.2	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.7	1.4	2.3	3.9	1.7	2.7	5.9	0.8	1.6	10.0	9.8
LnGrp Delay(d),s/veh	39.5	28.2	13.1	31.5	25.9	24.7	45.9	28.3	7.5	44.8	43.1	44.8
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		756			580			725			780	
Approach Delay, s/veh		29.6			26.7			28.5			44.0	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	29.1	21.8	29.0	12.6	26.6	20.0	30.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.3	13.9	7.0	11.2	7.2	19.9	13.6	9.8
Green Ext Time (p_c), s	0.0	3.6	0.3	1.7	0.0	0.7	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	576	6	9	392	5	29	0	23	4	0	0
Future Vol, veh/h	0	576	6	9	392	5	29	0	23	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	626	7	10	426	5	32	0	25	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	432	0	0	626	0	0	1074	1077	626	1087	1074	429
Stage 1	-	-	-	-	-	-	626	626	-	448	448	-
Stage 2	-	-	-	-	-	-	448	451	-	639	626	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1128	-	-	956	-	-	198	219	484	194	220	626
Stage 1	-	-	-	-	-	-	472	477	-	590	573	-
Stage 2	-	-	-	-	-	-	590	571	-	464	477	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1128	-	-	956	-	-	196	216	484	182	217	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	216	-	182	217	-
Stage 1	-	-	-	-	-	-	472	477	-	590	565	-
Stage 2	-	-	-	-	-	-	582	563	-	440	477	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	22.1	25.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	1128	-	-	956	-	-	182
HCM Lane V/C Ratio	0.212	-	-	-	0.01	-	-	0.024
HCM Control Delay (s)	22.1	0	-	-	8.8	0	-	25.3
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1

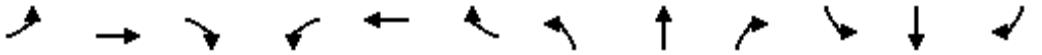
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	598	0	5	421	4	0	0	4	3	0	0
Future Vol, veh/h	0	598	0	5	421	4	0	0	4	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	650	0	5	458	4	0	0	4	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	650	0	0	1121	1123	650	1123	1121	460
Stage 1	-	-	-	-	-	-	650	650	-	471	471	-
Stage 2	-	-	-	-	-	-	471	473	-	652	650	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1099	-	-	936	-	-	183	206	469	183	206	601
Stage 1	-	-	-	-	-	-	458	465	-	573	560	-
Stage 2	-	-	-	-	-	-	573	558	-	457	465	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	936	-	-	182	205	469	180	205	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	205	-	180	205	-
Stage 1	-	-	-	-	-	-	458	465	-	573	556	-
Stage 2	-	-	-	-	-	-	569	554	-	453	465	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.7	25.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1099	-	-	936	-	-	180
HCM Lane V/C Ratio	0.009	-	-	-	0.006	-	-	0.018
HCM Control Delay (s)	12.7	0	-	-	8.9	0	-	25.4
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	506	82	169	325	176	70	307	198	108	254	36
Future Volume (veh/h)	39	506	82	169	325	176	70	307	198	108	254	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	550	89	184	353	191	76	334	215	117	276	39
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	466	365	220	659	516	96	681	533	82	664	520
Arrive On Green	0.03	0.25	0.25	0.04	0.12	0.12	0.02	0.12	0.12	0.05	0.36	0.36
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	550	89	184	353	191	76	334	215	117	276	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	22.5	4.4	10.1	16.1	10.9	4.2	15.1	12.3	4.5	10.1	1.6
Cycle Q Clear(g_c), s	2.3	22.5	4.4	10.1	16.1	10.9	4.2	15.1	12.3	4.5	10.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	466	365	220	659	516	96	681	533	82	664	520
V/C Ratio(X)	0.83	1.18	0.24	0.84	0.54	0.37	0.79	0.49	0.40	1.43	0.42	0.08
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	681	533	82	664	520
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	33.7	27.0	42.0	32.8	30.5	43.6	31.7	30.5	42.8	21.9	19.2
Incr Delay (d2), s/veh	29.4	101.7	0.3	15.8	0.7	0.4	11.9	2.2	2.0	251.0	1.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	24.7	1.8	5.5	8.4	4.5	2.2	8.2	5.3	7.7	5.5	0.7
LnGrp Delay(d),s/veh	72.7	135.4	27.3	57.8	33.5	30.9	55.4	34.0	32.5	293.8	23.8	19.4
LnGrp LOS	E	F	C	E	C	C	E	C	C	F	C	B
Approach Vol, veh/h		681			728			625			432	
Approach Delay, s/veh		117.4			39.0			36.1			96.5	
Approach LOS		F			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	37.4	16.6	27.0	9.8	36.6	7.3	36.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	17.1	12.1	24.5	6.2	12.1	4.3	18.1
Green Ext Time (p_c), s	0.0	2.7	0.2	0.0	0.1	2.4	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	70.0
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	700

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	118	652	15	14	699	202	9	16	7	217	17	131
Future Vol, veh/h	118	652	15	14	699	202	9	16	7	217	17	131
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	709	16	15	760	220	10	17	8	236	18	142

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	979	0	0	725	0	0	1953	1983	717	1886	1882	870
Stage 1	-	-	-	-	-	-	973	973	-	900	900	-
Stage 2	-	-	-	-	-	-	980	1010	-	986	982	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	705	-	-	878	-	-	48	61	430	~ 54	71	351
Stage 1	-	-	-	-	-	-	303	330	-	333	357	-
Stage 2	-	-	-	-	-	-	301	317	-	298	327	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	705	-	-	878	-	-	15	41	430	~ 27	47	351
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	41	-	~ 27	47	-
Stage 1	-	-	-	-	-	-	211	229	-	~ 231	343	-
Stage 2	-	-	-	-	-	-	162	304	-	~ 188	227	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.1	$ 372.5	$ 3985.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	705	-	-	878	-	-	42
HCM Lane V/C Ratio	1.087	0.182	-	-	0.017	-	-	9.446
HCM Control Delay (s)	$ 372.5	11.2	0	-	9.2	0	-	$ 3985.1
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.8	0.7	-	-	0.1	-	-	47.5

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	607	118	116	842	23	71	7	41	12	4	4
Future Volume (veh/h)	3	607	118	116	842	23	71	7	41	12	4	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	3	660	128	126	915	25	77	8	45	13	4	4
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	725	568	159	900	705	96	561	439	20	474	371
Arrive On Green	0.01	0.78	0.78	0.10	0.48	0.48	0.06	0.30	0.30	0.01	0.25	0.25
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	3	660	128	126	915	25	77	8	45	13	4	4
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.2	24.2	2.1	6.8	43.5	0.8	4.2	0.3	2.0	0.7	0.1	0.2
Cycle Q Clear(g_c), s	0.2	24.2	2.1	6.8	43.5	0.8	4.2	0.3	2.0	0.7	0.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	725	568	159	900	705	96	561	439	20	474	371
V/C Ratio(X)	0.57	0.91	0.23	0.79	1.02	0.04	0.80	0.01	0.10	0.65	0.01	0.01
Avail Cap(c_a), veh/h	73	725	568	536	900	705	107	561	439	73	474	371
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	8.8	6.3	39.7	23.2	12.2	41.8	22.1	22.7	44.2	25.0	25.1
Incr Delay (d2), s/veh	72.0	15.6	0.2	8.6	34.1	0.0	31.4	0.0	0.5	29.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	14.5	0.8	3.5	30.8	0.3	2.7	0.1	0.9	0.5	0.1	0.1
LnGrp Delay(d),s/veh	116.7	24.3	6.5	48.4	57.4	12.2	73.3	22.1	23.1	73.8	25.1	25.1
LnGrp LOS	F	C	A	D	F	B	E	C	C	E	C	C
Approach Vol, veh/h		791			1066			130			21	
Approach Delay, s/veh		21.8			55.3			52.8			55.3	
Approach LOS		C			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	31.6	13.2	39.5	9.8	27.4	4.8	48.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	2.7	4.0	8.8	26.2	6.2	2.2	2.2	45.5
Green Ext Time (p_c), s	0.0	0.1	0.3	0.0	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	821	860	40	0	5
Future Vol, veh/h	9	821	860	40	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	892	935	43	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	978	0	-	0	1869	957
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	912	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	706	-	-	-	79	313
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	706	-	-	-	77	313
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	706	-	-	-	313
HCM Lane V/C Ratio	0.014	-	-	-	0.017
HCM Control Delay (s)	10.2	0	-	-	16.7
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	619	267	157	504	38	357	105	188	47	79	82
Future Volume (veh/h)	35	619	267	157	504	38	357	105	188	47	79	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	38	673	290	171	548	41	388	114	204	51	86	89
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	728	567	191	861	672	177	1077	441	90	888	362
Arrive On Green	0.04	0.39	0.39	0.12	0.46	0.46	0.04	0.10	0.10	0.06	0.25	0.25
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1451	1634	3539	1444
Grp Volume(v), veh/h	38	673	290	171	548	41	388	114	204	51	86	89
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1451	1634	1770	1444
Q Serve(g_s), s	2.7	41.4	12.0	12.4	26.9	1.9	13.0	3.5	11.0	3.7	2.2	5.9
Cycle Q Clear(g_c), s	2.7	41.4	12.0	12.4	26.9	1.9	13.0	3.5	11.0	3.7	2.2	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	728	567	191	861	672	177	1077	441	90	888	362
V/C Ratio(X)	0.52	0.92	0.51	0.90	0.64	0.06	2.19	0.11	0.46	0.57	0.10	0.25
Avail Cap(c_a), veh/h	82	761	593	191	885	690	177	1077	441	109	888	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	34.9	12.1	52.3	24.6	17.8	57.9	39.1	21.2	55.3	34.5	35.9
Incr Delay (d2), s/veh	5.5	16.7	0.7	26.7	0.9	0.0	553.1	0.2	3.2	5.5	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	24.7	4.9	7.0	14.1	0.8	33.1	1.8	4.8	1.8	1.1	2.5
LnGrp Delay(d),s/veh	61.6	51.6	12.8	79.0	25.5	17.9	611.0	39.3	24.4	60.7	34.7	37.5
LnGrp LOS	E	D	B	E	C	B	F	D	C	E	C	D
Approach Vol, veh/h		1001			760			706			226	
Approach Delay, s/veh		40.7			37.1			349.2			41.7	
Approach LOS		D			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	40.5	18.0	50.9	17.0	34.1	9.4	59.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	13.0	14.4	43.4	15.0	7.9	4.7	28.9
Green Ext Time (p_c), s	0.0	1.8	0.0	1.5	0.0	1.8	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	120.6
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	807	70	30	625	65	29
Future Volume (veh/h)	807	70	30	625	65	29
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	877	76	33	679	71	32
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1079	845	58	794	524	467
Arrive On Green	0.58	0.58	0.58	0.58	0.32	0.32
Sat Flow, veh/h	1863	1458	28	1370	1634	1458
Grp Volume(v), veh/h	877	76	712	0	71	32
Grp Sat Flow(s),veh/h/ln	1863	1458	1397	0	1634	1458
Q Serve(g_s), s	33.7	2.1	9.5	0.0	2.8	1.4
Cycle Q Clear(g_c), s	33.7	2.1	43.2	0.0	2.8	1.4
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	1079	845	852	0	524	467
V/C Ratio(X)	0.81	0.09	0.84	0.00	0.14	0.07
Avail Cap(c_a), veh/h	1252	980	1009	0	524	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.74	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	8.4	14.5	0.0	21.7	21.2
Incr Delay (d2), s/veh	2.1	0.0	4.1	0.0	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	0.8	16.8	0.0	1.3	0.6
LnGrp Delay(d),s/veh	17.2	8.4	18.6	0.0	22.3	21.5
LnGrp LOS	B	A	B		C	C
Approach Vol, veh/h	953			712	103	
Approach Delay, s/veh	16.5			18.6	22.0	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		33.3		56.7				56.7
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		4.8		35.7				45.2
Green Ext Time (p_c), s		0.2		8.6				7.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	533	116	306	464	34	118	405	155	62	306	78
Future Volume (veh/h)	175	533	116	306	464	34	118	405	155	62	306	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	190	579	126	333	504	37	128	440	168	67	333	85
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	787	324	446	763	314	136	1097	415	110	1178	297
Arrive On Green	0.15	0.22	0.22	0.14	0.22	0.22	0.17	0.87	0.84	0.07	0.42	0.40
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2513	951	1634	2802	705
Grp Volume(v), veh/h	190	579	126	333	504	37	128	309	299	67	209	209
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1695	1634	1770	1738
Q Serve(g_s), s	13.5	18.3	8.8	12.1	15.6	2.5	9.3	4.1	4.7	4.8	9.3	9.6
Cycle Q Clear(g_c), s	13.5	18.3	8.8	12.1	15.6	2.5	9.3	4.1	4.7	4.8	9.3	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.41
Lane Grp Cap(c), veh/h	241	787	324	446	763	314	136	772	740	110	744	731
V/C Ratio(X)	0.79	0.74	0.39	0.75	0.66	0.12	0.94	0.40	0.40	0.61	0.28	0.29
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	772	740	136	744	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.86	0.86	0.86	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	43.4	39.7	49.5	43.1	37.9	49.7	4.6	5.3	54.4	22.9	23.2
Incr Delay (d2), s/veh	5.8	1.1	0.4	2.9	0.9	0.1	54.7	1.4	1.5	5.4	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	9.0	3.6	5.5	7.7	1.0	6.3	2.2	2.3	2.3	4.7	4.8
LnGrp Delay(d),s/veh	55.1	44.5	40.1	52.4	43.9	38.0	104.4	5.9	6.7	59.8	23.8	24.2
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	C	C
Approach Vol, veh/h		895			874			736			485	
Approach Delay, s/veh		46.1			46.9			23.4			28.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	56.4	20.9	30.7	14.0	54.4	21.7	29.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	10.8	6.7	14.1	20.3	11.3	11.6	15.5	17.6
Green Ext Time (p_c), s	0.0	3.9	0.8	4.4	0.0	3.8	0.3	4.8

Intersection Summary		
HCM 2010 Ctrl Delay	38.0	
HCM 2010 LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	287	101	290	361	72	197	587	82	81	471	83
Future Volume (veh/h)	195	287	101	290	361	72	197	587	82	81	471	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	212	312	110	315	392	78	214	638	89	88	512	90
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	454	187	390	721	297	1002	1592	656	158	651	268
Arrive On Green	0.16	0.13	0.13	0.24	0.20	0.20	0.32	0.45	0.45	0.05	0.18	0.18
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	212	312	110	315	392	78	214	638	89	88	512	90
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	15.0	10.1	8.5	21.8	11.9	5.4	5.9	14.5	1.7	3.3	16.6	4.4
Cycle Q Clear(g_c), s	15.0	10.1	8.5	21.8	11.9	5.4	5.9	14.5	1.7	3.3	16.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	454	187	390	721	297	1002	1592	656	158	651	268
V/C Ratio(X)	0.80	0.69	0.59	0.81	0.54	0.26	0.21	0.40	0.14	0.56	0.79	0.34
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1002	1592	656	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	50.0	49.3	43.1	42.8	40.2	30.1	22.1	2.9	55.7	46.7	19.6
Incr Delay (d2), s/veh	3.6	1.2	1.9	5.8	0.6	0.5	0.1	0.8	0.4	4.2	9.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.0	3.5	10.4	5.9	2.2	2.6	7.3	0.7	1.5	8.9	2.0
LnGrp Delay(d),s/veh	51.9	51.2	51.3	48.9	43.4	40.7	30.2	22.9	3.3	59.9	56.1	22.9
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		634			785			941			690	
Approach Delay, s/veh		51.5			45.4			22.7			52.2	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	32.6	19.4	41.9	26.1	23.6	28.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	16.5	23.8	12.1	7.9	18.6	17.0	13.9
Green Ext Time (p_c), s	0.0	3.4	2.8	1.3	0.0	1.5	0.6	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	44	93	49	9	91	26	465	111	79	425	13
Future Volume (veh/h)	45	44	93	49	9	91	26	465	111	79	425	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	49	48	101	53	10	99	28	505	121	86	462	14
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	180	141	66	187	146	40	1114	872	106	1193	1014
Arrive On Green	0.04	0.10	0.10	0.04	0.10	0.10	0.02	0.60	0.60	0.13	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	49	48	101	53	10	99	28	505	121	86	462	14
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	2.7	2.2	6.1	2.9	0.4	5.9	1.4	13.5	3.3	4.6	0.0	0.0
Cycle Q Clear(g_c), s	2.7	2.2	6.1	2.9	0.4	5.9	1.4	13.5	3.3	4.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	180	141	66	187	146	40	1114	872	106	1193	1014
V/C Ratio(X)	0.82	0.27	0.72	0.80	0.05	0.68	0.71	0.45	0.14	0.81	0.39	0.01
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1114	872	118	1193	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.84	0.84	0.84
Uniform Delay (d), s/veh	43.0	37.7	39.5	42.8	36.6	39.1	43.7	10.0	7.9	38.6	0.0	0.0
Incr Delay (d2), s/veh	34.9	0.8	6.7	19.3	0.1	5.4	17.0	1.1	0.3	26.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.1	2.7	1.7	0.2	2.6	0.9	7.2	1.4	2.8	0.3	0.0
LnGrp Delay(d),s/veh	78.0	38.5	46.2	62.1	36.7	44.4	60.7	11.1	8.2	65.4	0.8	0.0
LnGrp LOS	E	D	D	E	D	D	E	B	A	E	A	A
Approach Vol, veh/h		198			162			654			562	
Approach Delay, s/veh		52.2			49.7			12.7			10.7	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	58.3	8.2	13.2	6.5	62.2	7.8	13.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	1.6	15.5	4.9	8.1	3.4	2.0	4.7	7.9
Green Ext Time (p_c), s	0.0	3.8	0.1	0.6	0.0	4.4	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	26	201	4	48	136	46	5	133	53	29	9	15
Future Vol, veh/h	26	201	4	48	136	46	5	133	53	29	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	218	4	52	148	50	5	145	58	32	10	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	223	0	0	460	579	111	515	556	99
Stage 1	-	-	-	-	-	-	277	277	-	277	277	-
Stage 2	-	-	-	-	-	-	183	302	-	238	279	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1372	-	-	1343	-	-	485	425	921	443	438	937
Stage 1	-	-	-	-	-	-	706	680	-	706	680	-
Stage 2	-	-	-	-	-	-	801	663	-	744	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1343	-	-	447	400	921	286	412	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	400	-	286	412	-
Stage 1	-	-	-	-	-	-	692	666	-	692	654	-
Stage 2	-	-	-	-	-	-	745	637	-	535	664	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	17.9	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	477	1372	-	-	1343	-	-	381
HCM Lane V/C Ratio	0.012	0.424	0.021	-	-	0.039	-	-	0.151
HCM Control Delay (s)	13.2	18	7.7	-	-	7.8	-	-	16.1
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.1	0.1	-	-	0.1	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	121	174	128	104	30	188	465	247	31	360	37
Future Volume (veh/h)	42	121	174	128	104	30	188	465	247	31	360	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	132	189	139	113	33	204	505	268	34	391	40
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	272	244	177	582	164	204	1261	667	68	1555	158
Arrive On Green	0.05	0.15	0.14	0.11	0.21	0.20	0.25	1.00	1.00	0.08	0.96	0.96
Sat Flow, veh/h	1634	1770	1583	1634	2727	769	1634	2239	1184	1634	3244	330
Grp Volume(v), veh/h	46	132	189	139	72	74	204	399	374	34	212	219
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1727	1634	1770	1654	1634	1770	1804
Q Serve(g_s), s	3.3	8.2	13.8	9.9	4.0	4.3	15.0	0.0	0.0	2.4	0.8	0.8
Cycle Q Clear(g_c), s	3.3	8.2	13.8	9.9	4.0	4.3	15.0	0.0	0.0	2.4	0.8	0.8
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.72	1.00		0.18
Lane Grp Cap(c), veh/h	80	272	244	177	377	368	204	996	931	68	848	865
V/C Ratio(X)	0.57	0.48	0.78	0.79	0.19	0.20	1.00	0.40	0.40	0.50	0.25	0.25
Avail Cap(c_a), veh/h	144	457	409	177	493	481	204	996	931	82	848	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.8	46.4	49.6	52.1	38.7	39.1	45.0	0.0	0.0	53.8	1.3	1.3
Incr Delay (d2), s/veh	6.4	1.3	5.2	20.4	0.2	0.3	58.1	1.0	1.1	5.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	6.4	5.5	2.0	2.1	10.0	0.3	0.3	1.2	0.5	0.5
LnGrp Delay(d),s/veh	62.2	47.7	54.9	72.5	39.0	39.4	103.1	1.0	1.1	58.9	1.9	1.9
LnGrp LOS	E	D	D	E	D	D	F	A	A	E	A	A
Approach Vol, veh/h		367			285			977			465	
Approach Delay, s/veh		53.2			55.4			22.4			6.1	
Approach LOS		D			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	71.6	17.0	22.5	19.0	61.5	9.9	29.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.4	2.0	11.9	15.8	17.0	2.8	5.3	6.3
Green Ext Time (p_c), s	0.0	5.0	0.0	1.0	0.0	5.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	57	240	105	0	14	168	28	0	72	25	14	0	24	63	28
Future Vol, veh/h	0	57	240	105	0	14	168	28	0	72	25	14	0	24	63	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	261	114	0	15	183	30	0	78	27	15	0	26	68	30
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.2	9.8	11.2	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	23%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	57	160	185	14	112	84	115
LT Vol	72	57	0	0	14	0	0	24
Through Vol	25	0	160	80	0	112	56	63
RT Vol	14	0	0	105	0	0	28	28
Lane Flow Rate	121	62	174	201	15	122	91	125
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.22	0.106	0.274	0.294	0.027	0.2	0.144	0.218
Departure Headway (Hd)	6.576	6.175	5.668	5.266	6.419	5.912	5.675	6.275
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	581	635	684	558	607	632	573
Service Time	4.312	3.903	3.396	2.993	4.153	3.646	3.409	4.011
HCM Lane V/C Ratio	0.221	0.107	0.274	0.294	0.027	0.201	0.144	0.218
HCM Control Delay	11.2	9.6	10.5	10.2	9.3	10.1	9.4	10.8
HCM Lane LOS	B	A	B	B	A	B	A	B
HCM 95th-tile Q	0.8	0.4	1.1	1.2	0.1	0.7	0.5	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	171	59	123	127	36	51	658	150	35	600	29
Future Volume (veh/h)	53	171	59	123	127	36	51	658	150	35	600	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	58	186	64	134	138	39	55	715	163	38	652	32
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	248	194	142	301	236	96	1725	393	73	2020	99
Arrive On Green	0.06	0.13	0.13	0.09	0.16	0.16	0.06	0.60	0.59	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2864	653	1634	3434	168
Grp Volume(v), veh/h	58	186	64	134	138	39	55	442	436	38	336	348
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1748	1634	1770	1833
Q Serve(g_s), s	4.2	11.5	4.8	9.8	8.0	2.8	3.9	15.9	16.1	2.7	0.0	0.0
Cycle Q Clear(g_c), s	4.2	11.5	4.8	9.8	8.0	2.8	3.9	15.9	16.1	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	95	248	194	142	301	236	96	1066	1052	73	1041	1078
V/C Ratio(X)	0.61	0.75	0.33	0.95	0.46	0.17	0.57	0.41	0.41	0.52	0.32	0.32
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1066	1052	82	1041	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.47	0.47	0.47	0.89	0.89	0.89
Uniform Delay (d), s/veh	55.2	50.1	47.2	54.5	45.5	43.3	55.0	12.7	12.9	53.4	0.0	0.0
Incr Delay (d2), s/veh	8.2	7.0	1.0	59.3	1.1	0.3	2.5	0.6	0.6	5.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.4	2.0	6.8	4.2	1.1	1.8	7.9	7.9	1.3	0.2	0.2
LnGrp Delay(d),s/veh	63.4	57.1	48.1	113.9	46.6	43.6	57.5	13.2	13.5	58.5	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		308			311			933			722	
Approach Delay, s/veh		56.4			75.2			15.9			3.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	76.3	14.4	20.0	11.0	74.6	11.0	23.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.7	18.1	11.8	13.5	5.9	2.0	6.2	10.0
Green Ext Time (p_c), s	0.0	7.0	0.0	0.7	0.1	7.1	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	194	216	82	117	123	151	573	73	113	634	41
Future Volume (veh/h)	75	194	216	82	117	123	151	573	73	113	634	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	82	211	235	89	127	134	164	623	79	123	689	45
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	709	292	95	639	263	215	1777	732	173	1686	695
Arrive On Green	0.08	0.20	0.20	0.06	0.18	0.18	0.13	0.50	0.50	0.11	0.48	0.48
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	82	211	235	89	127	134	164	623	79	123	689	45
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	5.8	6.1	18.4	6.5	3.7	10.0	11.6	12.8	3.4	8.7	15.2	2.0
Cycle Q Clear(g_c), s	5.8	6.1	18.4	6.5	3.7	10.0	11.6	12.8	3.4	8.7	15.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	709	292	95	639	263	215	1777	732	173	1686	695
V/C Ratio(X)	0.64	0.30	0.80	0.93	0.20	0.51	0.76	0.35	0.11	0.71	0.41	0.06
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1777	732	259	1686	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	53.7	40.8	45.7	56.3	41.8	44.4	50.3	18.0	15.7	51.9	20.4	17.0
Incr Delay (d2), s/veh	5.3	0.2	11.2	69.0	0.1	1.5	7.3	0.5	0.3	3.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.0	8.3	4.8	1.8	4.1	5.7	6.4	1.4	4.1	7.5	0.8
LnGrp Delay(d),s/veh	59.0	41.0	56.9	125.3	41.9	45.8	57.5	18.6	16.0	55.5	20.9	17.1
LnGrp LOS	E	D	E	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		528			350			866			857	
Approach Delay, s/veh		50.9			64.6			25.7			25.7	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	64.3	11.0	28.0	19.8	61.2	13.4	25.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.8	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.7	14.8	8.5	20.4	13.6	17.2	7.8	12.0
Green Ext Time (p_c), s	0.2	7.1	0.0	1.6	0.2	6.9	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	318	203	42	163	78	66	485	100	127	619	70
Future Volume (veh/h)	86	318	203	42	163	78	66	485	100	127	619	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	93	346	221	46	177	85	72	527	109	138	673	76
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	419	263	82	651	268	114	570	446	507	1934	797
Arrive On Green	0.07	0.20	0.18	0.05	0.18	0.18	0.14	0.61	0.61	0.31	0.55	0.55
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	93	292	275	46	177	85	72	527	109	138	673	76
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	6.8	19.0	19.5	3.3	5.2	3.0	5.0	30.4	3.2	7.6	12.8	3.0
Cycle Q Clear(g_c), s	6.8	19.0	19.5	3.3	5.2	3.0	5.0	30.4	3.2	7.6	12.8	3.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	355	327	82	651	268	114	570	446	507	1934	797
V/C Ratio(X)	0.85	0.82	0.84	0.56	0.27	0.32	0.63	0.92	0.24	0.27	0.35	0.10
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	507	1934	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.91	0.91	0.91	0.83	0.83	0.83	0.94	0.94	0.94
Uniform Delay (d), s/veh	55.4	45.9	46.9	55.7	42.1	10.5	50.2	22.1	10.4	31.2	15.2	13.0
Incr Delay (d2), s/veh	41.7	12.6	15.5	7.9	0.2	0.6	7.6	20.2	1.1	0.3	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.5	10.2	1.7	2.6	1.2	2.5	18.4	1.4	3.5	6.4	1.2
LnGrp Delay(d),s/veh	97.1	58.6	62.4	63.6	42.3	11.1	57.8	42.2	11.5	31.4	15.7	13.2
LnGrp LOS	F	E	E	E	D	B	E	D	B	C	B	B
Approach Vol, veh/h		660			308			708			887	
Approach Delay, s/veh		65.6			36.9			39.1			17.9	
Approach LOS		E			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	40.7	10.0	28.1	12.4	69.6	12.0	26.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	9.6	32.4	5.3	21.5	7.0	14.8	8.8	7.2
Green Ext Time (p_c), s	2.1	2.4	0.0	0.5	0.0	3.9	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	305	103	90	148	163	157	701	158	188	472	50
Future Volume (veh/h)	88	305	103	90	148	163	157	701	158	188	472	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	96	332	112	98	161	177	171	762	172	204	513	54
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	473	195	178	564	232	217	1670	688	249	1739	716
Arrive On Green	0.08	0.13	0.13	0.11	0.16	0.16	0.27	0.94	0.94	0.30	0.98	0.98
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	96	332	112	98	161	177	171	762	172	204	513	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.6	10.8	6.3	6.8	4.8	13.9	11.7	2.6	0.6	13.9	0.4	0.1
Cycle Q Clear(g_c), s	6.6	10.8	6.3	6.8	4.8	13.9	11.7	2.6	0.6	13.9	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	473	195	178	564	232	217	1670	688	249	1739	716
V/C Ratio(X)	0.49	0.70	0.57	0.55	0.29	0.76	0.79	0.46	0.25	0.82	0.30	0.08
Avail Cap(c_a), veh/h	196	728	300	178	817	337	327	1670	688	354	1739	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	0.73	0.86	0.86	0.86	0.81	0.81	0.81	0.93	0.93	0.93
Uniform Delay (d), s/veh	49.8	49.7	26.1	50.7	44.4	48.3	42.5	1.9	0.7	40.2	0.5	0.5
Incr Delay (d2), s/veh	1.4	1.4	1.9	3.1	0.2	5.2	5.9	0.7	0.7	9.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.3	2.7	3.2	2.4	5.9	5.6	1.2	0.3	6.9	0.2	0.1
LnGrp Delay(d),s/veh	51.1	51.1	28.0	53.8	44.7	53.5	48.4	2.6	1.4	49.5	0.9	0.7
LnGrp LOS	D	D	C	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		540			436			1105			771	
Approach Delay, s/veh		46.3			50.3			9.5			13.8	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	60.6	17.1	20.0	19.9	63.0	14.0	23.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	15.9	4.6	8.8	12.8	13.7	2.4	8.6	15.9
Green Ext Time (p_c), s	0.4	7.5	0.4	1.3	0.3	7.6	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	353	135	110	273	128	108	1105	73	87	875	304
Future Volume (veh/h)	480	353	135	110	273	128	108	1105	73	87	875	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	522	384	147	120	297	139	117	1201	79	95	951	330
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	736	303	221	541	223	150	1848	761	109	1760	725
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.09	0.52	0.52	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	522	384	147	120	297	139	117	1201	79	95	951	330
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	11.6	10.7	4.4	9.3	10.7	8.4	29.5	3.3	6.9	22.2	17.6
Cycle Q Clear(g_c), s	15.0	11.6	10.7	4.4	9.3	10.7	8.4	29.5	3.3	6.9	22.2	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	736	303	221	541	223	150	1848	761	109	1760	725
V/C Ratio(X)	1.32	0.52	0.48	0.54	0.55	0.62	0.78	0.65	0.10	0.87	0.54	0.46
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1848	761	109	1760	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.85	0.85	0.85	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.5	42.2	41.9	54.0	47.0	47.6	53.3	20.7	14.5	55.5	20.7	19.6
Incr Delay (d2), s/veh	157.0	0.5	1.0	2.1	0.9	2.8	19.9	1.5	0.2	46.0	1.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	5.7	4.4	2.0	4.6	4.5	4.6	14.7	1.4	4.5	11.1	7.5
LnGrp Delay(d),s/veh	209.5	42.7	42.9	56.0	47.9	50.4	73.2	22.3	14.7	101.5	21.8	21.5
LnGrp LOS	F	D	D	E	D	D	E	C	B	F	C	C
Approach Vol, veh/h		1053			556			1397			1376	
Approach Delay, s/veh		125.4			50.3			26.1			27.3	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.7	12.4	29.0	15.0	63.7	19.0	22.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	12.9	31.5	6.4	13.6	10.4	24.2	17.0	12.7
Green Ext Time (p_c), s	0.0	11.2	0.1	3.8	0.0	13.0	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	3	27	59	3	7	25	889	24	17	1177	32
Future Volume (veh/h)	25	3	27	59	3	7	25	889	24	17	1177	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	27	3	29	64	3	8	27	966	26	18	1279	35
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	83	65	102	33	88	60	2575	1061	52	3675	1054
Arrive On Green	0.03	0.04	0.04	0.06	0.07	0.06	0.04	0.73	0.73	0.03	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	450	1201	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	27	3	29	64	0	11	27	966	26	18	1279	35
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1651	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.2	2.0	4.6	0.0	0.8	1.9	12.3	0.2	1.3	11.2	0.8
Cycle Q Clear(g_c), s	1.9	0.2	2.0	4.6	0.0	0.8	1.9	12.3	0.2	1.3	11.2	0.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	83	65	102	0	121	60	2575	1061	52	3675	1054
V/C Ratio(X)	0.49	0.04	0.44	0.62	0.00	0.09	0.45	0.38	0.02	0.35	0.35	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2575	1061	82	3675	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	54.8	41.5	54.9	0.0	52.4	56.6	6.1	0.7	56.9	6.2	4.7
Incr Delay (d2), s/veh	6.5	0.2	4.7	6.1	0.0	0.3	5.3	0.4	0.0	3.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.9	2.3	0.0	0.4	1.0	6.1	0.1	0.6	5.3	0.3
LnGrp Delay(d),s/veh	63.4	55.0	46.2	61.0	0.0	52.7	61.9	6.6	0.8	60.8	6.4	4.8
LnGrp LOS	E	E	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		59			75			1019			1332	
Approach Delay, s/veh		54.5			59.7			7.9			7.1	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	91.3	11.5	9.4	8.4	90.7	8.1	12.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	14.3	6.6	4.0	3.9	13.2	3.9	2.8
Green Ext Time (p_c), s	0.0	15.4	0.0	0.1	0.0	15.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	80	642	83	106	864
Future Volume (veh/h)	44	80	642	83	106	864
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	48	87	698	90	115	939
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	147	131	1338	1048	150	1571
Arrive On Green	0.09	0.09	0.72	0.72	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	48	87	698	90	115	939
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	3.3	6.9	20.2	2.2	8.0	0.0
Cycle Q Clear(g_c), s	3.3	6.9	20.2	2.2	8.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	147	131	1338	1048	150	1571
V/C Ratio(X)	0.33	0.66	0.52	0.09	0.77	0.60
Avail Cap(c_a), veh/h	268	239	1338	1048	150	1571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.78	0.78	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	51.2	52.9	7.6	5.1	47.8	0.0
Incr Delay (d2), s/veh	1.0	4.4	1.5	0.2	20.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.9	10.8	0.9	4.4	0.7
LnGrp Delay(d),s/veh	52.2	57.3	9.1	5.2	67.8	1.6
LnGrp LOS	D	E	A	A	E	A
Approach Vol, veh/h	135		788			1054
Approach Delay, s/veh	55.5		8.6			8.8
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	90.2				105.2		14.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	10.0	22.2				2.0		8.9
Green Ext Time (p_c), s	0.0	10.2				10.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	62	82	35	57	98	97	934	87	84	632	41
Future Volume (veh/h)	58	62	82	35	57	98	97	934	87	84	632	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	63	67	89	38	62	107	105	1015	95	91	687	45
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	112	148	70	81	140	150	1924	180	135	1951	128
Arrive On Green	0.06	0.15	0.14	0.04	0.13	0.12	0.18	1.00	1.00	0.17	1.00	1.00
Sat Flow, veh/h	1634	727	966	1634	615	1061	1634	3272	306	1634	3373	221
Grp Volume(v), veh/h	63	0	156	38	0	169	105	549	561	91	360	372
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1676	1634	1770	1809	1634	1770	1824
Q Serve(g_s), s	4.5	0.0	10.4	2.7	0.0	11.7	7.2	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	10.4	2.7	0.0	11.7	7.2	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	105	0	260	70	0	221	150	1040	1063	135	1024	1055
V/C Ratio(X)	0.60	0.00	0.60	0.55	0.00	0.77	0.70	0.53	0.53	0.67	0.35	0.35
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	1040	1063	163	1024	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.86	0.86	0.86	0.94	0.94	0.94
Uniform Delay (d), s/veh	54.6	0.0	47.8	56.3	0.0	50.8	47.4	0.0	0.0	48.6	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.0	2.1	6.5	0.0	5.5	5.0	1.6	1.6	7.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	5.0	1.4	0.0	5.7	3.5	0.5	0.5	3.1	0.3	0.3
LnGrp Delay(d),s/veh	59.7	0.0	49.9	62.8	0.0	56.3	52.4	1.6	1.6	56.1	0.9	0.9
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		219			207			1215			823	
Approach Delay, s/veh		52.8			57.5			6.0			7.0	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	74.5	9.1	22.4	15.0	73.4	11.7	19.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	13.3	2.0	4.7	12.4	9.2	2.0	6.5	13.7
Green Ext Time (p_c), s	0.0	9.2	0.0	0.6	0.1	9.1	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	49.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	60	3	225	0	101	553	0	0	0	763	159
Future Vol, veh/h	0	0	0	0	0	60	3	225	0	101	553	0	0	0	763	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	65	3	245	0	110	601	0	0	0	829	173
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	15.3	56.2	54.9
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	553	63	225	763	159
LT Vol	101	0	60	0	0	0
Through Vol	0	553	3	0	763	0
RT Vol	0	0	0	225	0	159
Lane Flow Rate	110	601	68	245	829	173
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.22	1	0.156	0.476	1	0.286
Departure Headway (Hd)	7.201	6.7	8.187	7.012	6.56	5.952
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	547	437	511	556	607
Service Time	4.904	4.404	5.96	4.786	4.357	3.656
HCM Lane V/C Ratio	0.219	1.099	0.156	0.479	1.491	0.285
HCM Control Delay	11.9	64.3	12.5	16.1	64.1	11
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	0.8	14.2	0.5	2.5	14.2	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	478	129	374	224	782	0	0	927	167
Future Volume (veh/h)	0	0	0	478	129	374	224	782	0	0	927	167
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				520	140	407	243	850	0	0	1008	182
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1016	579	453	546	2173	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.23	0.82	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				520	140	407	243	850	0	0	1008	182
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				15.6	6.7	32.0	7.9	7.8	0.0	0.0	15.2	3.8
Cycle Q Clear(g_c), s				15.6	6.7	32.0	7.9	7.8	0.0	0.0	15.2	3.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1016	579	453	546	2173	0	0	1430	589
V/C Ratio(X)				0.51	0.24	0.90	0.44	0.39	0.00	0.00	0.70	0.31
Avail Cap(c_a), veh/h				1185	675	529	546	2173	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.74	0.74	0.74	0.91	0.91	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				33.9	30.8	39.5	41.3	5.0	0.0	0.0	8.3	7.2
Incr Delay (d2), s/veh				0.3	0.2	12.9	0.5	0.5	0.0	0.0	2.7	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.1	3.5	14.5	3.5	3.8	0.0	0.0	7.5	1.6
LnGrp Delay(d),s/veh				34.2	31.0	52.4	41.8	5.4	0.0	0.0	11.1	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1067			1093			1190	
Approach Delay, s/veh					40.7			13.5			10.7	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.2			25.2	53.0		41.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.8			9.9	17.2		34.0
Green Ext Time (p_c), s		5.4			2.1	5.9		3.3

Intersection Summary		
HCM 2010 Ctrl Delay		21.2
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	377	488	321	225	950	0	0	888	235
Future Volume (veh/h)	0	0	0	377	488	321	225	950	0	0	888	235
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				410	530	349	245	1033	0	0	965	255
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				817	912	376	292	2391	0	0	1641	676
Arrive On Green				0.26	0.26	0.26	0.24	0.90	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				410	530	349	245	1033	0	0	965	255
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.2	15.7	28.0	17.1	5.8	0.0	0.0	24.1	13.6
Cycle Q Clear(g_c), s				13.2	15.7	28.0	17.1	5.8	0.0	0.0	24.1	13.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				817	912	376	292	2391	0	0	1641	676
V/C Ratio(X)				0.50	0.58	0.93	0.84	0.43	0.00	0.00	0.59	0.38
Avail Cap(c_a), veh/h				822	917	378	340	2391	0	0	1641	676
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.85	0.85	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				38.0	38.9	43.5	44.1	2.3	0.0	0.0	23.7	20.9
Incr Delay (d2), s/veh				0.5	0.9	28.9	13.0	0.5	0.0	0.0	1.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	7.8	14.3	8.8	2.9	0.0	0.0	12.1	5.7
LnGrp Delay(d),s/veh				38.4	39.8	72.3	57.2	2.8	0.0	0.0	24.9	22.2
LnGrp LOS				D	D	E	E	A			C	C
Approach Vol, veh/h					1289			1278			1220	
Approach Delay, s/veh					48.2			13.2			24.4	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.1			25.4	59.6		34.9
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		7.8			19.1	26.1		30.0
Green Ext Time (p_c), s		16.3			0.3	11.9		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	37.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	220	1	173	0	0	0	0	0	0	366	50	0	464	342	0
Future Vol, veh/h	0	220	1	173	0	0	0	0	0	0	366	50	0	464	342	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	239	1	188	0	0	0	0	0	0	398	54	0	504	372	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	17.6	33.3	50.1
HCM LOS	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	366	50	221	173	464	342
LT Vol	0	0	220	0	464	0
Through Vol	366	0	1	0	0	342
RT Vol	0	50	0	173	0	0
Lane Flow Rate	398	54	240	188	504	372
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.825	0.102	0.553	0.369	1	0.72
Departure Headway (Hd)	7.463	6.743	8.289	7.06	7.489	6.976
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	535	442	515	489	520
Service Time	5.14	4.439	5.919	4.723	5.189	4.676
HCM Lane V/C Ratio	0.814	0.101	0.543	0.365	1.031	0.715
HCM Control Delay	36.4	10.2	20.6	13.8	68.2	25.6
HCM Lane LOS	E	B	C	B	F	D
HCM 95th-tile Q	8	0.3	3.3	1.7	13.4	5.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	127	238	0	0	0	0	780	421	432	962	0
Future Volume (veh/h)	210	127	238	0	0	0	0	780	421	432	962	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	228	138	259				0	848	458	470	1046	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	340	736	303				0	2620	751	561	2568	0
Arrive On Green	0.21	0.21	0.21				0.00	0.52	0.52	0.35	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	228	138	259				0	848	458	470	1046	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.4	3.9	20.5				0.0	11.6	26.6	16.3	0.0	0.0
Cycle Q Clear(g_c), s	15.4	3.9	20.5				0.0	11.6	26.6	16.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	340	736	303				0	2620	751	561	2568	0
V/C Ratio(X)	0.67	0.19	0.85				0.00	0.32	0.61	0.84	0.41	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2620	751	660	2568	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	43.8	39.2	45.8				0.0	16.9	20.6	37.2	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.1	12.9				0.0	0.3	3.7	6.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	1.9	9.4				0.0	5.5	11.5	7.5	0.1	0.0
LnGrp Delay(d),s/veh	46.2	39.3	58.7				0.0	17.3	24.2	43.5	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		625						1306			1516	
Approach Delay, s/veh		49.9						19.7			13.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.2	65.8		28.9		91.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	17.3	28.6		22.5		2.0		
Green Ext Time (p_c), s	0.9	11.2		1.8		17.8		

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	531	275	0	0	0	0	799	277	360	941	0
Future Volume (veh/h)	350	531	275	0	0	0	0	799	277	360	941	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	380	577	299				0	868	301	391	1023	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1988	819	497	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.56	0.56	0.31	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	380	577	299				0	868	301	391	1023	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.4	19.1	21.8				0.0	17.1	13.7	13.5	0.0	0.0
Cycle Q Clear(g_c), s	13.4	19.1	21.8				0.0	17.1	13.7	13.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1988	819	497	2660	0
V/C Ratio(X)	0.66	0.90	1.13				0.00	0.44	0.37	0.79	0.38	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1988	819	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.81	0.81	0.81				0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	45.7	48.0	49.1				0.0	15.3	14.5	39.4	0.0	0.0
Incr Delay (d2), s/veh	2.3	13.0	89.1				0.0	0.7	1.3	2.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	10.5	15.3				0.0	8.5	5.8	6.0	0.1	0.0
LnGrp Delay(d),s/veh	47.9	61.0	138.2				0.0	16.0	15.8	41.6	0.3	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1256						1169			1414	
Approach Delay, s/veh		75.4						15.9			11.8	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.8	71.4		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.8	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	15.5	19.1		23.8		2.0		
Green Ext Time (p_c), s	1.3	13.4		0.0		15.5		

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	7
Future Vol, veh/h	0	0	5	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	13	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1006	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1078	-	-	1616	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	12	9	0	17	0	3
Future Vol, veh/h	12	9	0	17	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	10	0	18	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	36	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	977	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	977	1061
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1061	-	-	1592	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	87	478	80	0	432
Future Vol, veh/h	0	87	478	80	0	432
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	520	87	0	470

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1033	563	0	0	607	0
Stage 1	563	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	258	526	-	-	971	-
Stage 1	570	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	526	-	-	971	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	526	971	-
HCM Lane V/C Ratio	-	-	0.18	-	-
HCM Control Delay (s)	-	-	13.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	702	644	182	0	126
Future Vol, veh/h	0	702	644	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	763	700	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	898	0	-	0	1562	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	756	-	-	-	123	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	123	386
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	756	-	-	-	386
HCM Lane V/C Ratio	-	-	-	-	0.355
HCM Control Delay (s)	0	-	-	-	19.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	41	129	15	17	126
Future Vol, veh/h	53	41	129	15	17	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	45	140	16	18	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	314	140	0	0	140	0
Stage 1	140	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	679	908	-	-	1443	-
Stage 1	887	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	671	908	-	-	1443	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	671	908	1443	-
HCM Lane V/C Ratio	-	-	0.086	0.049	0.013	-
HCM Control Delay (s)	-	-	10.9	9.2	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	33	21	130	12	11	135
Future Vol, veh/h	33	21	130	12	11	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	23	141	13	12	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	312	141	0	0	141	0
Stage 1	141	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	681	907	-	-	1442	-
Stage 1	886	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	907	-	-	1442	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	675	907	1442	-
HCM Lane V/C Ratio	-	-	0.053	0.025	0.008	-
HCM Control Delay (s)	-	-	10.6	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	26	119	5	0	121
Future Vol, veh/h	0	26	119	5	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	129	5	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	261	129	0	0	129	0
Stage 1	129	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	728	921	-	-	1457	-
Stage 1	897	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	728	921	-	-	1457	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	921	1457	-
HCM Lane V/C Ratio	-	-	-	0.031	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	115	116	6	13	14
Future Vol, veh/h	4	115	116	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	125	126	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	126	0	-	0	260	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1460	-	-	-	729	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1460	-	-	-	727	924
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1460	-	-	-	727	924
HCM Lane V/C Ratio	0.003	-	-	-	0.019	0.016
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	118	118	9	22	25
Future Vol, veh/h	8	118	118	9	22	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	128	128	10	24	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	274	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	716	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	712	922
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1458	-	-	-	712	922
HCM Lane V/C Ratio	0.006	-	-	-	0.034	0.029
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	116	127	5	15	20
Future Vol, veh/h	8	116	127	5	15	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	126	138	5	16	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	138	0	-	0	281	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1446	-	-	-	709	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	705	910
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1446	-	-	-	705	910
HCM Lane V/C Ratio	0.006	-	-	-	0.023	0.024
HCM Control Delay (s)	7.5	-	-	-	10.2	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

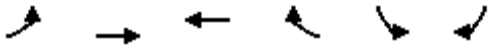
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	110	14	19	108	6	4
Future Vol, veh/h	110	14	19	108	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	15	21	117	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	279	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	711	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	701	931
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	931	-	-	1468	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.014	-
HCM Control Delay (s)	10.2	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	260	210	0	272	32
Future Volume (veh/h)	0	260	210	0	272	32
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	283	228	0	296	35
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	419	419	0	2477	1140
Arrive On Green	0.00	0.12	0.12	0.00	0.78	0.78
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	283	228	0	296	35
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	9.2	7.3	0.0	2.7	0.6
Cycle Q Clear(g_c), s	0.0	9.2	7.3	0.0	2.7	0.6
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	419	419	0	2477	1140
V/C Ratio(X)	0.00	0.68	0.54	0.00	0.12	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2477	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.7	49.8	0.0	3.2	2.9
Incr Delay (d2), s/veh	0.0	1.9	0.8	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	3.6	0.0	1.2	0.3
LnGrp Delay(d),s/veh	0.0	52.6	50.6	0.0	3.3	3.0
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		283	228		331	
Approach Delay, s/veh		52.6	50.6		3.2	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.2		99.8		20.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				11.2		4.7		9.3
Green Ext Time (p_c), s				3.0		1.1		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	498	0	0	465	243	38	0	238	0	0	0
Future Volume (veh/h)	39	498	0	0	465	243	38	0	238	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	42	541	0	0	505	264	41	0	259			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1135	0	0	863	356	1860	0	856			
Arrive On Green	0.03	0.32	0.00	0.00	0.24	0.24	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	42	541	0	0	505	264	41	0	259			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.3	15.9	0.0	0.0	16.4	21.7	0.7	0.0	11.6			
Cycle Q Clear(g_c), s	3.3	15.9	0.0	0.0	16.4	21.7	0.7	0.0	11.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1135	0	0	863	356	1860	0	856			
V/C Ratio(X)	0.84	0.48	0.00	0.00	0.59	0.74	0.02	0.00	0.30			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1860	0	856			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.66	0.66	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.7	35.4	0.0	0.0	43.3	45.4	11.2	0.0	13.5			
Incr Delay (d2), s/veh	66.5	0.3	0.0	0.0	0.4	2.0	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	7.9	0.0	0.0	8.0	8.9	0.3	0.0	4.7			
LnGrp Delay(d),s/veh	129.1	35.7	0.0	0.0	43.8	47.4	11.2	0.0	13.7			
LnGrp LOS	F	D			D	D	B		B			
Approach Vol, veh/h		583			769			300				
Approach Delay, s/veh		42.4			45.0			13.4				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.3		47.7			10.0	37.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		13.6		17.9			5.3	23.7
Green Ext Time (p_c), s		0.0		8.2			0.0	8.0

Intersection Summary		
HCM 2010 Ctrl Delay		38.4
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	171	307	57	0	11	227	51	0	41	19	15	0	56	17	128
Future Vol, veh/h	0	171	307	57	0	11	227	51	0	41	19	15	0	56	17	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	334	62	0	12	247	55	0	45	21	16	0	61	18	139
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	13	12.3	11.3	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	64%	0%	100%	60%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	36%	0%	0%	40%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	171	205	159	11	151	127	56	11	134
LT Vol	41	0	171	0	0	11	0	0	56	0	0
Through Vol	0	19	0	205	102	0	151	76	0	11	6
RT Vol	0	15	0	0	57	0	0	51	0	0	128
Lane Flow Rate	45	37	186	222	173	12	164	138	61	12	145
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.101	0.076	0.358	0.398	0.297	0.025	0.317	0.254	0.132	0.025	0.268
Departure Headway (Hd)	8.177	7.368	6.937	6.433	6.181	7.436	6.932	6.647	7.911	7.309	6.636
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	489	515	556	578	478	515	536	456	486	536
Service Time	5.877	5.068	4.718	4.214	3.961	5.232	4.727	4.443	5.611	5.109	4.435
HCM Lane V/C Ratio	0.102	0.076	0.361	0.399	0.299	0.025	0.318	0.257	0.134	0.025	0.271
HCM Control Delay	11.8	10.7	13.6	13.5	11.6	10.4	13	11.7	11.8	10.3	11.9
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.2	1.6	1.9	1.2	0.1	1.4	1	0.5	0.1	1.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	759	628	84	0	95
Future Vol, veh/h	0	759	628	84	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	825	683	91	0	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	774	0	-	0	1553	728
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	842	-	-	-	125	423
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	430	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	842	-	-	-	125	423
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	430	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	842	-	-	-	423
HCM Lane V/C Ratio	-	-	-	-	0.244
HCM Control Delay (s)	0	-	-	-	16.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	108	12	411	98	11	300
Future Vol, veh/h	108	12	411	98	11	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	13	447	107	12	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	797	447	0	0	447	0
Stage 1	447	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	356	612	-	-	1113	-
Stage 1	644	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	352	612	-	-	1113	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	352	612	1113	-
HCM Lane V/C Ratio	-	-	0.333	0.021	0.011	-
HCM Control Delay (s)	-	-	20.3	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	6	36	0
Future Vol, veh/h	0	0	0	6	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	7	39	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	42	20	39	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	964	1053	1569	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1053	1569	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1569	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	7
Future Vol, veh/h	0	0	5	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	13	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1006	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1078	-	-	1616	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	7	16	0	0	0
Future Vol, veh/h	0	7	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	17	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	17	17	-	0	17	0
Stage 1	0	0	-	-	-	-
Stage 2	17	17	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1001	877	-	-	1600	-
Stage 1	-	-	-	-	-	-
Stage 2	1006	881	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1001	0	-	-	1600	-
Mov Cap-2 Maneuver	1001	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1006	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	19	9	68	32	74	10	513	45	70	668	3
Future Volume (veh/h)	4	19	9	68	32	74	10	513	45	70	668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	21	10	74	35	80	11	558	49	76	726	3
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	744	731	348	826	309	707	24	741	65	102	987	4
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.01	0.23	0.22	0.06	0.27	0.27
Sat Flow, veh/h	1172	1194	569	1264	505	1154	1634	3293	289	1634	3615	15
Grp Volume(v), veh/h	4	0	31	74	0	115	11	299	308	76	355	374
Grp Sat Flow(s),veh/h/ln	1172	0	1762	1264	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.2	0.0	0.8	2.9	0.0	3.5	0.8	18.9	19.0	5.5	21.9	21.9
Cycle Q Clear(g_c), s	3.7	0.0	0.8	3.8	0.0	3.5	0.8	18.9	19.0	5.5	21.9	21.9
Prop In Lane	1.00		0.32	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	744	0	1079	826	0	1016	24	398	408	102	483	508
V/C Ratio(X)	0.01	0.00	0.03	0.09	0.00	0.11	0.47	0.75	0.75	0.74	0.74	0.74
Avail Cap(c_a), veh/h	744	0	1079	826	0	1016	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	9.2	9.9	0.0	9.8	58.7	43.4	43.4	55.3	39.7	39.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	13.7	2.9	2.9	10.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.1	0.0	1.7	0.5	9.5	9.8	2.8	11.0	11.5
LnGrp Delay(d),s/veh	10.5	0.0	9.3	10.1	0.0	10.0	72.4	46.3	46.3	65.5	41.9	41.8
LnGrp LOS	B		A	B		A	E	D	D	E	D	D
Approach Vol, veh/h		35			189			618			805	
Approach Delay, s/veh		9.4			10.0			46.7			44.0	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	31.0		77.5	5.7	36.8		77.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.5	21.0		5.7	2.8	23.9		5.8
Green Ext Time (p_c), s	0.1	5.5		0.6	0.0	5.5		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		40.4
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	5	28	171	21	15
Future Vol, veh/h	125	5	28	171	21	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	5	30	186	23	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	386	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	617	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	603	909
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1442	-
HCM Lane V/C Ratio	0.056	-	-	0.021	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	106	33	0	203	159	9	0	49	15	244
Future Vol, veh/h	0	3	106	33	0	203	159	9	0	49	15	244
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	115	36	0	221	173	10	0	53	16	265
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.4	19.3	12.8
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	75%	44%	0%	81%
Vol Right, %	79%	23%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	308	142	362	9	21
LT Vol	49	3	203	0	2
Through Vol	15	106	159	0	17
RT Vol	244	33	0	9	2
Lane Flow Rate	335	154	393	10	23
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.478	0.239	0.657	0.014	0.039
Departure Headway (Hd)	5.138	5.573	6.014	5.022	6.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	700	644	602	713	581
Service Time	3.181	3.615	3.744	2.752	4.203
HCM Lane V/C Ratio	0.479	0.239	0.653	0.014	0.04
HCM Control Delay	12.8	10.4	19.6	7.8	9.5
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.6	0.9	4.8	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	17	2
Future Vol, veh/h	0	2	17	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	18	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	144	203	267	30	31	101
Future Vol, veh/h	144	203	267	30	31	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	157	221	290	33	34	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	323	0	-	0	841	307
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	335	733
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	286	733
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	503	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	536
HCM Lane V/C Ratio	0.127	-	-	-	0.268
HCM Control Delay (s)	8.3	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	77	0	444	5	60	678	2
Future Vol, veh/h	0	5	0	12	5	77	0	444	5	60	678	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	84	0	483	5	65	737	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1112	1356	370	987	1355	244	739	0	0	488	0	0
Stage 1	868	868	-	485	485	-	-	-	-	-	-	-
Stage 2	244	488	-	502	870	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	627	202	148	757	863	-	-	1071	-	-
Stage 1	314	368	-	532	550	-	-	-	-	-	-	-
Stage 2	738	548	-	520	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	139	627	187	139	757	863	-	-	1071	-	-
Mov Cap-2 Maneuver	134	139	-	187	139	-	-	-	-	-	-	-
Stage 1	314	346	-	532	550	-	-	-	-	-	-	-
Stage 2	650	548	-	481	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	14.9	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	139	466	1071	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.219	0.061	-	-
HCM Control Delay (s)	0	-	-	32	14.9	8.6	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	2	1	89	1	0
Future Vol, veh/h	74	2	1	89	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	2	1	97	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	181	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	808	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	807	978
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	1514	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	0	0	93	0	0
Future Vol, veh/h	72	0	0	93	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	78	0	0	101	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	179	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	811	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	811	983
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	923	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1520	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	47	23	26	71	6	22	29	8	2	32	2
Future Vol, veh/h	2	47	23	26	71	6	22	29	8	2	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	51	25	28	77	7	24	32	9	2	35	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	76	0	0	223	208	64	225	217	80
Stage 1	-	-	-	-	-	-	68	68	-	137	137	-
Stage 2	-	-	-	-	-	-	155	140	-	88	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1523	-	-	733	689	1000	730	681	980
Stage 1	-	-	-	-	-	-	942	838	-	866	783	-
Stage 2	-	-	-	-	-	-	847	781	-	920	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1523	-	-	692	675	1000	687	667	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	692	675	-	687	667	-
Stage 1	-	-	-	-	-	-	941	837	-	865	768	-
Stage 2	-	-	-	-	-	-	792	766	-	877	827	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	10.5	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	713	1513	-	-	1523	-	-	680
HCM Lane V/C Ratio	0.09	0.001	-	-	0.019	-	-	0.058
HCM Control Delay (s)	10.5	7.4	0	-	7.4	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	2	5	91	5	11
Future Vol, veh/h	50	2	5	91	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	2	5	99	5	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	165	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1547	-	826	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	824	1012
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	945	-	-	1547	-
HCM Lane V/C Ratio	0.018	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	55	1	1	93	6	1
Future Vol, veh/h	55	1	1	93	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1	1	101	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	163	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1542	-	828	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	827	1005
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	1542	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	0	2	95	1	7
Future Vol, veh/h	58	0	2	95	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	0	2	103	1	8

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	67	63	115	63
Stage 1	-	-	0	0	63	-
Stage 2	-	-	67	63	52	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	938	828	881	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	956	842	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	938	0	881	1002
Mov Cap-2 Maneuver	-	-	938	0	881	-
Stage 1	-	-	-	0	960	-
Stage 2	-	-	956	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.3	8.7
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	985	-	-	938
HCM Lane V/C Ratio	0.009	-	-	0.112
HCM Control Delay (s)	8.7	-	-	9.3
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.4

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	19	70	80	29	38
Future Vol, veh/h	58	19	70	80	29	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	21	76	87	32	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	312	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1513	-	681	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	645	989
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1513	-
HCM Lane V/C Ratio	0.091	-	-	0.05	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	37	60	83	269	182	73
Future Vol, veh/h	37	60	83	269	182	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	65	90	292	198	79

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	710	237	277	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	400	802	1286	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	802	1286	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	551	-	-
HCM Lane V/C Ratio	0.07	-	0.191	-	-
HCM Control Delay (s)	8	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	14	1	47	3	0	70
Future Vol, veh/h	14	1	47	3	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1	51	3	0	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	129	53	0	0	54	0
Stage 1	53	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	865	1014	-	-	1551	-
Stage 1	970	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	1014	-	-	1551	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1551	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	23	24	12	20
Demand Flow Rate, veh/h	23	24	12	20
Vehicles Circulating, veh/h	24	12	17	20
Vehicles Exiting, veh/h	16	17	30	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	23	24	12	20
Cap Entry Lane, veh/h	1103	1116	1111	1108
Entry HV Adj Factor	0.993	0.993	0.993	0.989
Flow Entry, veh/h	23	24	12	20
Cap Entry, veh/h	1095	1108	1103	1095
V/C Ratio	0.021	0.022	0.011	0.018
Control Delay, s/veh	3.5	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	28	9	10	4
Demand Flow Rate, veh/h	28	9	10	4
Vehicles Circulating, veh/h	3	18	19	11
Vehicles Exiting, veh/h	12	11	12	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	28	9	10	4
Cap Entry Lane, veh/h	1127	1110	1109	1118
Entry HV Adj Factor	0.992	0.980	0.984	0.985
Flow Entry, veh/h	28	9	10	4
Cap Entry, veh/h	1117	1087	1091	1100
V/C Ratio	0.025	0.008	0.009	0.004
Control Delay, s/veh	3.4	3.4	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	19	5	3	14
Demand Flow Rate, veh/h	19	5	3	14
Vehicles Circulating, veh/h	16	2	23	5
Vehicles Exiting, veh/h	3	24	12	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	19	5	3	14
Cap Entry Lane, veh/h	1112	1128	1104	1124
Entry HV Adj Factor	0.985	0.988	0.993	0.990
Flow Entry, veh/h	19	5	3	14
Cap Entry, veh/h	1094	1114	1096	1113
V/C Ratio	0.017	0.004	0.003	0.012
Control Delay, s/veh	3.4	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	25	7	139	80	0
Future Vol, veh/h	3	25	7	139	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	27	8	151	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	43	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	795	1018	1507	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	790	1018	1507	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	987	-	-
HCM Lane V/C Ratio	0.005	-	0.031	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	62	288	34	30	198
Future Vol, veh/h	42	62	288	34	30	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	67	313	37	33	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	593	313	0	0	313	0
Stage 1	313	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	468	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	727	-	-	1247	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	454	727	1247	-
HCM Lane V/C Ratio	-	-	0.101	0.093	0.026	-
HCM Control Delay (s)	-	-	13.8	10.5	8	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	1	49	2	0	78
Future Vol, veh/h	5	1	49	2	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	53	2	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	54	0	0	55	0
Stage 1	54	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	1013	-	-	1550	-
Stage 1	969	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	1013	-	-	1550	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	877	1550	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	2	0	0	0	0	2	0	0	2	0
Future Vol, veh/h	0	2	2	0	0	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	2	0	0	0	0	2	0	0	2	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	0%	15%
Vol Thru, %	100%	50%	0%	38%
Vol Right, %	0%	0%	100%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	4	2	13
LT Vol	0	2	0	2
Through Vol	2	2	0	5
RT Vol	0	0	2	6
Lane Flow Rate	2	4	2	14
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.005	0.002	0.015
Departure Headway (Hd)	3.957	4.065	3.367	3.701
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	885	1068	972
Service Time	1.96	2.069	1.371	1.703
HCM Lane V/C Ratio	0.002	0.005	0.002	0.014
HCM Control Delay	7	7.1	6.4	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	5	6
Future Vol, veh/h	0	2	5	6
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	5	7
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	7	10	14
Demand Flow Rate, veh/h	5	7	10	14
Vehicles Circulating, veh/h	17	7	8	6
Vehicles Exiting, veh/h	3	11	14	8
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	5	7	10	14
Cap Entry Lane, veh/h	1111	1122	1121	1123
Entry HV Adj Factor	0.988	0.997	0.990	0.987
Flow Entry, veh/h	5	7	10	14
Cap Entry, veh/h	1097	1118	1109	1108
V/C Ratio	0.005	0.006	0.009	0.012
Control Delay, s/veh	3.3	3.3	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	11	15	0	3	4
Future Vol, veh/h	3	11	15	0	3	4
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	16	0	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	39	26
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1595	-	-	-	973	1050
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	963	1041
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1588	-	-	-	1006
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	6	28	0	19	3	10	0	7	103	43
Future Vol, veh/h	0	1	6	28	0	19	3	10	0	7	103	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	7	30	0	21	3	11	0	8	112	47
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	7.6	8.2	8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	18%	0%	23%	0%	100%	100%
Vol Right, %	0%	0%	56%	0%	82%	0%	77%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	69	77	1	34	19	13	10	47	47
LT Vol	7	0	0	1	0	19	0	10	0	0
Through Vol	0	69	34	0	6	0	3	0	47	47
RT Vol	0	0	43	0	28	0	10	0	0	0
Lane Flow Rate	8	75	84	1	37	21	14	11	51	51
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.011	0.102	0.106	0.002	0.048	0.033	0.019	0.017	0.072	0.047
Departure Headway (Hd)	5.435	4.934	4.544	5.764	4.688	5.761	4.724	5.554	5.053	3.316
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	660	728	790	622	765	623	759	647	711	1082
Service Time	3.152	2.651	2.261	3.487	2.411	3.484	2.447	3.27	2.769	1.031
HCM Lane V/C Ratio	0.012	0.103	0.106	0.002	0.048	0.034	0.018	0.017	0.072	0.047
HCM Control Delay	8.2	8.2	7.8	8.5	7.6	8.7	7.5	8.4	8.2	6.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.4	0	0.2	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	94	0
Future Vol, veh/h	0	10	94	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	102	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	292	0	0	0	262	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	292	0	0	0	262	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	317	0	0	0	285	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.7	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	292	0	0	0	0	262	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	292	0	0	0	0	262	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	317	0	0	0	0	285	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.412	0	0	0	0	0.371	0
Departure Headway (Hd)	4.67	4.67	4.67	5.967	5.967	4.686	4.686	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	765	0	0	0	0	760	0
Service Time	2.434	2.434	2.434	3.667	3.667	2.456	2.456	2.456
HCM Lane V/C Ratio	0	0.414	0	0	0	0	0.375	0
HCM Control Delay	7.4	10.7	7.4	8.7	8.7	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	14	17	69	9	4	14	51	85	5	74	8
Future Vol, veh/h	8	14	17	69	9	4	14	51	85	5	74	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	15	18	75	10	4	15	55	92	5	80	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	182	177	80	185	177	55	80	0	0	55	0	0
Stage 1	91	91	-	86	86	-	-	-	-	-	-	-
Stage 2	91	86	-	99	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	779	717	980	776	717	1012	1518	-	-	1550	-	-
Stage 1	916	820	-	922	824	-	-	-	-	-	-	-
Stage 2	916	824	-	907	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	760	708	980	741	708	1012	1518	-	-	1550	-	-
Mov Cap-2 Maneuver	760	708	-	741	708	-	-	-	-	-	-	-
Stage 1	907	817	-	913	816	-	-	-	-	-	-	-
Stage 2	892	816	-	871	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.3	0.7	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	760	708	980	741	708	1012	1550	-	-
HCM Lane V/C Ratio	0.01	-	-	0.011	0.021	0.019	0.101	0.014	0.004	0.004	-	-
HCM Control Delay (s)	7.4	-	-	9.8	10.2	8.7	10.4	10.2	8.6	7.3	-	-
HCM Lane LOS	A	-	-	A	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.3	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	0	0	0	0	2	0	0	4	0
Future Vol, veh/h	0	4	0	0	0	0	0	2	0	0	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	0	0	0	0	2	0	0	4	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	14%
Vol Thru, %	100%	0%	0%	50%
Vol Right, %	0%	0%	100%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	4	2	14
LT Vol	0	4	0	2
Through Vol	4	0	0	7
RT Vol	0	0	2	5
Lane Flow Rate	4	4	2	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.005	0.002	0.016
Departure Headway (Hd)	3.957	4.171	3.372	3.763
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	862	1065	956
Service Time	1.961	2.177	1.379	1.766
HCM Lane V/C Ratio	0.004	0.005	0.002	0.016
HCM Control Delay	7	7.2	6.4	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	7	5
Future Vol, veh/h	0	2	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	8	5
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	2	5	14
Demand Flow Rate, veh/h	7	2	5	14
Vehicles Circulating, veh/h	12	7	7	2
Vehicles Exiting, veh/h	4	5	12	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.2	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	2	5	14
Cap Entry Lane, veh/h	1116	1122	1122	1128
Entry HV Adj Factor	0.992	1.000	0.988	0.986
Flow Entry, veh/h	7	2	5	14
Cap Entry, veh/h	1107	1122	1109	1112
V/C Ratio	0.006	0.002	0.004	0.012
Control Delay, s/veh	3.3	3.2	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	10	4	0
Demand Flow Rate, veh/h	3	10	4	0
Vehicles Circulating, veh/h	9	0	3	10
Vehicles Exiting, veh/h	1	7	9	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.2	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	10	4	0
Cap Entry Lane, veh/h	1120	1130	1127	1119
Entry HV Adj Factor	0.980	0.998	1.000	1.000
Flow Entry, veh/h	3	10	4	0
Cap Entry, veh/h	1097	1127	1126	1118
V/C Ratio	0.003	0.009	0.004	0.000
Control Delay, s/veh	3.3	3.3	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	16	22	153	136	5
Future Vol, veh/h	4	16	22	153	136	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	17	24	166	148	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	282	77	153	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	685	968	1425	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	968	1425	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1425	-	890	-	-
HCM Lane V/C Ratio	0.017	-	0.024	-	-
HCM Control Delay (s)	7.6	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	436	85	66	593	11	102	0	37	3	2	15
Future Volume (veh/h)	152	436	85	66	593	11	102	0	37	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	474	92	72	645	12	111	0	40	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	635	262	261	791	15	618	0	223	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.22	0.21	0.49	0.00	0.48	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3555	66	1264	0	455	233	155	1243
Grp Volume(v), veh/h	165	474	92	72	321	336	151	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1719	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.2	6.6	4.6	20.7	20.7	5.9	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.2	6.6	4.6	20.7	20.7	5.9	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.14		0.76
Lane Grp Cap(c), veh/h	191	635	262	261	394	412	841	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.28	0.81	0.82	0.18	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	841	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.7	43.1	44.3	44.3	44.3	17.2	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.7	0.7	0.4	4.2	4.0	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.6	2.7	2.1	10.5	11.0	2.9	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.9	48.3	43.9	44.7	48.4	48.3	17.7	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		731			729			151			21	
Approach Delay, s/veh		55.3			48.0			17.7			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.7	23.2	25.5		8.6	18.0	30.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.9	6.6	17.2		3.5	13.9	22.7
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.5	1.3	1.3	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.6	7.8	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.8	42.9	43.1	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.8			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	394	35	31	532	48	63
Future Vol, veh/h	394	35	31	532	48	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	428	38	34	578	52	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	804	233
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1092	-	321	769
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1092	-	311	769
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	1092	-
HCM Lane V/C Ratio	0.257	-	-	0.031	-
HCM Control Delay (s)	15.3	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	444	6	13	555	2	5
Future Vol, veh/h	444	6	13	555	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	483	7	14	603	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	489	0	816	245
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1070	-	315	755
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1070	-	311	755
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1057	-	-	1070	-
HCM Lane V/C Ratio	0.007	-	-	0.013	-
HCM Control Delay (s)	8.4	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	169	86	72	303	38	57	327	45	29	482	190
Future Volume (veh/h)	178	169	86	72	303	38	57	327	45	29	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	184	93	78	329	41	62	355	49	32	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	974	401	76	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.28	0.28	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	184	93	78	329	41	62	355	49	32	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	3.6	3.2	3.5	6.1	1.7	3.3	7.3	1.2	1.7	17.9	18.1
Cycle Q Clear(g_c), s	10.1	3.6	3.2	3.5	6.1	1.7	3.3	7.3	1.2	1.7	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	974	401	76	448	428
V/C Ratio(X)	0.74	0.19	0.23	0.21	0.27	0.08	0.55	0.36	0.12	0.42	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	974	401	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.8	13.0	28.6	21.6	20.2	40.6	26.3	6.3	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.6	0.3	4.0	0.2	0.1	3.6	11.6	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.8	1.4	1.6	3.1	0.7	1.6	3.6	0.5	0.9	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.2	14.3	28.8	22.2	20.5	44.6	26.5	6.5	45.3	43.5	45.0
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		470			448			466			763	
Approach Delay, s/veh		29.1			23.2			26.8			44.3	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	28.8	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.7	9.3	5.5	5.6	5.3	20.1	12.1	8.1
Green Ext Time (p_c), s	0.0	3.8	0.2	0.9	0.0	0.6	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	232	20	10	432	0	5	1	4	3	0	0
Future Vol, veh/h	0	232	20	10	432	0	5	1	4	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	252	22	11	470	0	5	1	4	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	252	0	0	743	743	252	746	743	470
Stage 1	-	-	-	-	-	-	252	252	-	491	491	-
Stage 2	-	-	-	-	-	-	491	491	-	255	252	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1092	-	-	1313	-	-	331	343	787	330	343	594
Stage 1	-	-	-	-	-	-	752	698	-	559	548	-
Stage 2	-	-	-	-	-	-	559	548	-	749	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1092	-	-	1313	-	-	328	339	787	325	339	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	339	-	325	339	-
Stage 1	-	-	-	-	-	-	752	698	-	559	542	-
Stage 2	-	-	-	-	-	-	553	542	-	744	698	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.6	16.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1092	-	-	1313	-	-	325
HCM Lane V/C Ratio	0.025	-	-	-	0.008	-	-	0.01
HCM Control Delay (s)	13.6	0	-	-	7.8	0	-	16.2
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	0	1	29	0	0	0	1	0	0	0
Future Vol, veh/h	0	17	0	1	29	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	0	1	32	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	18	0	0	52	52	18	53	52	32
Stage 1	-	-	-	-	-	-	18	18	-	34	34	-
Stage 2	-	-	-	-	-	-	34	34	-	19	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1599	-	-	947	839	1061	946	839	1042
Stage 1	-	-	-	-	-	-	1001	880	-	982	867	-
Stage 2	-	-	-	-	-	-	982	867	-	1000	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1599	-	-	946	838	1061	944	838	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	946	838	-	944	838	-
Stage 1	-	-	-	-	-	-	1001	880	-	982	866	-
Stage 2	-	-	-	-	-	-	981	866	-	999	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1061	1580	-	-	1599	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	26.2
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	163	62	0	115	356	43	0	83	84	46
Future Vol, veh/h	0	15	163	62	0	115	356	43	0	83	84	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	177	67	0	125	387	47	0	90	91	50
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	14.4	40.3	13.9
HCM LOS	B	E	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	0%	6%	22%	7%
Vol Thru, %	50%	0%	68%	69%	86%
Vol Right, %	0%	100%	26%	8%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	46	240	514	138
LT Vol	83	0	15	115	10
Through Vol	84	0	163	356	118
RT Vol	0	46	62	43	10
Lane Flow Rate	182	50	261	559	150
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.383	0.092	0.452	0.902	0.297
Departure Headway (Hd)	7.597	6.623	6.242	5.815	7.132
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	474	540	577	626	503
Service Time	5.352	4.377	4.296	3.855	5.196
HCM Lane V/C Ratio	0.384	0.093	0.452	0.893	0.298
HCM Control Delay	15	10.1	14.4	40.3	13.2
HCM Lane LOS	B	B	B	E	B
HCM 95th-tile Q	1.8	0.3	2.3	11.1	1.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	118	10
Future Vol, veh/h	0	10	118	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	128	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.2
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	49	168	13	10	185	82	5	6	3	64	7	43
Future Vol, veh/h	49	168	13	10	185	82	5	6	3	64	7	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	183	14	11	201	89	5	7	3	70	8	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	197	0	0	591	608	190	568	570	246
Stage 1	-	-	-	-	-	-	296	296	-	267	267	-
Stage 2	-	-	-	-	-	-	295	312	-	301	303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1272	-	-	1376	-	-	419	410	852	434	431	793
Stage 1	-	-	-	-	-	-	712	668	-	738	688	-
Stage 2	-	-	-	-	-	-	713	658	-	708	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1272	-	-	1376	-	-	372	387	852	408	407	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	387	-	408	407	-
Stage 1	-	-	-	-	-	-	679	637	-	703	681	-
Stage 2	-	-	-	-	-	-	657	651	-	665	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.3	13.7	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1272	-	-	1376	-	-	499
HCM Lane V/C Ratio	0.035	0.042	-	-	0.008	-	-	0.248
HCM Control Delay (s)	13.7	8	0	-	7.6	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	131	44	305	213	8	23	2	10	16	6	6
Future Vol, veh/h	0	131	44	305	213	8	23	2	10	16	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	142	48	332	232	9	25	2	11	17	7	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	190	0	0	1071	1069	166	1072	1089	236
Stage 1	-	-	-	-	-	-	166	166	-	899	899	-
Stage 2	-	-	-	-	-	-	905	903	-	173	190	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1327	-	-	1384	-	-	198	221	878	198	215	803
Stage 1	-	-	-	-	-	-	836	761	-	334	358	-
Stage 2	-	-	-	-	-	-	331	356	-	829	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1327	-	-	1384	-	-	150	160	878	152	155	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	160	-	152	155	-
Stage 1	-	-	-	-	-	-	836	761	-	334	259	-
Stage 2	-	-	-	-	-	-	231	257	-	816	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.9	27.6	28.3
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	1327	-	-	1384	-	-	185
HCM Lane V/C Ratio	0.193	-	-	-	0.24	-	-	0.165
HCM Control Delay (s)	27.6	0	-	-	8.4	0	-	28.3
HCM Lane LOS	D	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.9	-	-	0.6

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	145	529	12	0	8
Future Vol, veh/h	3	145	529	12	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	158	575	13	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	588	0	-	0	746	582
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	987	-	-	-	381	513
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	987	-	-	-	380	513
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	987	-	-	-	513
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s)	8.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	185	63	146	414	46	131	94	83	47	148	53
Future Volume (veh/h)	35	185	63	146	414	46	131	94	83	47	148	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	38	201	68	159	450	50	142	102	90	51	161	58
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	288	223	276	519	404	177	1727	708	90	1539	630
Arrive On Green	0.04	0.15	0.15	0.17	0.28	0.28	0.18	0.81	0.81	0.06	0.43	0.43
Sat Flow, veh/h	1634	1863	1444	1634	1863	1450	1634	3539	1451	1634	3539	1450
Grp Volume(v), veh/h	38	201	68	159	450	50	142	102	90	51	161	58
Grp Sat Flow(s),veh/h/ln	1634	1863	1444	1634	1863	1450	1634	1770	1451	1634	1770	1450
Q Serve(g_s), s	2.7	12.3	3.8	10.7	27.6	3.1	10.0	0.7	0.7	3.7	3.2	2.8
Cycle Q Clear(g_c), s	2.7	12.3	3.8	10.7	27.6	3.1	10.0	0.7	0.7	3.7	3.2	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	288	223	276	519	404	177	1727	708	90	1539	630
V/C Ratio(X)	0.52	0.70	0.30	0.58	0.87	0.12	0.80	0.06	0.13	0.57	0.10	0.09
Avail Cap(c_a), veh/h	82	761	590	276	885	689	177	1727	708	109	1539	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	48.1	25.6	45.9	41.2	32.3	47.9	5.8	1.3	55.3	20.1	20.0
Incr Delay (d2), s/veh	5.5	3.1	0.8	2.9	4.8	0.1	22.2	0.1	0.4	5.5	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.6	1.5	5.1	14.8	1.3	5.6	0.3	0.3	1.8	1.6	1.2
LnGrp Delay(d),s/veh	61.6	51.2	26.3	48.8	46.0	32.5	70.1	5.8	1.7	60.7	20.2	20.3
LnGrp LOS	E	D	C	D	D	C	E	A	A	E	C	C
Approach Vol, veh/h		307			659			334			270	
Approach Delay, s/veh		46.9			45.6			32.0			27.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	62.5	24.3	22.5	17.0	56.2	9.4	37.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	2.7	12.7	14.3	12.0	5.2	4.7	29.6
Green Ext Time (p_c), s	0.0	1.6	0.0	0.9	0.0	1.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	319	31	17	594	30	14
Future Vol, veh/h	319	31	17	594	30	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	347	34	18	646	33	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	380	0	1047	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	683	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1178	-	253	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1178	-	247	681
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	490	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	1178	-
HCM Lane V/C Ratio	0.154	-	-	0.016	-
HCM Control Delay (s)	18.7	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	216	83	177	396	38	66	302	72	23	294	112
Future Volume (veh/h)	82	216	83	177	396	38	66	302	72	23	294	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	235	90	192	430	41	72	328	78	25	320	122
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	569	235	304	612	252	114	1635	384	58	1362	510
Arrive On Green	0.08	0.16	0.16	0.10	0.17	0.17	0.14	1.00	1.00	0.04	0.54	0.52
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2847	668	1634	2522	944
Grp Volume(v), veh/h	89	235	90	192	430	41	72	202	204	25	223	219
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1745	1634	1770	1696
Q Serve(g_s), s	6.3	7.2	6.6	7.0	13.7	2.9	5.0	0.0	0.0	1.8	7.9	8.3
Cycle Q Clear(g_c), s	6.3	7.2	6.6	7.0	13.7	2.9	5.0	0.0	0.0	1.8	7.9	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	137	569	235	304	612	252	114	1016	1002	58	956	916
V/C Ratio(X)	0.65	0.41	0.38	0.63	0.70	0.16	0.63	0.20	0.20	0.43	0.23	0.24
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1016	1002	136	956	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	45.3	45.0	52.2	46.7	42.2	50.2	0.0	0.0	56.7	14.5	14.9
Incr Delay (d2), s/veh	5.1	0.5	1.0	2.1	1.4	0.3	6.6	0.4	0.4	5.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	2.7	3.2	6.8	1.2	2.4	0.1	0.1	0.9	4.0	4.1
LnGrp Delay(d),s/veh	58.4	45.7	46.1	54.3	48.1	42.5	56.8	0.4	0.4	61.7	15.1	15.5
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		414			663			478			467	
Approach Delay, s/veh		48.5			49.6			8.9			17.8	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	72.9	15.5	23.3	12.4	68.8	14.1	24.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.8	2.0	9.0	9.2	7.0	10.3	8.3	15.7
Green Ext Time (p_c), s	0.0	3.1	0.5	3.3	0.0	3.1	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	185	61	89	228	36	56	291	43	65	279	47
Future Volume (veh/h)	64	185	61	89	228	36	56	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	201	66	97	248	39	61	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.55	0.62	0.62	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	201	66	97	248	39	61	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.5	5.1	6.8	7.9	2.9	1.1	4.4	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.5	5.1	6.8	7.9	2.9	1.1	4.4	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
V/C Ratio(X)	0.61	0.60	0.48	0.60	0.57	0.22	0.04	0.14	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1737	2204	908	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	52.1	51.5	51.8	49.6	47.4	12.5	9.4	2.0	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.5	1.2	0.6	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	2.2	3.2	4.0	1.2	0.5	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	58.9	53.7	53.9	55.3	50.8	48.0	12.5	9.5	2.1	57.4	58.7	34.7
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		337			384			424			425	
Approach Delay, s/veh		54.8			51.6			9.1			55.6	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	78.7	15.9	15.4	69.8	19.0	12.5	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.4	8.8	8.5	3.1	11.8	7.0	9.9
Green Ext Time (p_c), s	0.0	1.6	1.5	0.8	0.8	1.1	0.2	1.3

Intersection Summary		
HCM 2010 Ctrl Delay		41.9
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	23	0	143	24	63	0	55	136	72	0	23	262	39
Future Vol, veh/h	0	5	3	23	0	143	24	63	0	55	136	72	0	23	262	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	25	0	155	26	68	0	60	148	78	0	25	285	42
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.2	11.2	11.8	13.3
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	16%	100%	0%	7%
Vol Thru, %	52%	10%	0%	28%	81%
Vol Right, %	27%	74%	0%	72%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	31	143	87	324
LT Vol	55	5	143	0	23
Through Vol	136	3	0	24	262
RT Vol	72	23	0	63	39
Lane Flow Rate	286	34	155	95	352
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.41	0.054	0.291	0.15	0.503
Departure Headway (Hd)	5.168	5.787	6.729	5.706	5.138
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	698	617	535	628	701
Service Time	3.203	3.84	4.466	3.443	3.17
HCM Lane V/C Ratio	0.41	0.055	0.29	0.151	0.502
HCM Control Delay	11.8	9.2	12.2	9.5	13.3
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2	0.2	1.2	0.5	2.8

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Future Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	114	7	45	212	20	7	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	121	0	0	350	467	60	500	460	116
Stage 1	-	-	-	-	-	-	146	146	-	311	311	-
Stage 2	-	-	-	-	-	-	204	321	-	189	149	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1333	-	-	1464	-	-	580	492	993	454	497	914
Stage 1	-	-	-	-	-	-	842	775	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	795	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1464	-	-	521	472	993	273	477	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	472	-	273	477	-
Stage 1	-	-	-	-	-	-	833	767	-	667	637	-
Stage 2	-	-	-	-	-	-	701	630	-	540	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	535	1333	-	-	1464	-	-	420
HCM Lane V/C Ratio	0.013	0.498	0.011	-	-	0.03	-	-	0.246
HCM Control Delay (s)	12	18.2	7.7	-	-	7.5	-	-	16.3
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.7	0	-	-	0.1	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	53	189	200	151	31	95	225	91	15	404	28
Future Volume (veh/h)	18	53	189	200	151	31	95	225	91	15	404	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	20	58	205	217	164	34	103	245	99	16	439	30
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	69	244	177	403	84	148	1000	783	50	888	695
Arrive On Green	0.03	0.19	0.18	0.11	0.27	0.26	0.18	1.00	1.00	0.06	0.95	0.95
Sat Flow, veh/h	1634	361	1276	1634	1498	310	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	20	0	263	217	0	198	103	245	99	16	439	30
Grp Sat Flow(s),veh/h/ln	1634	0	1638	1634	0	1808	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.4	0.0	18.6	13.0	0.0	10.8	7.1	0.0	0.0	1.1	2.5	0.1
Cycle Q Clear(g_c), s	1.4	0.0	18.6	13.0	0.0	10.8	7.1	0.0	0.0	1.1	2.5	0.1
Prop In Lane	1.00		0.78	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	0	313	177	0	487	148	1000	783	50	888	695
V/C Ratio(X)	0.40	0.00	0.84	1.23	0.00	0.41	0.70	0.25	0.13	0.32	0.49	0.04
Avail Cap(c_a), veh/h	144	0	423	177	0	503	204	1000	783	82	888	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.97	0.97	0.97
Uniform Delay (d), s/veh	57.1	0.0	47.4	53.5	0.0	36.1	47.6	0.0	0.0	55.2	1.5	1.5
Incr Delay (d2), s/veh	5.2	0.0	10.7	141.3	0.0	0.5	5.9	0.6	0.3	3.5	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	9.4	12.8	0.0	5.5	3.4	0.2	0.1	0.6	1.4	0.1
LnGrp Delay(d),s/veh	62.3	0.0	58.1	194.8	0.0	36.7	53.4	0.6	0.3	58.7	3.4	1.6
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		283			415			447			485	
Approach Delay, s/veh		58.4			119.4			12.7			5.1	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	68.4	17.0	26.9	14.9	61.2	7.6	36.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.1	2.0	15.0	20.6	9.1	4.5	3.4	12.8
Green Ext Time (p_c), s	0.0	3.1	0.0	0.6	0.1	3.1	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	13	0	86	17	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.9	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	10	85	105	12	148	86	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	16	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	12	55
Lane Flow Rate	123	11	93	114	13	161	93	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.212	0.019	0.148	0.168	0.022	0.249	0.142	0.238
Departure Headway (Hd)	6.209	6.245	5.738	5.318	6.174	5.691	5.592	5.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	575	627	676	581	635	645	627
Service Time	3.923	3.964	3.457	3.037	3.898	3.391	3.292	3.467
HCM Lane V/C Ratio	0.212	0.019	0.148	0.169	0.022	0.254	0.144	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	162	25	42	391	75	25	554	35
Future Volume (veh/h)	30	76	40	173	162	25	42	391	75	25	554	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	176	27	46	425	82	27	602	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	151	118	142	240	188	84	1965	376	60	2190	138
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2964	568	1634	3382	213
Grp Volume(v), veh/h	33	83	43	188	176	27	46	252	255	27	315	325
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1763	1634	1770	1825
Q Serve(g_s), s	2.4	5.1	3.4	10.4	10.9	2.0	3.3	6.7	6.9	1.9	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.4	10.4	10.9	2.0	3.3	6.7	6.9	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.12
Lane Grp Cap(c), veh/h	63	151	118	142	240	188	84	1173	1168	60	1146	1182
V/C Ratio(X)	0.52	0.55	0.36	1.33	0.73	0.14	0.55	0.22	0.22	0.45	0.27	0.28
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1173	1168	82	1146	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.2	54.8	50.3	46.4	55.5	8.0	8.1	54.5	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.3	5.0	0.4	0.4	5.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	0.8	1.6	3.4	3.5	0.9	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	242.6	54.6	46.7	60.5	8.4	8.5	59.6	0.6	0.6
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			391			553			667	
Approach Delay, s/veh		57.1			144.4			12.8			2.9	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	83.5	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.9	8.9	12.4	7.1	5.3	2.0	4.4	12.9
Green Ext Time (p_c), s	0.0	4.5	0.0	0.9	0.1	4.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	144	89	99	83	142	477	83	111	497	62
Future Volume (veh/h)	42	106	144	89	99	83	142	477	83	111	497	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	115	157	97	108	90	154	518	90	121	540	67
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.13	0.56	0.56	0.10	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	115	157	97	108	90	154	518	90	121	540	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.2	3.5	8.6	10.1	2.7
Cycle Q Clear(g_c), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.2	3.5	8.6	10.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
V/C Ratio(X)	0.55	0.22	0.73	1.02	0.20	0.40	0.75	0.26	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1965	810	259	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.5	45.0	48.8	56.5	44.2	45.6	50.6	13.9	12.6	51.9	15.4	13.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.6	0.2	1.1	5.9	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.3	5.7	1.6	2.8	5.3	4.5	1.5	4.1	4.9	1.1
LnGrp Delay(d),s/veh	61.0	45.2	53.3	151.3	44.3	46.7	56.6	14.2	12.9	55.5	15.6	13.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		318			295			762			728	
Approach Delay, s/veh		51.5			80.2			22.6			22.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	70.6	11.0	21.8	19.1	68.1	10.2	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.6	11.2	9.0	14.3	12.9	12.1	5.3	8.7
Green Ext Time (p_c), s	0.2	5.7	0.0	1.5	0.2	5.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	114	99	72	192	64	143	407	60	34	401	67
Future Volume (veh/h)	36	114	99	72	192	64	143	407	60	34	401	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	124	108	78	209	70	155	442	65	37	436	73
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	216	174	82	424	175	123	490	383	716	1166	913
Arrive On Green	0.05	0.12	0.10	0.05	0.12	0.12	0.15	0.53	0.53	0.44	0.63	0.63
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	39	117	115	78	209	70	155	442	65	37	436	73
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.8	7.5	8.3	5.7	6.6	2.1	9.0	25.7	2.2	1.6	13.7	2.4
Cycle Q Clear(g_c), s	2.8	7.5	8.3	5.7	6.6	2.1	9.0	25.7	2.2	1.6	13.7	2.4
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	205	185	82	424	175	123	490	383	716	1166	913
V/C Ratio(X)	0.52	0.57	0.62	0.95	0.49	0.40	1.26	0.90	0.17	0.05	0.37	0.08
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	716	1166	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.93	0.93	0.93	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.2	51.5	56.9	49.4	7.4	51.0	27.1	13.7	19.4	11.0	8.8
Incr Delay (d2), s/veh	5.3	2.4	3.2	81.0	0.8	1.4	160.4	18.8	0.8	0.0	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.8	3.8	4.4	3.3	0.9	9.5	15.6	1.0	0.7	7.3	1.0
LnGrp Delay(d),s/veh	61.2	52.6	54.7	137.8	50.2	8.8	211.4	45.9	14.5	19.4	11.9	9.0
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	B	A
Approach Vol, veh/h		271			357			662			546	
Approach Delay, s/veh		54.7			61.2			81.6			12.0	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	35.5	10.0	17.9	13.0	79.1	9.5	18.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.3	27.7	7.7	10.3	11.0	15.7	4.8	8.6
Green Ext Time (p_c), s	1.7	1.8	0.0	1.6	0.0	2.1	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	137	39	88	183	71	144	284	66	253	522	110
Future Volume (veh/h)	37	137	39	88	183	71	144	284	66	253	522	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	40	149	42	96	199	77	157	309	72	275	567	120
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	278	115	147	432	178	204	1792	738	314	2030	837
Arrive On Green	0.05	0.08	0.08	0.09	0.12	0.12	0.25	1.00	1.00	0.38	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	40	149	42	96	199	77	157	309	72	275	567	120
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.8	4.9	2.5	6.8	6.3	5.9	10.7	0.0	0.0	18.7	0.0	0.0
Cycle Q Clear(g_c), s	2.8	4.9	2.5	6.8	6.3	5.9	10.7	0.0	0.0	18.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	278	115	147	432	178	204	1792	738	314	2030	837
V/C Ratio(X)	0.29	0.54	0.37	0.65	0.46	0.43	0.77	0.17	0.10	0.88	0.28	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1792	738	354	2030	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.98	0.98	0.98	0.76	0.76	0.76
Uniform Delay (d), s/veh	54.1	53.2	30.0	52.8	49.0	48.8	43.5	0.0	0.0	35.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.8	5.7	0.7	1.5	6.0	0.2	0.3	15.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.4	1.1	3.3	3.1	2.4	5.1	0.1	0.1	9.8	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	31.8	58.5	49.7	50.3	49.4	0.2	0.3	51.4	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		231			372			538			962	
Approach Delay, s/veh		50.6			52.1			14.6			14.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	64.7	14.8	13.4	18.9	72.8	9.6	18.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.7	2.0	8.8	6.9	12.7	2.0	4.8	8.3
Green Ext Time (p_c), s	0.3	4.8	0.3	0.6	0.3	4.8	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	103	71	210	52	52	514	50	128	1205	347
Future Volume (veh/h)	171	324	103	71	210	52	52	514	50	128	1205	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	112	77	228	57	57	559	54	139	1310	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	551	227	172	418	172	98	2088	860	109	2112	870
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	112	77	228	57	57	559	54	139	1310	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.4	2.8	7.3	4.3	4.1	9.2	1.9	8.0	28.4	16.9
Cycle Q Clear(g_c), s	6.8	11.2	8.4	2.8	7.3	4.3	4.1	9.2	1.9	8.0	28.4	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	551	227	172	418	172	98	2088	860	109	2112	870
V/C Ratio(X)	0.64	0.64	0.49	0.45	0.55	0.33	0.58	0.27	0.06	1.28	0.62	0.43
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2088	860	109	2112	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	0.97	0.97	0.97	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.6	47.5	46.3	55.0	49.9	48.6	54.9	12.0	10.5	56.0	15.5	13.2
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	1.1	5.2	0.3	0.1	174.5	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.6	3.5	1.3	3.6	1.8	2.0	4.6	0.8	8.9	14.2	7.1
LnGrp Delay(d),s/veh	54.5	48.5	47.7	56.8	51.0	49.7	60.2	12.3	10.6	230.5	16.8	14.6
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		650			362			670			1826	
Approach Delay, s/veh		50.1			52.0			16.2			32.6	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.8	10.5	22.7	11.2	75.6	15.0	18.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	11.2	4.8	13.2	6.1	30.4	8.8	9.3
Green Ext Time (p_c), s	0.0	15.0	0.1	2.9	0.0	9.4	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	962	67	15	855	25
Future Volume (veh/h)	15	0	4	24	0	5	13	962	67	15	855	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1046	73	16	929	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1046	73	16	929	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.38	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1133			972	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.1	3.2	2.4
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.0	13.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	63	716	49	47	606
Future Volume (veh/h)	121	63	716	49	47	606
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	68	778	53	51	659
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	163	1371	1073	85	1531
Arrive On Green	0.11	0.11	0.74	0.74	0.10	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	68	778	53	51	659
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	5.2	22.7	1.2	3.6	0.0
Cycle Q Clear(g_c), s	9.4	5.2	22.7	1.2	3.6	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	182	163	1371	1073	85	1531
V/C Ratio(X)	0.72	0.42	0.57	0.05	0.60	0.43
Avail Cap(c_a), veh/h	268	239	1371	1073	150	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.89	0.89	1.00	1.00	0.85	0.85
Uniform Delay (d), s/veh	51.5	49.7	7.2	4.3	52.5	0.0
Incr Delay (d2), s/veh	4.8	1.5	1.7	0.1	5.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.2	12.1	0.5	1.7	0.3
LnGrp Delay(d),s/veh	56.3	51.2	8.9	4.4	58.1	0.8
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	200		831			710
Approach Delay, s/veh	54.6		8.6			4.9
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.3	92.3				102.6		17.4
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.6	24.7				2.0		11.4
Green Ext Time (p_c), s	0.0	7.6				7.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	37	100	60	49	50	65	388	25	37	747	35
Future Volume (veh/h)	56	37	100	60	49	50	65	388	25	37	747	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	61	40	109	65	53	54	71	422	27	40	812	38
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	55	149	104	79	81	114	2141	137	76	2102	98
Arrive On Green	0.09	0.12	0.11	0.06	0.09	0.08	0.14	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	1634	443	1207	1634	847	863	1634	3379	216	1634	3443	161
Grp Volume(v), veh/h	61	0	149	65	0	107	71	220	229	40	417	433
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1710	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	4.2	0.0	10.5	4.7	0.0	7.3	4.9	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	10.5	4.7	0.0	7.3	4.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	152	0	203	104	0	160	114	1121	1156	76	1080	1120
V/C Ratio(X)	0.40	0.00	0.73	0.63	0.00	0.67	0.63	0.20	0.20	0.53	0.39	0.39
Avail Cap(c_a), veh/h	196	0	418	144	0	379	218	1121	1156	163	1080	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	51.3	0.0	51.3	54.8	0.0	53.0	50.2	0.0	0.0	53.2	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	5.0	6.1	0.0	4.7	5.2	0.4	0.4	5.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	5.1	2.3	0.0	3.7	2.4	0.1	0.1	1.4	0.3	0.3
LnGrp Delay(d),s/veh	52.9	0.0	56.3	60.9	0.0	57.8	55.4	0.4	0.4	58.5	1.0	1.0
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		210			172			520			890	
Approach Delay, s/veh		55.3			58.9			7.9			3.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	80.0	11.6	18.8	12.3	77.2	15.2	15.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.8	2.0	6.7	12.5	6.9	2.0	6.2	9.3
Green Ext Time (p_c), s	0.0	5.3	0.0	0.6	0.1	5.3	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	40.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	386	0	148	380	0	0	0	482	315
Future Vol, veh/h	0	0	0	0	0	33	1	386	0	148	380	0	0	0	482	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	420	0	161	413	0	0	0	524	342
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	34.7	33.3	49.1
HCM LOS	D	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	380	34	386	482	315
LT Vol	148	0	33	0	0	0
Through Vol	0	380	1	0	482	0
RT Vol	0	0	0	386	0	315
Lane Flow Rate	161	413	37	420	524	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.355	0.854	0.086	0.834	1	0.637
Departure Headway (Hd)	7.948	7.447	8.34	7.156	7.421	6.7
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	483	429	503	492	541
Service Time	5.733	5.232	6.111	4.927	5.121	4.4
HCM Lane V/C Ratio	0.358	0.855	0.086	0.835	1.065	0.632
HCM Control Delay	15.1	40.4	11.9	36.7	67.9	20.4
HCM Lane LOS	C	E	B	E	F	C
HCM 95th-tile Q	1.6	8.8	0.3	8.3	13.5	4.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	344	133	487	0	0	645	194
Future Volume (veh/h)	0	0	0	492	181	344	133	487	0	0	645	194
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	374	145	529	0	0	701	211
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				957	545	427	604	2237	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.63	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	374	145	529	0	0	701	211
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.6	10.0	29.3	4.7	7.8	0.0	0.0	7.5	4.7
Cycle Q Clear(g_c), s				16.6	10.0	29.3	4.7	7.8	0.0	0.0	7.5	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				957	545	427	604	2237	0	0	1430	589
V/C Ratio(X)				0.56	0.36	0.88	0.24	0.24	0.00	0.00	0.49	0.36
Avail Cap(c_a), veh/h				1185	675	529	604	2237	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				35.9	33.6	40.4	41.2	9.5	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.9	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.9	2.1	3.8	0.0	0.0	3.7	2.0
LnGrp Delay(d),s/veh				36.3	33.8	50.3	41.4	9.8	0.0	0.0	8.7	8.9
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1106			674			912	
Approach Delay, s/veh					40.6			16.6			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.4			27.4	53.0		39.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.8			6.7	9.5		31.3
Green Ext Time (p_c), s		2.9			1.8	4.2		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	496	0	0	966	378
Future Volume (veh/h)	0	0	0	254	452	179	199	496	0	0	966	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	539	0	0	1050	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	270	2660	0	0	1958	807
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	539	0	0	1050	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.5	10.1	0.0	0.0	22.6	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.5	10.1	0.0	0.0	22.6	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	270	2660	0	0	1958	807
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.20	0.00	0.00	0.54	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1958	807
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				44.0	46.6	46.4	51.5	9.9	0.0	0.0	17.0	16.7
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.9	0.2	0.0	0.0	0.8	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	5.0	0.0	0.0	11.1	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	61.4	10.1	0.0	0.0	17.8	18.3
LnGrp LOS				D	D	D	E	B			B	B
Approach Vol, veh/h					962			755			1461	
Approach Delay, s/veh					48.1			24.7			17.9	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.8	70.4		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		12.1			17.5	24.6		17.8
Green Ext Time (p_c), s		12.9			0.3	10.5		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	349	67	0	263	225	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	349	67	0	263	225	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	379	73	0	286	245	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	13	17.8	14.6
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	349	67	156	66	263	225
LT Vol	0	0	155	0	263	0
Through Vol	349	0	1	0	0	225
RT Vol	0	67	0	66	0	0
Lane Flow Rate	379	73	170	72	286	245
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.647	0.11	0.353	0.125	0.517	0.408
Departure Headway (Hd)	6.14	5.429	7.494	6.276	6.512	6.005
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	658	480	570	552	599
Service Time	3.889	3.178	5.249	4.03	4.26	3.753
HCM Lane V/C Ratio	0.645	0.111	0.354	0.126	0.518	0.409
HCM Control Delay	19.5	8.9	14.3	9.9	16.1	12.9
HCM Lane LOS	C	A	B	A	C	B
HCM 95th-tile Q	4.7	0.4	1.6	0.4	2.9	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	472	378	292	812	0
Future Volume (veh/h)	149	94	177	0	0	0	0	472	378	292	812	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	513	411	317	883	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3081	884	421	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	513	411	317	883	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.3	18.6	11.0	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.3	18.6	11.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3081	884	421	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.17	0.47	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3081	884	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.4	13.0	42.3	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.8	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.5	7.9	4.9	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	10.5	14.7	44.7	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						924			1200	
Approach Delay, s/veh		50.5						12.4			12.0	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.9	76.7		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.3	20.6		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.5		1.5		10.9		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	521	318	450	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	521	318	450	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	566	346	489	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1953	805	589	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	566	346	489	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.2	16.7	16.8	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.2	16.7	16.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1953	805	589	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1953	805	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.3	15.8	36.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.4	1.7				0.0	0.4	1.7	4.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.7	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.8				0.0	14.7	17.5	40.7	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						912			1306	
Approach Delay, s/veh		52.2						15.8			15.4	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.3	70.2		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.8	18.7		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	7	0	0	2
Future Vol, veh/h	0	0	7	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1074	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1074	-	-	1612	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1612	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	17	23	0	6	0	17
Future Vol, veh/h	17	23	0	6	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	25	0	7	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	38	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1566	-	974	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	974	1043
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1043	-	-	1566	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	8	175	12	0	167
Future Vol, veh/h	0	8	175	12	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	190	13	0	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	379	197	0	0	203	0
Stage 1	197	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	623	844	-	-	1369	-
Stage 1	836	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	623	844	-	-	1369	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	849	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1369	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	237	195	32	0	24
Future Vol, veh/h	0	237	195	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	258	212	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	487	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1319	-	-	-	540	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	540	810
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	810
HCM Lane V/C Ratio	-	-	-	-	0.032
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	15	104	76	85	131
Future Vol, veh/h	11	15	104	76	85	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	113	83	92	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	440	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	574	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	538	940	-	-	1476	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	538	940	1476	-
HCM Lane V/C Ratio	-	-	0.022	0.017	0.063	-
HCM Control Delay (s)	-	-	11.8	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	120	87	89	137
Future Vol, veh/h	15	17	120	87	89	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	130	95	97	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	472	130	0	0	130	0
Stage 1	130	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	920	-	-	1455	-
Stage 1	896	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	514	920	-	-	1455	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	514	920	1455	-
HCM Lane V/C Ratio	-	-	0.032	0.02	0.066	-
HCM Control Delay (s)	-	-	12.2	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	114	66	0	130
Future Vol, veh/h	0	19	114	66	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	124	72	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	265	124	0	0	124	0
Stage 1	124	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	724	927	-	-	1463	-
Stage 1	902	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	724	927	-	-	1463	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	886	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	927	1463	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	78	68	46	12	13
Future Vol, veh/h	68	78	68	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	85	74	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	307	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	685	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	652	988
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	767	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	652	988
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	73	58	60	9	8
Future Vol, veh/h	67	73	58	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	79	63	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	288	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	225	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	702	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	669	1002
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1540	-	-	-	669	1002
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	47	72	61	50	4	6
Future Vol, veh/h	47	72	61	50	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	78	66	54	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	246	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	742	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	717	998
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	717	998
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

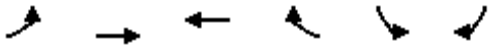
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	23	33	58	6	9
Future Vol, veh/h	73	23	33	58	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	25	36	63	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	214	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	774	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	756	981
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	981	-	-	1519	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	150	161	0	213	47
Future Volume (veh/h)	0	150	161	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	163	175	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	285	285	0	2597	1195
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	163	175	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.3	5.7	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.3	5.7	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	285	285	0	2597	1195
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2597	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.2	53.4	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	2.9	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	55.0	54.9	0.0	2.2	2.1
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		163	175		283	
Approach Delay, s/veh		55.0	54.9		2.2	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.7		104.3		15.7
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.3		3.7		7.7
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	347	0	0	393	276	28	0	253	0	0	0
Future Volume (veh/h)	21	347	0	0	393	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	377	0	0	427	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1126	0	0	902	372	1868	0	860			
Arrive On Green	0.02	0.32	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	377	0	0	427	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.6	0.0	0.0	13.3	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.6	0.0	0.0	13.3	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1126	0	0	902	372	1868	0	860			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1868	0	860			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.58	0.58	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.1	45.5	11.1	0.0	13.5			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.2	0.0	0.0	6.6	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	102.9	34.0	0.0	0.0	41.3	47.9	11.1	0.0	13.7			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		400			727			305				
Approach Delay, s/veh		37.9			44.0			13.5				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.6		47.4			8.3	39.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.6			3.8	27.1
Green Ext Time (p_c), s		0.0		6.4			0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	153	14	0	8	230	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	153	14	0	8	230	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	166	15	0	9	250	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.9	10.4	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	102	65	8	153	98	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	102	51	0	153	77	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	111	71	9	167	106	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.12	0.193	0.12	0.016	0.286	0.178	0.125	0.014	0.237
Departure Headway (Hd)	7.092	6.133	6.763	6.259	6.107	6.691	6.187	6.036	6.881	6.38	5.698
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	505	583	530	573	586	535	580	593	520	560	628
Service Time	4.843	3.884	4.508	4.004	3.852	4.437	3.933	3.782	4.629	4.128	3.446
HCM Lane V/C Ratio	0.135	0.055	0.121	0.194	0.121	0.017	0.288	0.179	0.125	0.014	0.239
HCM Control Delay	11	9.2	10.4	10.5	9.7	9.5	11.4	10.1	10.6	9.2	10.2
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	237	187	33	0	27
Future Vol, veh/h	0	237	187	33	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	258	203	36	0	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	479	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1328	-	-	-	545	819
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	545	819
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1328	-	-	-	819
HCM Lane V/C Ratio	-	-	-	-	0.036
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	27	3	149	35	4	143
Future Vol, veh/h	27	3	149	35	4	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	3	162	38	4	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	326	162	0	0	162	0
Stage 1	162	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	668	883	-	-	1417	-
Stage 1	867	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	666	883	-	-	1417	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	666	883	1417	-
HCM Lane V/C Ratio	-	-	0.044	0.004	0.003	-
HCM Control Delay (s)	-	-	10.7	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	8	16	21
Future Vol, veh/h	0	12	0	8	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	9	17	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	20	40	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	976	1053	1568	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1053	1568	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	1053	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	7	0	0	2
Future Vol, veh/h	0	0	7	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1074	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1074	-	-	1612	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1612	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	10	8	0	0	0
Future Vol, veh/h	0	10	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	9	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	9	9	-	0	9	0
Stage 1	0	0	-	-	-	-
Stage 2	9	9	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1011	886	-	-	1611	-
Stage 1	-	-	-	-	-	-
Stage 2	1014	888	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1011	0	-	-	1611	-
Mov Cap-2 Maneuver	1011	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1014	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	19	9	68	32	74	10	513	45	70	668	3
Future Volume (veh/h)	4	19	9	68	32	74	10	513	45	70	668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	21	10	74	35	80	11	558	49	76	726	3
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	744	731	348	826	309	707	24	741	65	102	987	4
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.01	0.23	0.22	0.06	0.27	0.27
Sat Flow, veh/h	1172	1194	569	1264	505	1154	1634	3293	289	1634	3615	15
Grp Volume(v), veh/h	4	0	31	74	0	115	11	299	308	76	355	374
Grp Sat Flow(s),veh/h/ln	1172	0	1762	1264	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.2	0.0	0.8	2.9	0.0	3.5	0.8	18.9	19.0	5.5	21.9	21.9
Cycle Q Clear(g_c), s	3.7	0.0	0.8	3.8	0.0	3.5	0.8	18.9	19.0	5.5	21.9	21.9
Prop In Lane	1.00		0.32	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	744	0	1079	826	0	1016	24	398	408	102	483	508
V/C Ratio(X)	0.01	0.00	0.03	0.09	0.00	0.11	0.47	0.75	0.75	0.74	0.74	0.74
Avail Cap(c_a), veh/h	744	0	1079	826	0	1016	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	9.2	9.9	0.0	9.8	58.7	43.4	43.4	55.3	39.7	39.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	13.7	2.9	2.9	10.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.1	0.0	1.7	0.5	9.5	9.8	2.8	11.0	11.5
LnGrp Delay(d),s/veh	10.5	0.0	9.3	10.1	0.0	10.0	72.4	46.3	46.3	65.5	41.9	41.8
LnGrp LOS	B		A	B		A	E	D	D	E	D	D
Approach Vol, veh/h		35			189			618			805	
Approach Delay, s/veh		9.4			10.0			46.7			44.0	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	31.0		77.5	5.7	36.8		77.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.5	21.0		5.7	2.8	23.9		5.8
Green Ext Time (p_c), s	0.1	5.5		0.6	0.0	5.5		0.6

Intersection Summary		
HCM 2010 Ctrl Delay	40.4	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	5	28	171	21	15
Future Vol, veh/h	125	5	28	171	21	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	5	30	186	23	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	386	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	617	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	603	909
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1442	-
HCM Lane V/C Ratio	0.056	-	-	0.021	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	106	33	0	203	159	9	0	49	15	244
Future Vol, veh/h	0	3	106	33	0	203	159	9	0	49	15	244
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	115	36	0	221	173	10	0	53	16	265
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.4	19.3	12.8
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	75%	44%	0%	81%
Vol Right, %	79%	23%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	308	142	362	9	21
LT Vol	49	3	203	0	2
Through Vol	15	106	159	0	17
RT Vol	244	33	0	9	2
Lane Flow Rate	335	154	393	10	23
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.478	0.239	0.657	0.014	0.039
Departure Headway (Hd)	5.138	5.573	6.014	5.022	6.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	700	644	602	713	581
Service Time	3.181	3.615	3.744	2.752	4.203
HCM Lane V/C Ratio	0.479	0.239	0.653	0.014	0.04
HCM Control Delay	12.8	10.4	19.6	7.8	9.5
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.6	0.9	4.8	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	17	2
Future Vol, veh/h	0	2	17	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	18	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A

Lane

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	144	203	267	30	31	101
Future Vol, veh/h	144	203	267	30	31	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	221	290	33	34	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	323	0	-	0	841	307
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	335	733
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	286	733
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	503	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	536
HCM Lane V/C Ratio	0.127	-	-	-	0.268
HCM Control Delay (s)	8.3	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	77	0	444	5	60	678	2
Future Vol, veh/h	0	5	0	12	5	77	0	444	5	60	678	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	84	0	483	5	65	737	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1112	1356	370	987	1355	244	739	0	0	488	0	0
Stage 1	868	868	-	485	485	-	-	-	-	-	-	-
Stage 2	244	488	-	502	870	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	627	202	148	757	863	-	-	1071	-	-
Stage 1	314	368	-	532	550	-	-	-	-	-	-	-
Stage 2	738	548	-	520	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	139	627	187	139	757	863	-	-	1071	-	-
Mov Cap-2 Maneuver	134	139	-	187	139	-	-	-	-	-	-	-
Stage 1	314	346	-	532	550	-	-	-	-	-	-	-
Stage 2	650	548	-	481	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	14.9	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	139	466	1071	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.219	0.061	-	-
HCM Control Delay (s)	0	-	-	32	14.9	8.6	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	2	1	89	1	0
Future Vol, veh/h	74	2	1	89	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	2	1	97	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	181	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	808	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	807	978
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	1514	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	0	0	93	0	0
Future Vol, veh/h	72	0	0	93	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	78	0	0	101	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	179	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	811	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	811	983
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	923	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1520	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	47	23	26	71	6	22	29	8	2	32	2
Future Vol, veh/h	2	47	23	26	71	6	22	29	8	2	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	51	25	28	77	7	24	32	9	2	35	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	76	0	0	223	208	64	225	217	80
Stage 1	-	-	-	-	-	-	68	68	-	137	137	-
Stage 2	-	-	-	-	-	-	155	140	-	88	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1523	-	-	733	689	1000	730	681	980
Stage 1	-	-	-	-	-	-	942	838	-	866	783	-
Stage 2	-	-	-	-	-	-	847	781	-	920	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1523	-	-	692	675	1000	687	667	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	692	675	-	687	667	-
Stage 1	-	-	-	-	-	-	941	837	-	865	768	-
Stage 2	-	-	-	-	-	-	792	766	-	877	827	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	10.5	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	713	1513	-	-	1523	-	-	680
HCM Lane V/C Ratio	0.09	0.001	-	-	0.019	-	-	0.058
HCM Control Delay (s)	10.5	7.4	0	-	7.4	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	2	5	91	5	11
Future Vol, veh/h	50	2	5	91	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	2	5	99	5	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	165	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1547	-	826	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	824	1012
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	945	-	-	1547	-
HCM Lane V/C Ratio	0.018	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	55	1	1	93	6	1
Future Vol, veh/h	55	1	1	93	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1	1	101	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	163	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1542	-	828	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	827	1005
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	1542	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	0	2	95	1	7
Future Vol, veh/h	58	0	2	95	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	0	2	103	1	8

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	67	63	115	63
Stage 1	-	-	0	0	63	-
Stage 2	-	-	67	63	52	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	938	828	881	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	956	842	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	938	0	881	1002
Mov Cap-2 Maneuver	-	-	938	0	881	-
Stage 1	-	-	-	0	960	-
Stage 2	-	-	956	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.3	8.7
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	985	-	-	938
HCM Lane V/C Ratio	0.009	-	-	0.112
HCM Control Delay (s)	8.7	-	-	9.3
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.4

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	19	70	80	29	38
Future Vol, veh/h	58	19	70	80	29	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	21	76	87	32	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	312	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1513	-	681	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	645	989
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1513	-
HCM Lane V/C Ratio	0.091	-	-	0.05	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	37	60	83	269	182	73
Future Vol, veh/h	37	60	83	269	182	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	65	90	292	198	79

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	710	237	277	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	400	802	1286	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	802	1286	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	551	-	-
HCM Lane V/C Ratio	0.07	-	0.191	-	-
HCM Control Delay (s)	8	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	14	1	47	3	0	70
Future Vol, veh/h	14	1	47	3	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1	51	3	0	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	129	53	0	0	54	0
Stage 1	53	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	865	1014	-	-	1551	-
Stage 1	970	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	1014	-	-	1551	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1551	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	23	24	12	20
Demand Flow Rate, veh/h	23	24	12	20
Vehicles Circulating, veh/h	24	12	17	20
Vehicles Exiting, veh/h	16	17	30	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	23	24	12	20
Cap Entry Lane, veh/h	1103	1116	1111	1108
Entry HV Adj Factor	0.993	0.993	0.993	0.989
Flow Entry, veh/h	23	24	12	20
Cap Entry, veh/h	1095	1108	1103	1095
V/C Ratio	0.021	0.022	0.011	0.018
Control Delay, s/veh	3.5	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	28	9	10	4
Demand Flow Rate, veh/h	28	9	10	4
Vehicles Circulating, veh/h	3	18	19	11
Vehicles Exiting, veh/h	12	11	12	16
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	28	9	10	4
Cap Entry Lane, veh/h	1127	1110	1109	1118
Entry HV Adj Factor	0.992	0.980	0.984	0.985
Flow Entry, veh/h	28	9	10	4
Cap Entry, veh/h	1117	1087	1091	1100
V/C Ratio	0.025	0.008	0.009	0.004
Control Delay, s/veh	3.4	3.4	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	19	5	3	14
Demand Flow Rate, veh/h	19	5	3	14
Vehicles Circulating, veh/h	16	2	23	5
Vehicles Exiting, veh/h	3	24	12	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	19	5	3	14
Cap Entry Lane, veh/h	1112	1128	1104	1124
Entry HV Adj Factor	0.985	0.988	0.993	0.990
Flow Entry, veh/h	19	5	3	14
Cap Entry, veh/h	1094	1114	1096	1113
V/C Ratio	0.017	0.004	0.003	0.012
Control Delay, s/veh	3.4	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	25	7	139	80	0
Future Vol, veh/h	3	25	7	139	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	27	8	151	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	43	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	795	1018	1507	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	790	1018	1507	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	987	-	-
HCM Lane V/C Ratio	0.005	-	0.031	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	62	288	34	30	198
Future Vol, veh/h	42	62	288	34	30	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	67	313	37	33	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	593	313	0	0	313	0
Stage 1	313	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	468	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	727	-	-	1247	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	454	727	1247	-
HCM Lane V/C Ratio	-	-	0.101	0.093	0.026	-
HCM Control Delay (s)	-	-	13.8	10.5	8	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	1	49	2	0	78
Future Vol, veh/h	5	1	49	2	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	53	2	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	54	0	0	55	0
Stage 1	54	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	1013	-	-	1550	-
Stage 1	969	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	1013	-	-	1550	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	877	1550	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	2	0	0	0	0	2	0	0	2	0
Future Vol, veh/h	0	2	2	0	0	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	2	0	0	0	0	2	0	0	2	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	0%	15%
Vol Thru, %	100%	50%	0%	38%
Vol Right, %	0%	0%	100%	46%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	4	2	13
LT Vol	0	2	0	2
Through Vol	2	2	0	5
RT Vol	0	0	2	6
Lane Flow Rate	2	4	2	14
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.005	0.002	0.015
Departure Headway (Hd)	3.957	4.065	3.367	3.701
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	885	1068	972
Service Time	1.96	2.069	1.371	1.703
HCM Lane V/C Ratio	0.002	0.005	0.002	0.014
HCM Control Delay	7	7.1	6.4	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	5	6
Future Vol, veh/h	0	2	5	6
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	5	7
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	7	10	14
Demand Flow Rate, veh/h	5	7	10	14
Vehicles Circulating, veh/h	17	7	8	6
Vehicles Exiting, veh/h	3	11	14	8
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	5	7	10	14
Cap Entry Lane, veh/h	1111	1122	1121	1123
Entry HV Adj Factor	0.988	0.997	0.990	0.987
Flow Entry, veh/h	5	7	10	14
Cap Entry, veh/h	1097	1118	1109	1108
V/C Ratio	0.005	0.006	0.009	0.012
Control Delay, s/veh	3.3	3.3	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	11	15	0	3	4
Future Vol, veh/h	3	11	15	0	3	4
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	16	0	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	39	26
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1595	-	-	-	973	1050
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	963	1041
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1588	-	-	-	1006
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	6	28	0	19	3	10	0	7	103	43
Future Vol, veh/h	0	1	6	28	0	19	3	10	0	7	103	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	7	30	0	21	3	11	0	8	112	47
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	7.6	8.2	8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	18%	0%	23%	0%	100%	100%
Vol Right, %	0%	0%	56%	0%	82%	0%	77%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	69	77	1	34	19	13	10	47	47
LT Vol	7	0	0	1	0	19	0	10	0	0
Through Vol	0	69	34	0	6	0	3	0	47	47
RT Vol	0	0	43	0	28	0	10	0	0	0
Lane Flow Rate	8	75	84	1	37	21	14	11	51	51
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.011	0.102	0.106	0.002	0.048	0.033	0.019	0.017	0.072	0.047
Departure Headway (Hd)	5.435	4.934	4.544	5.764	4.688	5.761	4.724	5.554	5.053	3.316
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	660	728	790	622	765	623	759	647	711	1082
Service Time	3.152	2.651	2.261	3.487	2.411	3.484	2.447	3.27	2.769	1.031
HCM Lane V/C Ratio	0.012	0.103	0.106	0.002	0.048	0.034	0.018	0.017	0.072	0.047
HCM Control Delay	8.2	8.2	7.8	8.5	7.6	8.7	7.5	8.4	8.2	6.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.4	0	0.2	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	94	0
Future Vol, veh/h	0	10	94	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	102	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	292	0	0	0	262	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	292	0	0	0	262	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	317	0	0	0	285	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.7	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	292	0	0	0	0	262	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	292	0	0	0	0	262	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	317	0	0	0	0	285	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.412	0	0	0	0	0.371	0
Departure Headway (Hd)	4.67	4.67	4.67	5.967	5.967	4.686	4.686	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	765	0	0	0	0	760	0
Service Time	2.434	2.434	2.434	3.667	3.667	2.456	2.456	2.456
HCM Lane V/C Ratio	0	0.414	0	0	0	0	0.375	0
HCM Control Delay	7.4	10.7	7.4	8.7	8.7	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	14	17	69	9	4	14	51	85	5	74	8
Future Vol, veh/h	8	14	17	69	9	4	14	51	85	5	74	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	15	18	75	10	4	15	55	92	5	80	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	182	177	80	185	177	55	80	0	0	55	0	0
Stage 1	91	91	-	86	86	-	-	-	-	-	-	-
Stage 2	91	86	-	99	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	779	717	980	776	717	1012	1518	-	-	1550	-	-
Stage 1	916	820	-	922	824	-	-	-	-	-	-	-
Stage 2	916	824	-	907	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	760	708	980	741	708	1012	1518	-	-	1550	-	-
Mov Cap-2 Maneuver	760	708	-	741	708	-	-	-	-	-	-	-
Stage 1	907	817	-	913	816	-	-	-	-	-	-	-
Stage 2	892	816	-	871	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.3	0.7	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	760	708	980	741	708	1012	1550	-	-
HCM Lane V/C Ratio	0.01	-	-	0.011	0.021	0.019	0.101	0.014	0.004	0.004	-	-
HCM Control Delay (s)	7.4	-	-	9.8	10.2	8.7	10.4	10.2	8.6	7.3	-	-
HCM Lane LOS	A	-	-	A	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.3	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	0	0	0	0	2	0	0	4	0
Future Vol, veh/h	0	4	0	0	0	0	0	2	0	0	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	0	0	0	0	2	0	0	4	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.4	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	14%
Vol Thru, %	100%	0%	0%	50%
Vol Right, %	0%	0%	100%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	4	2	14
LT Vol	0	4	0	2
Through Vol	4	0	0	7
RT Vol	0	0	2	5
Lane Flow Rate	4	4	2	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.005	0.002	0.016
Departure Headway (Hd)	3.957	4.171	3.372	3.763
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	862	1065	956
Service Time	1.961	2.177	1.379	1.766
HCM Lane V/C Ratio	0.004	0.005	0.002	0.016
HCM Control Delay	7	7.2	6.4	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	7	5
Future Vol, veh/h	0	2	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	8	5
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	2	5	14
Demand Flow Rate, veh/h	7	2	5	14
Vehicles Circulating, veh/h	12	7	7	2
Vehicles Exiting, veh/h	4	5	12	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.2	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	2	5	14
Cap Entry Lane, veh/h	1116	1122	1122	1128
Entry HV Adj Factor	0.992	1.000	0.988	0.986
Flow Entry, veh/h	7	2	5	14
Cap Entry, veh/h	1107	1122	1109	1112
V/C Ratio	0.006	0.002	0.004	0.012
Control Delay, s/veh	3.3	3.2	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	10	4	0
Demand Flow Rate, veh/h	3	10	4	0
Vehicles Circulating, veh/h	9	0	3	10
Vehicles Exiting, veh/h	1	7	9	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.2	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	10	4	0
Cap Entry Lane, veh/h	1120	1130	1127	1119
Entry HV Adj Factor	0.980	0.998	1.000	1.000
Flow Entry, veh/h	3	10	4	0
Cap Entry, veh/h	1097	1127	1126	1118
V/C Ratio	0.003	0.009	0.004	0.000
Control Delay, s/veh	3.3	3.3	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	16	22	153	136	5
Future Vol, veh/h	4	16	22	153	136	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	17	24	166	148	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	282	77	153	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	685	968	1425	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	968	1425	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1425	-	890	-	-
HCM Lane V/C Ratio	0.017	-	0.024	-	-
HCM Control Delay (s)	7.6	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	436	85	66	593	11	102	0	37	3	2	15
Future Volume (veh/h)	152	436	85	66	593	11	102	0	37	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	474	92	72	645	12	111	0	40	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	635	262	261	791	15	618	0	223	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.22	0.21	0.49	0.00	0.48	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3555	66	1264	0	455	233	155	1243
Grp Volume(v), veh/h	165	474	92	72	321	336	151	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1719	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.2	6.6	4.6	20.7	20.7	5.9	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.2	6.6	4.6	20.7	20.7	5.9	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.14		0.76
Lane Grp Cap(c), veh/h	191	635	262	261	394	412	841	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.28	0.81	0.82	0.18	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	841	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.7	43.1	44.3	44.3	44.3	17.2	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.7	0.7	0.4	4.2	4.0	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.6	2.7	2.1	10.5	11.0	2.9	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.9	48.3	43.9	44.7	48.4	48.3	17.7	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		731			729			151			21	
Approach Delay, s/veh		55.3			48.0			17.7			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.7	23.2	25.5		8.6	18.0	30.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.9	6.6	17.2		3.5	13.9	22.7
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.5	1.3	1.3	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.6	7.8	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.8	42.9	43.1	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.8			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	394	35	31	532	48	63
Future Vol, veh/h	394	35	31	532	48	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	428	38	34	578	52	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	804	233
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1092	-	321	769
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1092	-	311	769
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	1092	-
HCM Lane V/C Ratio	0.257	-	-	0.031	-
HCM Control Delay (s)	15.3	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

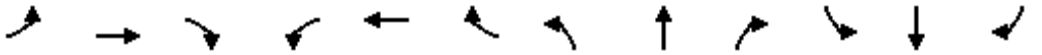
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	444	6	13	555	2	5
Future Vol, veh/h	444	6	13	555	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	483	7	14	603	2	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	489	0	816	245
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1070	-	315	755
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1070	-	311	755
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1057	-	-	1070	-
HCM Lane V/C Ratio	0.007	-	-	0.013	-
HCM Control Delay (s)	8.4	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	169	86	72	303	38	57	327	45	29	482	190
Future Volume (veh/h)	178	169	86	72	303	38	57	327	45	29	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	184	93	78	329	41	62	355	49	32	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	974	401	76	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.28	0.28	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	184	93	78	329	41	62	355	49	32	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	3.6	3.2	3.5	6.1	1.7	3.3	7.3	1.2	1.7	17.9	18.1
Cycle Q Clear(g_c), s	10.1	3.6	3.2	3.5	6.1	1.7	3.3	7.3	1.2	1.7	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	974	401	76	448	428
V/C Ratio(X)	0.74	0.19	0.23	0.21	0.27	0.08	0.55	0.36	0.12	0.42	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	974	401	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.8	13.0	28.6	21.6	20.2	40.6	26.3	6.3	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.6	0.3	4.0	0.2	0.1	3.6	11.6	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.8	1.4	1.6	3.1	0.7	1.6	3.6	0.5	0.9	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.2	14.3	28.8	22.2	20.5	44.6	26.5	6.5	45.3	43.5	45.0
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		470			448			466			763	
Approach Delay, s/veh		29.1			23.2			26.8			44.3	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	28.8	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.7	9.3	5.5	5.6	5.3	20.1	12.1	8.1
Green Ext Time (p_c), s	0.0	3.8	0.2	0.9	0.0	0.6	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	232	20	10	432	0	5	1	4	3	0	0
Future Vol, veh/h	0	232	20	10	432	0	5	1	4	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	252	22	11	470	0	5	1	4	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	252	0	0	743	743	252	746	743	470
Stage 1	-	-	-	-	-	-	252	252	-	491	491	-
Stage 2	-	-	-	-	-	-	491	491	-	255	252	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1092	-	-	1313	-	-	331	343	787	330	343	594
Stage 1	-	-	-	-	-	-	752	698	-	559	548	-
Stage 2	-	-	-	-	-	-	559	548	-	749	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1092	-	-	1313	-	-	328	339	787	325	339	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	339	-	325	339	-
Stage 1	-	-	-	-	-	-	752	698	-	559	542	-
Stage 2	-	-	-	-	-	-	553	542	-	744	698	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.6	16.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1092	-	-	1313	-	-	325
HCM Lane V/C Ratio	0.025	-	-	-	0.008	-	-	0.01
HCM Control Delay (s)	13.6	0	-	-	7.8	0	-	16.2
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

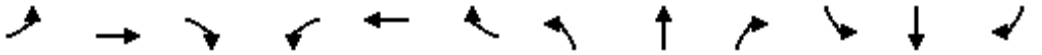
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	0	1	29	0	0	0	1	0	0	0
Future Vol, veh/h	0	17	0	1	29	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	0	1	32	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	18	0	0	52	52	18	53	52	32
Stage 1	-	-	-	-	-	-	18	18	-	34	34	-
Stage 2	-	-	-	-	-	-	34	34	-	19	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1599	-	-	947	839	1061	946	839	1042
Stage 1	-	-	-	-	-	-	1001	880	-	982	867	-
Stage 2	-	-	-	-	-	-	982	867	-	1000	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1599	-	-	946	838	1061	944	838	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	946	838	-	944	838	-
Stage 1	-	-	-	-	-	-	1001	880	-	982	866	-
Stage 2	-	-	-	-	-	-	981	866	-	999	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1061	1580	-	-	1599	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	163	62	115	356	43	83	84	46	10	118	10
Future Volume (veh/h)	15	163	62	115	356	43	83	84	46	10	118	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	177	67	125	387	47	90	91	50	11	128	11
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	315	246	156	466	365	112	977	765	17	869	680
Arrive On Green	0.01	0.17	0.17	0.03	0.08	0.08	0.11	0.88	0.88	0.01	0.47	0.47
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	16	177	67	125	387	47	90	91	50	11	128	11
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.9	7.9	3.6	6.8	18.4	2.7	4.8	0.6	0.4	0.6	3.5	0.4
Cycle Q Clear(g_c), s	0.9	7.9	3.6	6.8	18.4	2.7	4.8	0.6	0.4	0.6	3.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	315	246	156	466	365	112	977	765	17	869	680
V/C Ratio(X)	0.67	0.56	0.27	0.80	0.83	0.13	0.80	0.09	0.07	0.63	0.15	0.02
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	977	765	82	869	680
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	34.3	32.6	42.7	39.4	32.2	39.2	2.7	2.7	44.3	13.8	12.9
Incr Delay (d2), s/veh	27.6	1.6	0.6	9.0	5.4	0.2	12.1	0.2	0.2	31.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.2	1.5	3.5	10.2	1.1	2.5	0.3	0.2	0.4	1.9	0.2
LnGrp Delay(d),s/veh	71.7	35.9	33.2	51.7	44.9	32.4	51.4	2.9	2.8	76.2	14.1	12.9
LnGrp LOS	E	D	C	D	D	C	D	A	A	E	B	B
Approach Vol, veh/h		260			559			231			150	
Approach Delay, s/veh		37.4			45.3			21.8			18.6	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	51.7	13.1	19.7	10.7	46.5	5.8	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	2.6	2.6	8.8	9.9	6.8	5.5	2.9	20.4
Green Ext Time (p_c), s	0.0	0.9	0.2	2.1	0.1	0.8	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	35.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	49	168	13	10	185	82	5	6	3	64	7	43
Future Vol, veh/h	49	168	13	10	185	82	5	6	3	64	7	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	183	14	11	201	89	5	7	3	70	8	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	197	0	0	591	608	190	568	570	246
Stage 1	-	-	-	-	-	-	296	296	-	267	267	-
Stage 2	-	-	-	-	-	-	295	312	-	301	303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1272	-	-	1376	-	-	419	410	852	434	431	793
Stage 1	-	-	-	-	-	-	712	668	-	738	688	-
Stage 2	-	-	-	-	-	-	713	658	-	708	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1272	-	-	1376	-	-	372	387	852	408	407	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	387	-	408	407	-
Stage 1	-	-	-	-	-	-	679	637	-	703	681	-
Stage 2	-	-	-	-	-	-	657	651	-	665	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.3	13.7	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	1272	-	-	1376	-	-	499
HCM Lane V/C Ratio	0.035	0.042	-	-	0.008	-	-	0.248
HCM Control Delay (s)	13.7	8	0	-	7.6	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	131	44	305	213	8	23	2	10	16	6	6
Future Volume (veh/h)	0	131	44	305	213	8	23	2	10	16	6	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	142	48	332	232	9	25	2	11	17	7	7
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	203	159	373	722	565	34	833	652	25	823	644
Arrive On Green	0.00	0.04	0.04	0.23	0.39	0.39	0.02	0.45	0.45	0.02	0.44	0.44
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	142	48	332	232	9	25	2	11	17	7	7
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	6.8	2.9	17.7	7.8	0.3	1.4	0.1	0.4	0.9	0.2	0.2
Cycle Q Clear(g_c), s	0.0	6.8	2.9	17.7	7.8	0.3	1.4	0.1	0.4	0.9	0.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	203	159	373	722	565	34	833	652	25	823	644
V/C Ratio(X)	0.00	0.70	0.30	0.89	0.32	0.02	0.74	0.00	0.02	0.68	0.01	0.01
Avail Cap(c_a), veh/h	73	373	292	536	900	705	107	833	652	73	823	644
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	41.9	40.0	33.6	19.3	17.0	43.8	13.8	13.9	44.1	14.1	14.1
Incr Delay (d2), s/veh	0.0	4.3	1.1	12.6	0.3	0.0	26.8	0.0	0.0	27.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	1.2	9.2	4.0	0.1	0.9	0.0	0.2	0.6	0.1	0.1
LnGrp Delay(d),s/veh	0.0	46.2	41.1	46.2	19.5	17.0	70.6	13.8	13.9	71.3	14.1	14.1
LnGrp LOS		D	D	D	B	B	E	B	B	E	B	B
Approach Vol, veh/h		190			573			38			31	
Approach Delay, s/veh		44.9			34.9			51.2			45.5	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	44.7	25.0	14.3	6.4	44.3	0.0	39.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	2.9	2.4	19.7	8.8	3.4	2.2	0.0	9.8
Green Ext Time (p_c), s	0.0	0.0	0.8	1.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	145	529	12	0	8
Future Vol, veh/h	3	145	529	12	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	158	575	13	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	588	0	-	0	746	582
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	987	-	-	-	381	513
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	987	-	-	-	380	513
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	987	-	-	-	513
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s)	8.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	185	63	146	414	46	131	94	83	47	148	53
Future Volume (veh/h)	35	185	63	146	414	46	131	94	83	47	148	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	38	201	68	159	450	50	142	102	90	51	161	58
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	288	223	276	519	404	177	1727	709	90	1539	630
Arrive On Green	0.04	0.15	0.15	0.17	0.28	0.28	0.18	0.81	0.81	0.06	0.43	0.43
Sat Flow, veh/h	1634	1863	1444	1634	1863	1450	1634	3539	1454	1634	3539	1450
Grp Volume(v), veh/h	38	201	68	159	450	50	142	102	90	51	161	58
Grp Sat Flow(s),veh/h/ln	1634	1863	1444	1634	1863	1450	1634	1770	1454	1634	1770	1450
Q Serve(g_s), s	2.7	12.3	3.8	10.7	27.6	3.1	10.0	0.7	0.7	3.7	3.2	2.8
Cycle Q Clear(g_c), s	2.7	12.3	3.8	10.7	27.6	3.1	10.0	0.7	0.7	3.7	3.2	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	288	223	276	519	404	177	1727	709	90	1539	630
V/C Ratio(X)	0.52	0.70	0.30	0.58	0.87	0.12	0.80	0.06	0.13	0.57	0.10	0.09
Avail Cap(c_a), veh/h	82	761	590	276	885	689	177	1727	709	109	1539	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	48.1	25.6	45.9	41.2	32.3	47.9	5.8	1.3	55.3	20.1	20.0
Incr Delay (d2), s/veh	5.5	3.1	0.8	1.9	3.2	0.1	22.5	0.1	0.4	5.5	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.6	1.5	5.0	14.6	1.3	5.6	0.3	0.3	1.8	1.6	1.2
LnGrp Delay(d),s/veh	61.6	51.2	26.3	47.8	44.4	32.4	70.4	5.8	1.7	60.7	20.2	20.3
LnGrp LOS	E	D	C	D	D	C	E	A	A	E	C	C
Approach Vol, veh/h		307			659			334			270	
Approach Delay, s/veh		46.9			44.3			32.1			27.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	62.5	24.3	22.5	17.0	56.2	9.4	37.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	2.7	12.7	14.3	12.0	5.2	4.7	29.6
Green Ext Time (p_c), s	0.0	1.6	0.0	0.9	0.0	1.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	319	31	17	594	30	14
Future Volume (veh/h)	319	31	17	594	30	14
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	347	34	18	646	33	15
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	754	590	50	737	809	722
Arrive On Green	0.40	0.40	0.40	0.40	0.50	0.50
Sat Flow, veh/h	1863	1458	23	1820	1634	1458
Grp Volume(v), veh/h	347	34	664	0	33	15
Grp Sat Flow(s),veh/h/ln	1863	1458	1843	0	1634	1458
Q Serve(g_s), s	12.3	1.3	10.4	0.0	0.9	0.5
Cycle Q Clear(g_c), s	12.3	1.3	30.1	0.0	0.9	0.5
Prop In Lane		1.00	0.03		1.00	1.00
Lane Grp Cap(c), veh/h	754	590	787	0	809	722
V/C Ratio(X)	0.46	0.06	0.84	0.00	0.04	0.02
Avail Cap(c_a), veh/h	1252	980	1274	0	809	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.73	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	16.3	24.8	0.0	11.7	11.6
Incr Delay (d2), s/veh	0.4	0.0	2.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.5	15.8	0.0	0.4	0.2
LnGrp Delay(d),s/veh	20.0	16.4	27.0	0.0	11.8	11.6
LnGrp LOS	B	B	C		B	B
Approach Vol, veh/h	381			664	48	
Approach Delay, s/veh	19.7			27.0	11.7	
Approach LOS	B			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		49.1		40.9				40.9
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		2.9		14.3				32.1
Green Ext Time (p_c), s		0.1		4.5				4.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	216	83	177	396	38	66	302	72	23	294	112
Future Volume (veh/h)	82	216	83	177	396	38	66	302	72	23	294	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	235	90	192	430	41	72	328	78	25	320	122
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	569	235	304	612	252	114	1635	384	58	1362	510
Arrive On Green	0.08	0.16	0.16	0.10	0.17	0.17	0.14	1.00	1.00	0.04	0.54	0.52
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2847	668	1634	2522	944
Grp Volume(v), veh/h	89	235	90	192	430	41	72	202	204	25	223	219
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1745	1634	1770	1696
Q Serve(g_s), s	6.3	7.2	6.6	7.0	13.7	2.9	5.0	0.0	0.0	1.8	7.9	8.3
Cycle Q Clear(g_c), s	6.3	7.2	6.6	7.0	13.7	2.9	5.0	0.0	0.0	1.8	7.9	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	137	569	235	304	612	252	114	1016	1002	58	956	916
V/C Ratio(X)	0.65	0.41	0.38	0.63	0.70	0.16	0.63	0.20	0.20	0.43	0.23	0.24
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1016	1002	136	956	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	45.3	45.0	52.2	46.7	42.2	50.2	0.0	0.0	56.7	14.5	14.9
Incr Delay (d2), s/veh	4.8	0.5	1.0	2.1	1.4	0.3	6.6	0.4	0.4	5.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	2.7	3.2	6.8	1.2	2.4	0.1	0.1	0.9	4.0	4.1
LnGrp Delay(d),s/veh	58.1	45.7	46.0	54.3	48.1	42.5	56.8	0.4	0.4	61.7	15.1	15.5
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		414			663			478			467	
Approach Delay, s/veh		48.4			49.6			8.9			17.8	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	72.9	15.5	23.3	12.4	68.8	14.1	24.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	2.3	2.0	9.0	9.2	7.0	10.3	8.3	15.7
Green Ext Time (p_c), s	0.0	3.1	0.5	3.3	0.0	3.1	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	185	61	89	228	36	56	291	43	65	279	47
Future Volume (veh/h)	64	185	61	89	228	36	56	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	201	66	97	248	39	61	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.55	0.62	0.62	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	201	66	97	248	39	61	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.5	5.1	6.8	7.9	2.9	1.1	4.4	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.5	5.1	6.8	7.9	2.9	1.1	4.4	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
V/C Ratio(X)	0.61	0.60	0.48	0.60	0.57	0.22	0.04	0.14	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1737	2204	908	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	52.1	51.5	51.8	49.6	47.4	12.5	9.4	2.0	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.5	1.2	0.6	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	2.2	3.2	4.0	1.2	0.5	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	58.9	53.7	53.9	55.3	50.8	48.0	12.5	9.5	2.1	57.4	58.7	34.7
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		337			384			424			425	
Approach Delay, s/veh		54.8			51.6			9.1			55.6	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	78.7	15.9	15.4	69.8	19.0	12.5	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.4	8.8	8.5	3.1	11.8	7.0	9.9
Green Ext Time (p_c), s	0.0	1.6	1.5	0.8	0.8	1.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3	23	143	24	63	55	136	72	23	262	39
Future Volume (veh/h)	5	3	23	143	24	63	55	136	72	23	262	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	5	3	25	155	26	68	60	148	78	25	285	42
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	79	62	188	284	223	77	1158	906	34	1115	948
Arrive On Green	0.01	0.04	0.04	0.12	0.15	0.15	0.04	0.62	0.62	0.04	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	5	3	25	155	26	68	60	148	78	25	285	42
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.3	0.1	1.5	8.3	1.1	3.7	3.0	2.9	1.9	1.4	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.1	1.5	8.3	1.1	3.7	3.0	2.9	1.9	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	9	79	62	188	284	223	77	1158	906	34	1115	948
V/C Ratio(X)	0.59	0.04	0.40	0.82	0.09	0.31	0.78	0.13	0.09	0.74	0.26	0.04
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1158	906	118	1115	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	44.7	41.3	42.0	38.9	32.8	33.9	42.6	7.0	6.8	42.9	0.0	0.0
Incr Delay (d2), s/veh	50.7	0.2	4.2	8.7	0.1	0.8	14.3	0.2	0.2	25.7	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.7	4.2	0.6	1.5	1.8	1.5	0.8	0.9	0.2	0.0
LnGrp Delay(d),s/veh	95.4	41.5	46.1	47.6	32.9	34.7	56.9	7.2	7.0	68.7	0.5	0.1
LnGrp LOS	F	D	D	D	C	C	E	A	A	E	A	A
Approach Vol, veh/h		33			249			286			352	
Approach Delay, s/veh		53.2			42.5			17.6			5.3	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	60.4	14.9	8.3	8.4	58.4	5.0	18.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	3.4	4.9	10.3	3.5	5.0	2.0	2.3	5.7
Green Ext Time (p_c), s	0.0	1.9	0.2	0.3	0.0	1.9	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Future Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	114	7	45	212	20	7	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	121	0	0	350	467	60	500	460	116
Stage 1	-	-	-	-	-	-	146	146	-	311	311	-
Stage 2	-	-	-	-	-	-	204	321	-	189	149	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1333	-	-	1464	-	-	580	492	993	454	497	914
Stage 1	-	-	-	-	-	-	842	775	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	795	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1464	-	-	521	472	993	273	477	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	472	-	273	477	-
Stage 1	-	-	-	-	-	-	833	767	-	667	637	-
Stage 2	-	-	-	-	-	-	701	630	-	540	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	535	1333	-	-	1464	-	-	420
HCM Lane V/C Ratio	0.013	0.498	0.011	-	-	0.03	-	-	0.246
HCM Control Delay (s)	12	18.2	7.7	-	-	7.5	-	-	16.3
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.7	0	-	-	0.1	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	53	189	200	151	31	95	225	91	15	404	28
Future Volume (veh/h)	18	53	189	200	151	31	95	225	91	15	404	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	20	58	205	217	164	34	103	245	99	16	439	30
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	287	257	177	704	143	148	1405	552	50	1700	116
Arrive On Green	0.03	0.16	0.15	0.11	0.24	0.23	0.18	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1634	1770	1583	1634	2933	595	1634	2484	976	1634	3363	229
Grp Volume(v), veh/h	20	58	205	217	98	100	103	173	171	16	230	239
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1758	1634	1770	1690	1634	1770	1822
Q Serve(g_s), s	1.4	3.4	15.0	13.0	5.3	5.6	7.1	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.4	3.4	15.0	13.0	5.3	5.6	7.1	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.58	1.00		0.13
Lane Grp Cap(c), veh/h	50	287	257	177	425	422	148	1001	956	50	895	921
V/C Ratio(X)	0.40	0.20	0.80	1.23	0.23	0.24	0.70	0.17	0.18	0.32	0.26	0.26
Avail Cap(c_a), veh/h	144	457	409	177	493	489	204	1001	956	82	895	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.97	0.97	0.97
Uniform Delay (d), s/veh	57.1	43.5	49.2	53.5	36.7	37.0	47.6	0.0	0.0	55.2	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.3	5.7	141.3	0.3	0.3	5.9	0.4	0.4	3.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	7.0	12.8	2.6	2.7	3.4	0.1	0.1	0.6	0.2	0.2
LnGrp Delay(d),s/veh	62.3	43.9	54.9	194.8	36.9	37.3	53.4	0.4	0.4	58.7	0.7	0.7
LnGrp LOS	E	D	D	F	D	D	D	A	A	E	A	A
Approach Vol, veh/h		283			415			447			485	
Approach Delay, s/veh		53.2			119.6			12.6			2.6	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	71.9	17.0	23.5	14.9	64.7	7.6	32.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.1	2.0	15.0	17.0	9.1	2.0	3.4	7.6
Green Ext Time (p_c), s	0.0	3.0	0.0	0.7	0.1	3.0	0.0	1.4

Intersection Summary		
HCM 2010 Ctrl Delay		43.9
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	13	0	86	17	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.9	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	10	85	105	12	148	86	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	16	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	12	55
Lane Flow Rate	123	11	93	114	13	161	93	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.212	0.019	0.148	0.168	0.022	0.249	0.142	0.238
Departure Headway (Hd)	6.209	6.245	5.738	5.318	6.174	5.691	5.592	5.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	575	627	676	581	635	645	627
Service Time	3.923	3.964	3.457	3.037	3.898	3.391	3.292	3.467
HCM Lane V/C Ratio	0.212	0.019	0.148	0.169	0.022	0.254	0.144	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	162	25	42	391	75	25	554	35
Future Volume (veh/h)	30	76	40	173	162	25	42	391	75	25	554	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	176	27	46	425	82	27	602	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	151	118	142	240	188	84	1965	376	60	2190	138
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2964	568	1634	3382	213
Grp Volume(v), veh/h	33	83	43	188	176	27	46	252	255	27	315	325
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1763	1634	1770	1825
Q Serve(g_s), s	2.4	5.1	3.4	10.4	10.9	2.0	3.3	6.7	6.9	1.9	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.4	10.4	10.9	2.0	3.3	6.7	6.9	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.12
Lane Grp Cap(c), veh/h	63	151	118	142	240	188	84	1173	1168	60	1146	1182
V/C Ratio(X)	0.52	0.55	0.36	1.33	0.73	0.14	0.55	0.22	0.22	0.45	0.27	0.28
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1173	1168	82	1146	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.2	54.8	50.3	46.4	55.5	8.0	8.1	54.5	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.3	5.0	0.4	0.4	5.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	0.8	1.6	3.4	3.5	0.9	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	242.6	54.6	46.7	60.5	8.4	8.5	59.6	0.6	0.6
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			391			553			667	
Approach Delay, s/veh		57.1			144.4			12.8			2.9	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	83.5	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.9	8.9	12.4	7.1	5.3	2.0	4.4	12.9
Green Ext Time (p_c), s	0.0	4.5	0.0	0.9	0.1	4.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	144	89	99	83	142	477	83	111	497	62
Future Volume (veh/h)	42	106	144	89	99	83	142	477	83	111	497	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	115	157	97	108	90	154	518	90	121	540	67
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.13	0.56	0.56	0.10	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	115	157	97	108	90	154	518	90	121	540	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.2	3.5	8.6	10.1	2.7
Cycle Q Clear(g_c), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.2	3.5	8.6	10.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
V/C Ratio(X)	0.55	0.22	0.73	1.02	0.20	0.40	0.75	0.26	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1965	810	259	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.5	45.0	48.8	56.5	44.2	45.6	50.6	13.9	12.6	51.9	15.4	13.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.6	0.2	1.1	5.9	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.3	5.7	1.6	2.8	5.3	4.5	1.5	4.1	4.9	1.1
LnGrp Delay(d),s/veh	61.0	45.2	53.3	151.3	44.3	46.7	56.6	14.2	12.9	55.5	15.6	13.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		318			295			762			728	
Approach Delay, s/veh		51.5			80.2			22.6			22.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	70.6	11.0	21.8	19.1	68.1	10.2	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.6	11.2	9.0	14.3	12.9	12.1	5.3	8.7
Green Ext Time (p_c), s	0.2	5.7	0.0	1.5	0.2	5.6	0.0	1.5

Intersection Summary		
HCM 2010 Ctrl Delay		34.9
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	114	99	72	192	64	143	407	60	34	401	67
Future Volume (veh/h)	36	114	99	72	192	64	143	407	60	34	401	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	124	108	78	209	70	155	442	65	37	436	73
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	216	174	82	424	175	123	490	383	716	2215	913
Arrive On Green	0.05	0.12	0.10	0.05	0.12	0.12	0.15	0.53	0.53	0.44	0.63	0.63
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	39	117	115	78	209	70	155	442	65	37	436	73
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	2.8	7.5	8.3	5.7	6.6	2.1	9.0	25.7	2.2	1.6	6.3	2.4
Cycle Q Clear(g_c), s	2.8	7.5	8.3	5.7	6.6	2.1	9.0	25.7	2.2	1.6	6.3	2.4
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	205	185	82	424	175	123	490	383	716	2215	913
V/C Ratio(X)	0.52	0.57	0.62	0.95	0.49	0.40	1.26	0.90	0.17	0.05	0.20	0.08
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	716	2215	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.93	0.93	0.93	0.79	0.79	0.79	0.93	0.93	0.93
Uniform Delay (d), s/veh	56.0	50.2	51.5	56.9	49.4	7.4	51.0	27.1	13.7	19.4	9.6	8.8
Incr Delay (d2), s/veh	5.3	2.4	3.2	81.0	0.8	1.4	160.4	18.8	0.8	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.8	3.8	4.4	3.3	0.9	9.5	15.6	1.0	0.7	3.1	1.0
LnGrp Delay(d),s/veh	61.2	52.6	54.7	137.8	50.2	8.8	211.4	45.9	14.5	19.4	9.8	9.0
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	A	A
Approach Vol, veh/h		271			357			662			546	
Approach Delay, s/veh		54.7			61.2			81.6			10.3	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	35.5	10.0	17.9	13.0	79.1	9.5	18.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.6	27.7	7.7	10.3	11.0	8.3	4.8	8.6
Green Ext Time (p_c), s	1.8	1.8	0.0	1.6	0.0	2.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	137	39	88	183	71	144	284	66	253	522	110
Future Volume (veh/h)	37	137	39	88	183	71	144	284	66	253	522	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	40	149	42	96	199	77	157	309	72	275	567	120
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	278	115	147	432	178	204	1792	738	314	2030	837
Arrive On Green	0.05	0.08	0.08	0.09	0.12	0.12	0.25	1.00	1.00	0.38	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	40	149	42	96	199	77	157	309	72	275	567	120
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.8	4.9	2.5	6.8	6.3	5.9	10.7	0.0	0.0	18.7	0.0	0.0
Cycle Q Clear(g_c), s	2.8	4.9	2.5	6.8	6.3	5.9	10.7	0.0	0.0	18.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	278	115	147	432	178	204	1792	738	314	2030	837
V/C Ratio(X)	0.29	0.54	0.37	0.65	0.46	0.43	0.77	0.17	0.10	0.88	0.28	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1792	738	354	2030	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.98	0.98	0.98	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.1	53.2	30.0	52.8	49.0	48.8	43.5	0.0	0.0	35.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.8	5.7	0.7	1.5	6.0	0.2	0.3	18.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.4	1.1	3.3	3.1	2.4	5.1	0.1	0.1	10.0	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	31.8	58.5	49.7	50.3	49.4	0.2	0.3	54.0	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		231			372			538			962	
Approach Delay, s/veh		50.6			52.1			14.6			15.7	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	64.7	14.8	13.4	18.9	72.8	9.6	18.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.7	2.0	8.8	6.9	12.7	2.0	4.8	8.3
Green Ext Time (p_c), s	0.3	4.8	0.3	0.6	0.3	4.8	0.0	1.3

Intersection Summary		
HCM 2010 Ctrl Delay	25.7	
HCM 2010 LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	103	71	210	52	52	514	50	128	1205	347
Future Volume (veh/h)	171	324	103	71	210	52	52	514	50	128	1205	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	112	77	228	57	57	559	54	139	1310	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	551	227	172	418	172	98	2088	860	109	2112	870
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	112	77	228	57	57	559	54	139	1310	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.4	2.8	7.3	4.3	4.1	9.2	1.9	8.0	28.4	16.9
Cycle Q Clear(g_c), s	6.8	11.2	8.4	2.8	7.3	4.3	4.1	9.2	1.9	8.0	28.4	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	551	227	172	418	172	98	2088	860	109	2112	870
V/C Ratio(X)	0.64	0.64	0.49	0.45	0.55	0.33	0.58	0.27	0.06	1.28	0.62	0.43
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2088	860	109	2112	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	0.97	0.97	0.97	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.6	47.5	46.3	55.0	49.9	48.6	54.9	12.0	10.5	56.0	15.5	13.2
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	1.1	5.2	0.3	0.1	174.5	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.6	3.5	1.3	3.6	1.8	2.0	4.6	0.8	8.9	14.2	7.1
LnGrp Delay(d),s/veh	54.5	48.5	47.7	56.8	51.0	49.7	60.2	12.3	10.6	230.5	16.8	14.6
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		650			362			670			1826	
Approach Delay, s/veh		50.1			52.0			16.2			32.6	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.8	10.5	22.7	11.2	75.6	15.0	18.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	11.2	4.8	13.2	6.1	30.4	8.8	9.3
Green Ext Time (p_c), s	0.0	15.0	0.1	2.9	0.0	9.4	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	962	67	15	855	25
Future Volume (veh/h)	15	0	4	24	0	5	13	962	67	15	855	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1046	73	16	929	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1046	73	16	929	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.38	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1133			972	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.1	3.2	2.4
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.0	13.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	63	716	49	47	606
Future Volume (veh/h)	121	63	716	49	47	606
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	68	778	53	51	659
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	163	1371	1073	85	1531
Arrive On Green	0.11	0.11	0.74	0.74	0.10	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	68	778	53	51	659
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	5.2	22.7	1.2	3.6	0.0
Cycle Q Clear(g_c), s	9.4	5.2	22.7	1.2	3.6	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	182	163	1371	1073	85	1531
V/C Ratio(X)	0.72	0.42	0.57	0.05	0.60	0.43
Avail Cap(c_a), veh/h	268	239	1371	1073	150	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.89	0.89	1.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	51.5	49.7	7.2	4.3	52.5	0.0
Incr Delay (d2), s/veh	4.8	1.5	1.7	0.1	6.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.2	12.1	0.5	1.8	0.4
LnGrp Delay(d),s/veh	56.3	51.2	8.9	4.4	58.8	0.9
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	200		831			710
Approach Delay, s/veh	54.6		8.6			5.0
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.3	92.3				102.6		17.4
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.6	24.7				2.0		11.4
Green Ext Time (p_c), s	0.0	7.6				7.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	37	100	60	49	50	65	388	25	37	747	35
Future Volume (veh/h)	56	37	100	60	49	50	65	388	25	37	747	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	61	40	109	65	53	54	71	422	27	40	812	38
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	55	149	104	79	81	114	2141	137	76	2102	98
Arrive On Green	0.09	0.12	0.11	0.06	0.09	0.08	0.14	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	1634	443	1207	1634	847	863	1634	3379	216	1634	3443	161
Grp Volume(v), veh/h	61	0	149	65	0	107	71	220	229	40	417	433
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1710	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	4.2	0.0	10.5	4.7	0.0	7.3	4.9	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	10.5	4.7	0.0	7.3	4.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	152	0	203	104	0	160	114	1121	1156	76	1080	1120
V/C Ratio(X)	0.40	0.00	0.73	0.63	0.00	0.67	0.63	0.20	0.20	0.53	0.39	0.39
Avail Cap(c_a), veh/h	196	0	418	144	0	379	218	1121	1156	163	1080	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	51.3	0.0	51.3	54.8	0.0	53.0	50.2	0.0	0.0	53.2	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	5.0	6.1	0.0	4.7	5.2	0.4	0.4	5.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	5.1	2.3	0.0	3.7	2.4	0.1	0.1	1.4	0.3	0.3
LnGrp Delay(d),s/veh	52.9	0.0	56.3	60.9	0.0	57.8	55.4	0.4	0.4	58.5	1.0	1.0
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		210			172			520			890	
Approach Delay, s/veh		55.3			58.9			7.9			3.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	80.0	11.6	18.8	12.3	77.2	15.2	15.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.8	2.0	6.7	12.5	6.9	2.0	6.2	9.3
Green Ext Time (p_c), s	0.0	5.3	0.0	0.6	0.1	5.3	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	40.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	386	0	148	380	0	0	0	482	315
Future Vol, veh/h	0	0	0	0	0	33	1	386	0	148	380	0	0	0	482	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	420	0	161	413	0	0	0	524	342
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	34.7	33.3	49.1
HCM LOS	D	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	380	34	386	482	315
LT Vol	148	0	33	0	0	0
Through Vol	0	380	1	0	482	0
RT Vol	0	0	0	386	0	315
Lane Flow Rate	161	413	37	420	524	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.355	0.854	0.086	0.834	1	0.637
Departure Headway (Hd)	7.948	7.447	8.34	7.156	7.421	6.7
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	483	429	503	492	541
Service Time	5.733	5.232	6.111	4.927	5.121	4.4
HCM Lane V/C Ratio	0.358	0.855	0.086	0.835	1.065	0.632
HCM Control Delay	15.1	40.4	11.9	36.7	67.9	20.4
HCM Lane LOS	C	E	B	E	F	C
HCM 95th-tile Q	1.6	8.8	0.3	8.3	13.5	4.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	344	133	487	0	0	645	194
Future Volume (veh/h)	0	0	0	492	181	344	133	487	0	0	645	194
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	374	145	529	0	0	701	211
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				957	545	427	604	2237	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.63	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	374	145	529	0	0	701	211
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.6	10.0	29.3	4.7	7.8	0.0	0.0	7.5	4.7
Cycle Q Clear(g_c), s				16.6	10.0	29.3	4.7	7.8	0.0	0.0	7.5	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				957	545	427	604	2237	0	0	1430	589
V/C Ratio(X)				0.56	0.36	0.88	0.24	0.24	0.00	0.00	0.49	0.36
Avail Cap(c_a), veh/h				1185	675	529	604	2237	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				35.9	33.6	40.4	41.2	9.5	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.9	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.9	2.1	3.8	0.0	0.0	3.7	2.0
LnGrp Delay(d),s/veh				36.3	33.8	50.3	41.4	9.8	0.0	0.0	8.7	8.9
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1106			674			912	
Approach Delay, s/veh					40.6			16.6			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.4			27.4	53.0		39.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.8			6.7	9.5		31.3
Green Ext Time (p_c), s		2.9			1.8	4.2		3.9

Intersection Summary		
HCM 2010 Ctrl Delay		23.8
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	496	0	0	966	378
Future Volume (veh/h)	0	0	0	254	452	179	199	496	0	0	966	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	539	0	0	1050	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	270	2660	0	0	1958	807
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	539	0	0	1050	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.5	10.1	0.0	0.0	22.6	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.5	10.1	0.0	0.0	22.6	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	270	2660	0	0	1958	807
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.20	0.00	0.00	0.54	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1958	807
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				44.0	46.6	46.4	51.5	9.9	0.0	0.0	17.0	16.7
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.9	0.2	0.0	0.0	0.8	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	5.0	0.0	0.0	11.1	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	61.4	10.1	0.0	0.0	17.8	18.3
LnGrp LOS				D	D	D	E	B			B	B
Approach Vol, veh/h					962			755			1461	
Approach Delay, s/veh					48.1			24.7			17.9	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.8	70.4		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		12.1			17.5	24.6		17.8
Green Ext Time (p_c), s		12.9			0.3	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	349	67	0	263	225	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	349	67	0	263	225	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	379	73	0	286	245	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	13	17.8	14.6
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	349	67	156	66	263	225
LT Vol	0	0	155	0	263	0
Through Vol	349	0	1	0	0	225
RT Vol	0	67	0	66	0	0
Lane Flow Rate	379	73	170	72	286	245
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.647	0.11	0.353	0.125	0.517	0.408
Departure Headway (Hd)	6.14	5.429	7.494	6.276	6.512	6.005
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	658	480	570	552	599
Service Time	3.889	3.178	5.249	4.03	4.26	3.753
HCM Lane V/C Ratio	0.645	0.111	0.354	0.126	0.518	0.409
HCM Control Delay	19.5	8.9	14.3	9.9	16.1	12.9
HCM Lane LOS	C	A	B	A	C	B
HCM 95th-tile Q	4.7	0.4	1.6	0.4	2.9	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	472	378	292	812	0
Future Volume (veh/h)	149	94	177	0	0	0	0	472	378	292	812	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	513	411	317	883	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3081	884	421	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	513	411	317	883	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.3	18.6	11.0	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.3	18.6	11.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3081	884	421	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.17	0.47	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3081	884	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.4	13.0	42.3	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.8	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.5	7.9	4.9	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	10.5	14.7	44.7	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						924			1200	
Approach Delay, s/veh		50.5						12.4			12.0	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.9	76.7		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.3	20.6		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.5		1.5		10.9		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	521	318	450	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	521	318	450	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	566	346	489	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1953	805	589	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	566	346	489	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.2	16.7	16.8	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.2	16.7	16.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1953	805	589	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1953	805	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.3	15.8	36.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.4	1.7				0.0	0.4	1.7	4.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.7	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.8				0.0	14.7	17.5	40.7	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						912			1306	
Approach Delay, s/veh		52.2						15.8			15.4	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.3	70.2		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.3	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.8	18.7		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	7	0	0	2
Future Vol, veh/h	0	0	7	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1074	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1074	-	-	1612	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1612	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	17	23	0	6	0	17
Future Vol, veh/h	17	23	0	6	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	25	0	7	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	38	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1566	-	974	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	974	1043
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1043	-	-	1566	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	8	175	12	0	167
Future Vol, veh/h	0	8	175	12	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	190	13	0	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	379	197	0	0	203	0
Stage 1	197	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	623	844	-	-	1369	-
Stage 1	836	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	623	844	-	-	1369	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	849	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	1369	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	237	195	32	0	24
Future Vol, veh/h	0	237	195	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	258	212	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	487	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1319	-	-	-	540	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	540	810
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	810
HCM Lane V/C Ratio	-	-	-	-	0.032
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	15	104	76	85	131
Future Vol, veh/h	11	15	104	76	85	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	113	83	92	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	440	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	574	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	538	940	-	-	1476	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	538	940	1476	-
HCM Lane V/C Ratio	-	-	0.022	0.017	0.063	-
HCM Control Delay (s)	-	-	11.8	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	120	87	89	137
Future Vol, veh/h	15	17	120	87	89	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	130	95	97	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	472	130	0	0	130	0
Stage 1	130	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	920	-	-	1455	-
Stage 1	896	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	514	920	-	-	1455	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	514	920	1455	-
HCM Lane V/C Ratio	-	-	0.032	0.02	0.066	-
HCM Control Delay (s)	-	-	12.2	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	114	66	0	130
Future Vol, veh/h	0	19	114	66	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	124	72	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	265	124	0	0	124	0
Stage 1	124	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	724	927	-	-	1463	-
Stage 1	902	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	724	927	-	-	1463	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	886	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	927	1463	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	78	68	46	12	13
Future Vol, veh/h	68	78	68	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	85	74	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	307	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	685	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	652	988
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	767	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	652	988
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	73	58	60	9	8
Future Vol, veh/h	67	73	58	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	79	63	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	288	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	225	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	702	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	669	1002
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1540	-	-	-	669	1002
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	47	72	61	50	4	6
Future Vol, veh/h	47	72	61	50	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	78	66	54	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	246	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	742	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	717	998
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	717	998
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

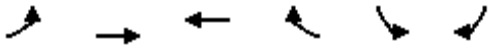
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	23	33	58	6	9
Future Vol, veh/h	73	23	33	58	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	25	36	63	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	214	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	774	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	756	981
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	981	-	-	1519	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	150	161	0	213	47
Future Volume (veh/h)	0	150	161	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	163	175	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	285	285	0	2597	1195
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	163	175	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.3	5.7	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.3	5.7	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	285	285	0	2597	1195
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2597	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.2	53.4	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	2.9	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	55.0	54.9	0.0	2.2	2.1
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		163	175		283	
Approach Delay, s/veh		55.0	54.9		2.2	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.7		104.3		15.7
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.3		3.7		7.7
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	347	0	0	393	276	28	0	253	0	0	0
Future Volume (veh/h)	21	347	0	0	393	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	377	0	0	427	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1126	0	0	902	372	1868	0	860			
Arrive On Green	0.02	0.32	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	377	0	0	427	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.6	0.0	0.0	13.3	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.6	0.0	0.0	13.3	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1126	0	0	902	372	1868	0	860			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1868	0	860			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.58	0.58	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.1	45.5	11.1	0.0	13.5			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.2	0.0	0.0	6.6	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	102.9	34.0	0.0	0.0	41.3	47.9	11.1	0.0	13.7			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		400			727			305				
Approach Delay, s/veh		37.9			44.0			13.5				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.6		47.4			8.3	39.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.6			3.8	27.1
Green Ext Time (p_c), s		0.0		6.4			0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	153	14	0	8	230	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	153	14	0	8	230	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	166	15	0	9	250	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.9	10.4	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	102	65	8	153	98	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	102	51	0	153	77	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	111	71	9	167	106	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.12	0.193	0.12	0.016	0.286	0.178	0.125	0.014	0.237
Departure Headway (Hd)	7.092	6.133	6.763	6.259	6.107	6.691	6.187	6.036	6.881	6.38	5.698
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	505	583	530	573	586	535	580	593	520	560	628
Service Time	4.843	3.884	4.508	4.004	3.852	4.437	3.933	3.782	4.629	4.128	3.446
HCM Lane V/C Ratio	0.135	0.055	0.121	0.194	0.121	0.017	0.288	0.179	0.125	0.014	0.239
HCM Control Delay	11	9.2	10.4	10.5	9.7	9.5	11.4	10.1	10.6	9.2	10.2
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	237	187	33	0	27
Future Vol, veh/h	0	237	187	33	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	258	203	36	0	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	479	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1328	-	-	-	545	819
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	545	819
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1328	-	-	-	819
HCM Lane V/C Ratio	-	-	-	-	0.036
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	27	3	149	35	4	143
Future Vol, veh/h	27	3	149	35	4	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	3	162	38	4	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	326	162	0	0	162	0
Stage 1	162	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	668	883	-	-	1417	-
Stage 1	867	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	666	883	-	-	1417	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	666	883	1417	-
HCM Lane V/C Ratio	-	-	0.044	0.004	0.003	-
HCM Control Delay (s)	-	-	10.7	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	8	16	21
Future Vol, veh/h	0	12	0	8	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	9	17	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	20	40	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	976	1053	1568	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1053	1568	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	1053	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	7	0	0	2
Future Vol, veh/h	0	0	7	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1074	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1074	-	-	1612	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1612	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	10	8	0	0	0
Future Vol, veh/h	0	10	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	9	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	9	9	-	0	9	0
Stage 1	0	0	-	-	-	-
Stage 2	9	9	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1011	886	-	-	1611	-
Stage 1	-	-	-	-	-	-
Stage 2	1014	888	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1011	0	-	-	1611	-
Mov Cap-2 Maneuver	1011	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1014	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	22	11	32	16	67	12	260	45	56	307	4
Future Volume (veh/h)	3	22	11	32	16	67	12	260	45	56	307	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	3	24	12	35	17	73	13	283	49	61	334	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	900	841	421	955	221	948	26	397	68	84	597	7
Arrive On Green	0.72	0.72	0.71	0.72	0.72	0.71	0.02	0.13	0.13	0.05	0.17	0.16
Sat Flow, veh/h	1199	1173	586	1259	308	1322	1634	3024	517	1634	3582	43
Grp Volume(v), veh/h	3	0	36	35	0	90	13	164	168	61	165	173
Grp Sat Flow(s),veh/h/ln	1199	0	1759	1259	0	1630	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.7	1.0	0.0	2.0	0.9	10.7	10.9	4.4	10.3	10.3
Cycle Q Clear(g_c), s	2.1	0.0	0.7	1.7	0.0	2.0	0.9	10.7	10.9	4.4	10.3	10.3
Prop In Lane	1.00		0.33	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	900	0	1262	955	0	1169	26	233	233	84	295	309
V/C Ratio(X)	0.00	0.00	0.03	0.04	0.00	0.08	0.50	0.71	0.72	0.73	0.56	0.56
Avail Cap(c_a), veh/h	900	0	1262	955	0	1169	101	1062	1063	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.4	0.0	4.9	5.1	0.0	5.1	58.6	49.9	50.1	56.1	45.9	45.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	14.1	3.9	4.2	11.4	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.4	0.0	0.9	0.5	5.4	5.6	2.3	5.2	5.4
LnGrp Delay(d),s/veh	5.4	0.0	5.0	5.2	0.0	5.3	72.7	53.8	54.3	67.5	47.6	47.5
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		39			125			345			399	
Approach Delay, s/veh		5.0			5.3			54.7			50.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	19.8		90.1	5.9	24.0		90.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	6.4	12.9		4.1	2.9	12.3		4.0
Green Ext Time (p_c), s	0.1	2.4		0.4	0.0	2.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	6	33	171	28	28
Future Vol, veh/h	125	6	33	171	28	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	7	36	186	30	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	397	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1441	-	608	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	591	909
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	1441	-
HCM Lane V/C Ratio	0.085	-	-	0.025	-
HCM Control Delay (s)	10.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	115	33	0	209	163	9	0	49	15	243
Future Vol, veh/h	0	7	115	33	0	209	163	9	0	49	15	243
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	8	125	36	0	227	177	10	0	53	16	264
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.7	20.6	13.2
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	5%	56%	0%	7%
Vol Thru, %	5%	74%	44%	0%	81%
Vol Right, %	79%	21%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	307	155	372	9	27
LT Vol	49	7	209	0	2
Through Vol	15	115	163	0	22
RT Vol	243	33	0	9	3
Lane Flow Rate	334	168	404	10	29
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.485	0.265	0.682	0.014	0.051
Departure Headway (Hd)	5.233	5.652	6.071	5.078	6.231
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	687	633	594	704	572
Service Time	3.283	3.701	3.806	2.813	4.303
HCM Lane V/C Ratio	0.486	0.265	0.68	0.014	0.051
HCM Control Delay	13.2	10.7	20.9	7.9	9.6
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.7	1.1	5.3	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	22	3
Future Vol, veh/h	0	2	22	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	24	3
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	151	205	268	30	31	110
Future Vol, veh/h	151	205	268	30	31	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	223	291	33	34	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	859	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1236	-	-	-	327	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	278	732
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	490	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	539
HCM Lane V/C Ratio	0.133	-	-	-	0.284
HCM Control Delay (s)	8.4	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	77	0	446	5	61	679	2
Future Vol, veh/h	0	5	0	12	5	77	0	446	5	61	679	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	84	0	485	5	66	738	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1117	1362	370	991	1360	245	740	0	0	490	0	0
Stage 1	872	872	-	487	487	-	-	-	-	-	-	-
Stage 2	245	490	-	504	873	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	162	147	627	200	147	755	862	-	-	1070	-	-
Stage 1	312	366	-	531	549	-	-	-	-	-	-	-
Stage 2	737	547	-	518	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	138	627	185	138	755	862	-	-	1070	-	-
Mov Cap-2 Maneuver	133	138	-	185	138	-	-	-	-	-	-	-
Stage 1	312	343	-	531	549	-	-	-	-	-	-	-
Stage 2	649	547	-	478	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.2	15	0	0.7
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	138	463	1070	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.221	0.062	-	-
HCM Control Delay (s)	0	-	-	32.2	15	8.6	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	75	2	1	89	1	0
Future Vol, veh/h	75	2	1	89	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	2	1	97	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	182	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1513	-	807	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	806	976
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	1513	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	0	0	94	0	0
Future Vol, veh/h	73	0	0	94	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	79	0	0	102	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	181	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	808	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	808	981
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	922	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1519	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	67	300	45	61	323	5	87	23	48	7	6	7
Future Vol, veh/h	67	300	45	61	323	5	87	23	48	7	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	326	49	66	351	5	95	25	52	8	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	375	0	0	989	985	351	1021	1007	354
Stage 1	-	-	-	-	-	-	496	496	-	486	486	-
Stage 2	-	-	-	-	-	-	493	489	-	535	521	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1202	-	-	1183	-	-	226	248	692	215	241	690
Stage 1	-	-	-	-	-	-	556	545	-	563	551	-
Stage 2	-	-	-	-	-	-	558	549	-	529	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1183	-	-	195	213	692	162	207	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	213	-	162	207	-
Stage 1	-	-	-	-	-	-	513	503	-	520	512	-
Stage 2	-	-	-	-	-	-	507	511	-	429	491	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.3	44.8	21.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	1202	-	-	1183	-	-	243
HCM Lane V/C Ratio	0.679	0.061	-	-	0.056	-	-	0.089
HCM Control Delay (s)	44.8	8.2	0	-	8.2	0	-	21.3
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.4	0.2	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	56	6	12	92	4	10
Future Vol, veh/h	56	6	12	92	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	7	13	100	4	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	190	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1535	-	799	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	792	1000
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	930	-	-	1535	-
HCM Lane V/C Ratio	0.016	-	-	0.008	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	2	3	98	4	1
Future Vol, veh/h	58	2	3	98	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	2	3	107	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	177	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	813	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	811	1000
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	843	-	-	1537	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	3	102	1	5
Future Vol, veh/h	60	0	3	102	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	3	111	1	5

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	68	65	120	65
Stage 1	-	-	0	0	65	-
Stage 2	-	-	68	65	55	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	937	826	876	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	955	841	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	937	0	876	999
Mov Cap-2 Maneuver	-	-	937	0	876	-
Stage 1	-	-	-	0	958	-
Stage 2	-	-	955	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.4	8.7
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	976	-	-	937
HCM Lane V/C Ratio	0.007	-	-	0.122
HCM Control Delay (s)	8.7	-	-	9.4
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.4

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	53	16	60	88	29	36
Future Vol, veh/h	53	16	60	88	29	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	17	65	96	32	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	292	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	699	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	668	998
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	818	-	-	1524	-
HCM Lane V/C Ratio	0.086	-	-	0.043	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	36	54	71	269	182	83
Future Vol, veh/h	36	54	71	269	182	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	59	77	292	198	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	690	243	288	0	-	0
Stage 1	243	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	411	796	1274	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	796	1274	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	554	-	-
HCM Lane V/C Ratio	0.061	-	0.177	-	-
HCM Control Delay (s)	8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	1	70	10	1	74
Future Vol, veh/h	10	1	70	10	1	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	76	11	1	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	978	-	-	1509	-
Stage 1	941	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	978	-	-	1509	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	837	1509	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	24	29	28	24
Demand Flow Rate, veh/h	24	29	28	24
Vehicles Circulating, veh/h	27	25	25	29
Vehicles Exiting, veh/h	26	28	26	25
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.5	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	24	29	28	24
Cap Entry Lane, veh/h	1100	1102	1102	1098
Entry HV Adj Factor	0.990	0.992	0.992	0.992
Flow Entry, veh/h	24	29	28	24
Cap Entry, veh/h	1088	1092	1092	1088
V/C Ratio	0.022	0.026	0.025	0.022
Control Delay, s/veh	3.5	3.5	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	15	14	9
Demand Flow Rate, veh/h	20	15	14	9
Vehicles Circulating, veh/h	5	19	15	24
Vehicles Exiting, veh/h	28	10	10	10
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	15	14	9
Cap Entry Lane, veh/h	1124	1109	1113	1103
Entry HV Adj Factor	0.990	0.980	0.993	0.989
Flow Entry, veh/h	20	15	14	9
Cap Entry, veh/h	1113	1086	1105	1090
V/C Ratio	0.018	0.014	0.013	0.008
Control Delay, s/veh	3.4	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	17	9	5	13
Demand Flow Rate, veh/h	17	9	5	13
Vehicles Circulating, veh/h	15	4	18	11
Vehicles Exiting, veh/h	9	19	14	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	17	9	5	13
Cap Entry Lane, veh/h	1113	1125	1110	1118
Entry HV Adj Factor	0.986	0.985	0.996	0.988
Flow Entry, veh/h	17	9	5	13
Cap Entry, veh/h	1097	1108	1105	1103
V/C Ratio	0.015	0.008	0.005	0.012
Control Delay, s/veh	3.4	3.3	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	19	14	138	88	2
Future Vol, veh/h	2	19	14	138	88	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	21	15	150	96	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	202	49	98	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	768	1009	1493	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	760	1009	1493	-	-	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	978	-	-
HCM Lane V/C Ratio	0.01	-	0.023	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	54	283	34	29	199
Future Vol, veh/h	42	54	283	34	29	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	59	308	37	32	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	587	308	0	0	308	0
Stage 1	308	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	472	732	-	-	1253	-
Stage 1	745	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	732	-	-	1253	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	458	732	1253	-
HCM Lane V/C Ratio	-	-	0.1	0.08	0.025	-
HCM Control Delay (s)	-	-	13.7	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	2	75	7	1	80
Future Vol, veh/h	6	2	75	7	1	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	82	8	1	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	174	85	0	0	89	0
Stage 1	85	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	816	974	-	-	1506	-
Stage 1	938	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	815	974	-	-	1506	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	850	1506	-
HCM Lane V/C Ratio	-	-	0.01	0.001	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	2	0	0	0	1	3	0	0	6	0
Future Vol, veh/h	0	5	2	0	0	0	1	3	0	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	2	0	0	0	1	3	0	0	7	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.5	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	71%	0%	23%
Vol Thru, %	100%	29%	25%	38%
Vol Right, %	0%	0%	75%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	7	4	13
LT Vol	0	5	0	3
Through Vol	6	2	1	5
RT Vol	0	0	3	5
Lane Flow Rate	7	8	4	14
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.009	0.004	0.015
Departure Headway (Hd)	3.966	4.117	3.527	3.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	873	1019	952
Service Time	1.972	2.123	1.534	1.781
HCM Lane V/C Ratio	0.008	0.009	0.004	0.015
HCM Control Delay	7	7.2	6.5	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	5	5
Future Vol, veh/h	0	3	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	5	5
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	12	16	12
Demand Flow Rate, veh/h	5	12	16	12
Vehicles Circulating, veh/h	15	13	7	7
Vehicles Exiting, veh/h	4	10	13	18
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	5	12	16	12
Cap Entry Lane, veh/h	1113	1115	1122	1122
Entry HV Adj Factor	0.988	0.997	0.987	0.987
Flow Entry, veh/h	5	12	16	12
Cap Entry, veh/h	1099	1111	1106	1107
V/C Ratio	0.004	0.011	0.014	0.011
Control Delay, s/veh	3.3	3.3	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	10	19	1	4	6
Future Vol, veh/h	3	10	19	1	4	6
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	21	1	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	43	31
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	968	1043
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1580	-	-	-	958	1034
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	-	1002
HCM Lane V/C Ratio	0.002	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	6	20	0	36	4	11	0	10	108	52
Future Vol, veh/h	0	1	6	20	0	36	4	11	0	10	108	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	7	22	0	39	4	12	0	11	117	57
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	7.7	8.5	8.1
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	41%	0%	23%	0%	27%	0%	100%	100%
Vol Right, %	0%	0%	59%	0%	77%	0%	73%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	72	88	1	26	36	15	9	49	49
LT Vol	10	0	0	1	0	36	0	9	0	0
Through Vol	0	72	36	0	6	0	4	0	49	49
RT Vol	0	0	52	0	20	0	11	0	0	0
Lane Flow Rate	11	78	96	1	28	39	16	10	53	53
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.017	0.108	0.121	0.002	0.038	0.063	0.022	0.015	0.075	0.05
Departure Headway (Hd)	5.487	4.986	4.572	5.864	4.826	5.798	4.785	5.636	5.135	3.397
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	654	721	785	611	742	619	748	637	699	1054
Service Time	3.206	2.705	2.291	3.592	2.554	3.524	2.512	3.356	2.855	1.117
HCM Lane V/C Ratio	0.017	0.108	0.122	0.002	0.038	0.063	0.021	0.016	0.076	0.05
HCM Control Delay	8.3	8.3	7.9	8.6	7.7	8.9	7.6	8.4	8.3	6.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0	0.1	0.2	0.1	0	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	97	0
Future Vol, veh/h	0	9	97	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	105	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	287	0	0	0	263	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	287	0	0	0	263	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	312	0	0	0	286	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.6	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	287	0	0	0	0	263	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	287	0	0	0	0	263	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	312	0	0	0	0	286	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.405	0	0	0	0	0.372	0
Departure Headway (Hd)	4.671	4.671	4.671	5.956	5.956	4.683	4.683	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	764	0	0	0	0	763	0
Service Time	2.434	2.434	2.434	3.656	3.656	2.452	2.452	2.452
HCM Lane V/C Ratio	0	0.408	0	0	0	0	0.375	0
HCM Control Delay	7.4	10.6	7.4	8.7	8.7	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	31	0	275	32	16	28	85	269	16	72	3
Future Vol, veh/h	3	31	0	275	32	16	28	85	269	16	72	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	34	0	299	35	17	30	92	292	17	78	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	284	266	78	283	266	92	78	0	0	92	0	0
Stage 1	113	113	-	153	153	-	-	-	-	-	-	-
Stage 2	171	153	-	130	113	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	668	640	983	669	640	965	1520	-	-	1503	-	-
Stage 1	892	802	-	849	771	-	-	-	-	-	-	-
Stage 2	831	771	-	874	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	613	620	983	626	620	965	1520	-	-	1503	-	-
Mov Cap-2 Maneuver	613	620	-	626	620	-	-	-	-	-	-	-
Stage 1	874	793	-	832	756	-	-	-	-	-	-	-
Stage 2	763	756	-	827	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	15.1	0.5	1.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1520	-	-	613	620	-	626	620	965	1503	-	-
HCM Lane V/C Ratio	0.02	-	-	0.005	0.054	-	0.477	0.056	0.018	0.012	-	-
HCM Control Delay (s)	7.4	-	-	10.9	11.1	0	15.9	11.2	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	2.6	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	2	0	0	0	1	3	0	0	20	0
Future Vol, veh/h	0	17	2	0	0	0	1	3	0	0	20	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	2	0	0	0	1	3	0	0	22	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	89%	0%	8%
Vol Thru, %	100%	11%	25%	49%
Vol Right, %	0%	0%	75%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	19	4	39
LT Vol	0	17	0	3
Through Vol	20	2	1	19
RT Vol	0	0	3	17
Lane Flow Rate	22	21	4	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.024	0.004	0.044
Departure Headway (Hd)	4.009	4.228	3.61	3.747
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	895	848	990	957
Service Time	2.026	2.249	1.637	1.763
HCM Lane V/C Ratio	0.025	0.025	0.004	0.044
HCM Control Delay	7.1	7.4	6.7	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	19	17
Future Vol, veh/h	0	3	19	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	21	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	5	10	13
Demand Flow Rate, veh/h	7	5	10	13
Vehicles Circulating, veh/h	11	12	6	5
Vehicles Exiting, veh/h	7	4	12	12
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	5	10	13
Cap Entry Lane, veh/h	1118	1116	1123	1124
Entry HV Adj Factor	0.994	0.988	0.984	0.986
Flow Entry, veh/h	7	5	10	13
Cap Entry, veh/h	1111	1103	1106	1109
V/C Ratio	0.006	0.004	0.009	0.012
Control Delay, s/veh	3.3	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	2	7	7	0
Demand Flow Rate, veh/h	2	7	7	0
Vehicles Circulating, veh/h	5	0	2	7
Vehicles Exiting, veh/h	2	9	5	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.2	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	2	7	7	0
Cap Entry Lane, veh/h	1124	1130	1128	1122
Entry HV Adj Factor	0.980	0.994	1.000	1.000
Flow Entry, veh/h	2	7	7	0
Cap Entry, veh/h	1102	1123	1127	1121
V/C Ratio	0.002	0.006	0.006	0.000
Control Delay, s/veh	3.3	3.3	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	14	24	170	149	5
Future Vol, veh/h	4	14	24	170	149	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	185	162	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	310	84	167	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	658	958	1408	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	958	1408	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1408	-	864	-	-
HCM Lane V/C Ratio	0.019	-	0.023	-	-
HCM Control Delay (s)	7.6	0.1	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	446	85	75	603	11	102	0	48	3	2	15
Future Volume (veh/h)	152	446	85	75	603	11	102	0	48	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	485	92	82	655	12	111	0	52	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	646	266	261	801	15	566	0	265	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.23	0.21	0.49	0.00	0.48	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3556	65	1163	0	545	233	155	1243
Grp Volume(v), veh/h	165	485	92	82	326	341	163	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1708	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.6	6.6	5.3	21.0	21.0	6.5	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.6	6.6	5.3	21.0	21.0	6.5	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.14		0.76
Lane Grp Cap(c), veh/h	191	646	266	261	399	417	831	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.31	0.82	0.82	0.20	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	831	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.5	42.8	44.6	44.1	44.2	17.6	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.6	0.7	0.5	4.3	4.2	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.8	2.7	2.4	10.7	11.2	3.2	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.8	48.1	43.5	45.1	48.5	48.3	18.1	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		742			749			163			21	
Approach Delay, s/veh		55.0			48.0			18.1			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.4	23.1	25.9		8.6	18.0	31.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		8.5	7.3	17.6		3.5	13.9	23.0
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.1	1.1	1.1	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.6	7.8	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.3	42.7	42.9	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.5			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	424	35	37	561	48	71
Future Vol, veh/h	424	35	37	561	48	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	461	38	40	610	52	77

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	499	0	865	249
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1061	-	293	751
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1061	-	282	751
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	1061	-
HCM Lane V/C Ratio	0.288	-	-	0.038	-
HCM Control Delay (s)	16.2	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	482	6	17	591	2	8
Future Vol, veh/h	482	6	17	591	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	524	7	18	642	2	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	530	0	885	265
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1033	-	284	733
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	279	733
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	916	-	-	1033	-
HCM Lane V/C Ratio	0.012	-	-	0.018	-
HCM Control Delay (s)	9	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	209	86	85	343	42	57	327	58	33	482	190
Future Volume (veh/h)	178	209	86	85	343	42	57	327	58	33	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	227	93	92	373	46	62	355	63	36	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	967	399	79	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.27	0.27	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	227	93	92	373	46	62	355	63	36	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	4.5	3.2	4.2	7.0	1.9	3.3	7.3	1.5	1.9	17.9	18.1
Cycle Q Clear(g_c), s	10.1	4.5	3.2	4.2	7.0	1.9	3.3	7.3	1.5	1.9	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	967	399	79	448	428
V/C Ratio(X)	0.74	0.23	0.23	0.25	0.31	0.09	0.55	0.37	0.16	0.45	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	967	399	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	25.1	13.0	28.8	21.9	20.2	40.6	26.4	6.5	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.5	1.3	0.4	0.7	0.4	4.0	0.2	0.2	4.0	11.6	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.3	1.4	1.9	3.5	0.8	1.6	3.6	0.6	1.0	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.6	14.3	29.2	22.6	20.6	44.6	26.6	6.6	45.6	43.4	44.9
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		513			511			480			767	
Approach Delay, s/veh		29.0			23.6			26.3			44.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	28.6	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.9	9.3	6.2	6.5	5.3	20.1	12.1	9.0
Green Ext Time (p_c), s	0.0	3.9	0.2	1.1	0.0	0.6	0.4	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	289	20	14	489	4	5	1	7	6	0	0
Future Vol, veh/h	0	289	20	14	489	4	5	1	7	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	314	22	15	532	4	5	1	8	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	536	0	0	314	0	0	878	880	314	882	878	534
Stage 1	-	-	-	-	-	-	314	314	-	564	564	-
Stage 2	-	-	-	-	-	-	564	566	-	318	314	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1032	-	-	1246	-	-	268	286	726	267	287	546
Stage 1	-	-	-	-	-	-	697	656	-	510	508	-
Stage 2	-	-	-	-	-	-	510	507	-	693	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1246	-	-	265	281	726	260	282	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	281	-	260	282	-
Stage 1	-	-	-	-	-	-	697	656	-	510	499	-
Stage 2	-	-	-	-	-	-	501	498	-	685	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	14.2	19.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	405	1032	-	-	1246	-	-	260
HCM Lane V/C Ratio	0.035	-	-	-	0.012	-	-	0.025
HCM Control Delay (s)	14.2	0	-	-	7.9	0	-	19.2
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	80	0	4	94	3	0	0	4	2	0	0
Future Vol, veh/h	0	80	0	4	94	3	0	0	4	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	87	0	4	102	3	0	0	4	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	87	0	0	200	201	87	202	200	104
Stage 1	-	-	-	-	-	-	87	87	-	113	113	-
Stage 2	-	-	-	-	-	-	113	114	-	89	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1509	-	-	759	695	971	756	696	951
Stage 1	-	-	-	-	-	-	921	823	-	892	802	-
Stage 2	-	-	-	-	-	-	892	801	-	918	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1509	-	-	757	693	971	751	694	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	693	-	751	694	-
Stage 1	-	-	-	-	-	-	921	823	-	892	800	-
Stage 2	-	-	-	-	-	-	889	799	-	914	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.7	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	971	1486	-	-	1509	-	-	751
HCM Lane V/C Ratio	0.004	-	-	-	0.003	-	-	0.003
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	9.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	70.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	40	206	62	0	212	404	181	0	83	294	95
Future Vol, veh/h	0	40	206	62	0	212	404	181	0	83	294	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	224	67	0	230	439	197	0	90	320	103
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	53.3	76.7	65.2
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	0%	13%	27%	23%
Vol Thru, %	78%	0%	67%	51%	69%
Vol Right, %	0%	100%	20%	23%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	377	95	308	797	415
LT Vol	83	0	40	212	95
Through Vol	294	0	206	404	287
RT Vol	0	95	62	181	33
Lane Flow Rate	410	103	335	866	451
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.252	0.884	1	1
Departure Headway (Hd)	9.598	8.788	9.511	9.245	9.426
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	381	411	382	399	388
Service Time	7.298	6.488	7.534	7.245	7.426
HCM Lane V/C Ratio	1.076	0.251	0.877	2.17	1.162
HCM Control Delay	78	14.4	53.3	76.7	77.6
HCM Lane LOS	F	B	F	F	F
HCM 95th-tile Q	11.9	1	8.8	12.1	12

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	95	287	33
Future Vol, veh/h	0	95	287	33
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	103	312	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	77.6
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	231.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	139	255	13	10	423	242	5	20	3	243	19	145
Future Vol, veh/h	139	255	13	10	423	242	5	20	3	243	19	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	277	14	11	460	263	5	22	3	264	21	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	723	0	0	291	0	0	1288	1331	284	1212	1206	591
Stage 1	-	-	-	-	-	-	586	586	-	613	613	-
Stage 2	-	-	-	-	-	-	702	745	-	599	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	879	-	-	1271	-	-	141	154	755	~ 159	184	507
Stage 1	-	-	-	-	-	-	496	497	-	480	483	-
Stage 2	-	-	-	-	-	-	429	421	-	488	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	879	-	-	1271	-	-	72	121	755	~ 114	144	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	121	-	~ 114	144	-
Stage 1	-	-	-	-	-	-	394	395	-	382	476	-
Stage 2	-	-	-	-	-	-	279	415	-	365	392	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0.1	46.3	$ 855.5
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	879	-	-	1271	-	-	160
HCM Lane V/C Ratio	0.26	0.172	-	-	0.009	-	-	2.765
HCM Control Delay (s)	46.3	9.9	0	-	7.9	0	-	$ 855.5
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0.6	-	-	0	-	-	39.5

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

Intersection	
Int Delay, s/veh	20.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	385	57	304	594	19	42	4	10	14	4	2
Future Vol, veh/h	3	385	57	304	594	19	42	4	10	14	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	418	62	330	646	21	46	4	11	15	4	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	480	0	0	1776	1783	449	1781	1804	656
Stage 1	-	-	-	-	-	-	456	456	-	1317	1317	-
Stage 2	-	-	-	-	-	-	1320	1327	-	464	487	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	923	-	-	1082	-	-	64	82	610	64	79	465
Stage 1	-	-	-	-	-	-	584	568	-	194	227	-
Stage 2	-	-	-	-	-	-	193	225	-	578	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	1082	-	-	~ 36	42	610	36	40	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 36	42	-	36	40	-
Stage 1	-	-	-	-	-	-	582	566	-	193	117	-
Stage 2	-	-	-	-	-	-	95	116	-	561	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.2	$ 414.7	166.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	44	923	-	-	1082	-	-	41
HCM Lane V/C Ratio	1.383	0.004	-	-	0.305	-	-	0.53
HCM Control Delay (s)	$ 414.7	8.9	0	-	9.8	0	-	166.3
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	5.9	0	-	-	1.3	-	-	1.9

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	394	923	30	0	5
Future Vol, veh/h	6	394	923	30	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	428	1003	33	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1036	0	-	0	1461	1020
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	671	-	-	-	142	287
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	671	-	-	-	140	287
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	671	-	-	-	287
HCM Lane V/C Ratio	0.01	-	-	-	0.019
HCM Control Delay (s)	10.4	0	-	-	17.8
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	280	194	146	581	50	341	100	83	34	135	89
Future Volume (veh/h)	44	280	194	146	581	50	341	100	83	34	135	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	304	211	159	632	54	371	109	90	37	147	97
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	383	298	358	698	544	177	1408	576	72	1181	483
Arrive On Green	0.05	0.21	0.21	0.22	0.37	0.37	0.18	0.66	0.66	0.04	0.33	0.33
Sat Flow, veh/h	1634	1863	1448	1634	1863	1452	1634	3539	1449	1634	3539	1447
Grp Volume(v), veh/h	48	304	211	159	632	54	371	109	90	37	147	97
Grp Sat Flow(s),veh/h/ln	1634	1863	1448	1634	1863	1452	1634	1770	1449	1634	1770	1447
Q Serve(g_s), s	3.5	18.6	12.0	10.1	38.5	2.9	13.0	1.3	1.3	2.7	3.5	5.7
Cycle Q Clear(g_c), s	3.5	18.6	12.0	10.1	38.5	2.9	13.0	1.3	1.3	2.7	3.5	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	383	298	358	698	544	177	1408	576	72	1181	483
V/C Ratio(X)	0.59	0.79	0.71	0.44	0.91	0.10	2.10	0.08	0.16	0.51	0.12	0.20
Avail Cap(c_a), veh/h	82	761	591	358	885	690	177	1408	576	109	1181	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	45.2	24.1	40.5	35.5	24.4	49.1	12.4	2.8	56.1	27.8	28.6
Incr Delay (d2), s/veh	10.5	3.7	3.1	0.9	10.9	0.1	511.1	0.1	0.6	5.5	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.9	5.0	4.6	21.9	1.2	30.9	0.6	0.6	1.3	1.7	2.4
LnGrp Delay(d),s/veh	66.3	49.0	27.2	41.4	46.4	24.4	560.2	12.5	3.3	61.6	28.0	29.5
LnGrp LOS	E	D	C	D	D	C	F	B	A	E	C	C
Approach Vol, veh/h		563			845			570			281	
Approach Delay, s/veh		42.3			44.0			367.5			32.9	
Approach LOS		D			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	51.7	30.3	28.7	17.0	44.0	10.0	49.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	4.7	3.3	12.1	20.6	15.0	7.7	5.5	40.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.9	0.0	1.6	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	123.9
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	382	50	17	721	65	14
Future Vol, veh/h	382	50	17	721	65	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	415	54	18	784	71	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	470	0	1263	442
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	821	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1092	-	187	615
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1092	-	182	615
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	208	-	-	1092	-
HCM Lane V/C Ratio	0.413	-	-	0.017	-
HCM Control Delay (s)	34	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	259	102	177	483	37	103	298	72	24	294	113
Future Volume (veh/h)	83	259	102	177	483	37	103	298	72	24	294	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	90	282	111	192	525	40	112	324	78	26	320	123
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	673	277	304	713	294	136	1546	367	59	1251	472
Arrive On Green	0.08	0.19	0.19	0.10	0.20	0.20	0.17	1.00	1.00	0.04	0.50	0.48
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2839	674	1634	2516	949
Grp Volume(v), veh/h	90	282	111	192	525	40	112	200	202	26	223	220
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1695
Q Serve(g_s), s	6.4	8.4	8.0	7.0	16.7	2.7	7.9	0.0	0.0	1.9	8.7	9.1
Cycle Q Clear(g_c), s	6.4	8.4	8.0	7.0	16.7	2.7	7.9	0.0	0.0	1.9	8.7	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	138	673	277	304	713	294	136	964	950	59	880	843
V/C Ratio(X)	0.65	0.42	0.40	0.63	0.74	0.14	0.82	0.21	0.21	0.44	0.25	0.26
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	964	950	136	880	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	42.8	42.6	52.2	44.9	39.3	49.1	0.0	0.0	56.7	17.4	17.8
Incr Delay (d2), s/veh	5.1	0.4	0.9	2.0	1.5	0.2	30.9	0.5	0.5	5.1	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.2	3.3	3.2	8.3	1.1	4.7	0.1	0.1	0.9	4.4	4.4
LnGrp Delay(d),s/veh	58.3	43.2	43.5	54.2	46.4	39.5	80.0	0.5	0.5	61.8	18.1	18.5
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	B	B
Approach Vol, veh/h		483			757			514			469	
Approach Delay, s/veh		46.1			48.0			17.8			20.7	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	69.3	15.5	26.8	14.0	63.7	14.1	28.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.9	2.0	9.0	10.4	9.9	11.1	8.4	18.7
Green Ext Time (p_c), s	0.0	3.1	0.5	4.0	0.0	3.0	0.2	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	195	87	89	249	36	108	291	43	65	279	47
Future Volume (veh/h)	64	195	87	89	249	36	108	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	212	95	97	271	39	117	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	368	151	163	471	194	1706	2170	894	158	442	182
Arrive On Green	0.07	0.10	0.10	0.10	0.13	0.13	0.54	0.61	0.61	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	212	95	97	271	39	117	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.9	7.5	6.8	8.6	2.9	2.1	4.6	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.9	7.5	6.8	8.6	2.9	2.1	4.6	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	368	151	163	471	194	1706	2170	894	158	442	182
V/C Ratio(X)	0.61	0.58	0.63	0.60	0.58	0.20	0.07	0.15	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1706	2170	894	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	51.3	51.5	51.7	48.8	46.3	13.3	9.9	2.2	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.7	1.3	3.9	3.4	1.1	0.5	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.4	3.2	3.2	4.3	1.2	0.9	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	58.9	52.6	55.5	55.1	50.0	46.9	13.3	10.0	2.3	57.4	58.7	34.7
LnGrp LOS	E	D	E	E	D	D	B	B	A	E	E	C
Approach Vol, veh/h		377			407			480			425	
Approach Delay, s/veh		54.5			50.9			10.1			55.6	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	77.6	16.0	16.5	68.6	19.0	12.5	20.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.6	8.8	9.5	4.1	11.8	7.0	10.6
Green Ext Time (p_c), s	0.0	1.9	1.6	1.0	0.8	1.1	0.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	42.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	23	0	143	24	102	0	55	356	72	0	63	488	39
Future Vol, veh/h	0	5	3	23	0	143	24	102	0	55	356	72	0	63	488	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	25	0	155	26	111	0	60	387	78	0	68	530	42
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	11.4	13.8	37.2	61.2
HCM LOS	B	B	E	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	16%	100%	0%	11%
Vol Thru, %	74%	10%	0%	19%	83%
Vol Right, %	15%	74%	0%	81%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	483	31	143	126	590
LT Vol	55	5	143	0	63
Through Vol	356	3	0	24	488
RT Vol	72	23	0	102	39
Lane Flow Rate	525	34	155	137	641
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.875	0.072	0.349	0.267	1
Departure Headway (Hd)	6.003	7.742	8.077	7.011	5.963
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	604	460	446	512	603
Service Time	4.045	5.836	5.824	4.758	4.041
HCM Lane V/C Ratio	0.869	0.074	0.348	0.268	1.063
HCM Control Delay	37.2	11.4	15.1	12.3	61.2
HCM Lane LOS	E	B	C	B	F
HCM 95th-tile Q	10.1	0.2	1.5	1.1	14.9

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	105	9	41	195	19	13	190	55	41	17	37
Future Vol, veh/h	14	105	9	41	195	19	13	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	114	10	45	212	21	14	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	124	0	0	353	471	62	502	465	116
Stage 1	-	-	-	-	-	-	149	149	-	311	311	-
Stage 2	-	-	-	-	-	-	204	322	-	191	154	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1332	-	-	1461	-	-	577	489	990	452	493	914
Stage 1	-	-	-	-	-	-	838	773	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	792	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	1461	-	-	518	469	990	270	472	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	469	-	270	472	-
Stage 1	-	-	-	-	-	-	829	764	-	666	637	-
Stage 2	-	-	-	-	-	-	701	630	-	537	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	532	1332	-	-	1461	-	-	416
HCM Lane V/C Ratio	0.027	0.501	0.011	-	-	0.031	-	-	0.248
HCM Control Delay (s)	12.1	18.4	7.7	-	-	7.5	-	-	16.5
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	2.8	0	-	-	0.1	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	53	189	200	151	37	95	284	91	17	436	29
Future Volume (veh/h)	22	53	189	200	151	37	95	284	91	17	436	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	24	58	205	217	164	40	103	309	99	18	474	32
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	69	244	177	387	94	148	997	781	52	888	695
Arrive On Green	0.03	0.19	0.18	0.11	0.27	0.25	0.18	1.00	1.00	0.06	0.95	0.95
Sat Flow, veh/h	1634	361	1276	1634	1447	353	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	24	0	263	217	0	204	103	309	99	18	474	32
Grp Sat Flow(s),veh/h/ln	1634	0	1638	1634	0	1800	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.7	0.0	18.6	13.0	0.0	11.3	7.1	0.0	0.0	1.3	2.9	0.1
Cycle Q Clear(g_c), s	1.7	0.0	18.6	13.0	0.0	11.3	7.1	0.0	0.0	1.3	2.9	0.1
Prop In Lane	1.00		0.78	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	0	313	177	0	481	148	997	781	52	888	695
V/C Ratio(X)	0.45	0.00	0.84	1.23	0.00	0.42	0.70	0.31	0.13	0.35	0.53	0.05
Avail Cap(c_a), veh/h	144	0	423	177	0	501	204	997	781	82	888	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.92	0.92	0.92
Uniform Delay (d), s/veh	57.0	0.0	47.4	53.5	0.0	36.5	47.6	0.0	0.0	55.0	1.5	1.5
Incr Delay (d2), s/veh	5.9	0.0	10.7	141.3	0.0	0.6	5.8	0.8	0.3	3.6	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	9.4	12.8	0.0	5.7	3.4	0.2	0.1	0.6	1.6	0.1
LnGrp Delay(d),s/veh	62.9	0.0	58.1	194.8	0.0	37.1	53.4	0.8	0.3	58.6	3.7	1.6
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		287			421			511			524	
Approach Delay, s/veh		58.5			118.4			11.3			5.4	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	68.2	17.0	26.9	14.9	61.2	7.9	36.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.3	2.0	15.0	20.6	9.1	4.9	3.7	13.3
Green Ext Time (p_c), s	0.0	3.6	0.0	0.6	0.1	3.6	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	13	0	79	17	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	13	0	79	17	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	14	0	86	18	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.8	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	10	85	105	12	148	87	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	17	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	13	55
Lane Flow Rate	124	11	93	114	13	161	95	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.214	0.019	0.148	0.168	0.022	0.254	0.146	0.238
Departure Headway (Hd)	6.211	6.253	5.746	5.326	6.18	5.674	5.568	5.759
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	574	625	675	581	634	646	625
Service Time	3.935	3.976	3.469	3.048	3.902	3.395	3.289	3.483
HCM Lane V/C Ratio	0.214	0.019	0.149	0.169	0.022	0.254	0.147	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	163	36	42	414	75	31	567	35
Future Volume (veh/h)	30	76	40	173	163	36	42	414	75	31	567	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	177	39	46	450	82	34	616	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	151	118	142	241	189	84	1968	356	68	2192	135
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.64	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2994	542	1634	3387	209
Grp Volume(v), veh/h	33	83	43	188	177	39	46	265	267	34	322	332
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1767	1634	1770	1826
Q Serve(g_s), s	2.4	5.1	3.3	10.4	11.0	2.9	3.3	7.2	7.4	2.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.3	10.4	11.0	2.9	3.3	7.2	7.4	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	63	151	118	142	241	189	84	1163	1162	68	1145	1182
V/C Ratio(X)	0.52	0.55	0.36	1.33	0.73	0.21	0.55	0.23	0.23	0.50	0.28	0.28
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1163	1162	82	1145	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.94	0.94	0.94
Uniform Delay (d), s/veh	56.6	53.0	52.2	54.8	50.3	46.7	55.5	8.3	8.4	53.8	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.5	5.0	0.4	0.4	5.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	1.2	1.6	3.7	3.7	1.2	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.1	54.1	242.6	54.6	47.3	60.5	8.7	8.9	59.2	0.6	0.6
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			404			578			688	
Approach Delay, s/veh		57.0			141.4			12.9			3.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	82.9	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.4	9.4	12.4	7.1	5.3	2.0	4.4	13.0
Green Ext Time (p_c), s	0.0	4.7	0.0	0.9	0.1	4.7	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	106	144	89	99	86	142	480	83	115	503	68
Future Volume (veh/h)	47	106	144	89	99	86	142	480	83	115	503	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	115	157	97	108	93	154	522	90	125	547	74
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	526	217	95	536	221	205	1956	806	175	1890	779
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.13	0.55	0.55	0.11	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	115	157	97	108	93	154	522	90	125	547	74
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.4	12.3	7.0	3.2	6.9	10.9	9.3	3.5	8.9	10.2	3.0
Cycle Q Clear(g_c), s	3.7	3.4	12.3	7.0	3.2	6.9	10.9	9.3	3.5	8.9	10.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	526	217	95	536	221	205	1956	806	175	1890	779
V/C Ratio(X)	0.56	0.22	0.73	1.02	0.20	0.42	0.75	0.27	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1956	806	259	1890	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.3	45.0	48.8	56.5	44.6	46.1	50.6	14.1	12.8	51.8	15.4	13.7
Incr Delay (d2), s/veh	5.4	0.2	4.6	93.7	0.2	1.2	5.9	0.3	0.3	3.5	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	5.3	5.6	1.6	2.9	5.3	4.6	1.5	4.2	5.1	1.2
LnGrp Delay(d),s/veh	60.7	45.2	53.3	150.4	44.7	47.3	56.6	14.4	13.1	55.3	15.7	13.9
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		323			298			766			746	
Approach Delay, s/veh		51.6			79.9			22.7			22.1	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	70.3	11.0	21.8	19.1	68.1	10.6	22.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.9	11.3	9.0	14.3	12.9	12.2	5.7	8.9
Green Ext Time (p_c), s	0.2	5.8	0.0	1.5	0.2	5.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	114	99	72	192	107	143	558	60	79	554	96
Future Volume (veh/h)	63	114	99	72	192	107	143	558	60	79	554	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	68	124	108	78	209	116	155	607	65	86	602	104
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	225	181	82	368	152	123	642	502	574	1157	906
Arrive On Green	0.07	0.12	0.10	0.05	0.10	0.10	0.15	0.69	0.69	0.35	0.62	0.62
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	68	117	115	78	209	116	155	607	65	86	602	104
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.9	7.5	8.3	5.7	6.7	4.6	9.0	34.9	1.4	4.3	21.7	3.5
Cycle Q Clear(g_c), s	4.9	7.5	8.3	5.7	6.7	4.6	9.0	34.9	1.4	4.3	21.7	3.5
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	214	193	82	368	152	123	642	502	574	1157	906
V/C Ratio(X)	0.62	0.55	0.60	0.95	0.57	0.76	1.26	0.95	0.13	0.15	0.52	0.11
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	574	1157	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.91	0.91	0.91	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	49.7	50.9	56.9	51.2	12.9	51.0	17.7	7.4	26.6	12.7	9.3
Incr Delay (d2), s/veh	10.1	2.1	2.8	80.0	1.3	7.1	155.8	18.9	0.4	0.1	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.8	3.8	4.4	3.4	2.1	9.3	20.6	0.6	2.0	11.6	1.5
LnGrp Delay(d),s/veh	64.6	51.7	53.7	136.8	52.5	20.0	206.8	36.6	7.8	26.7	14.4	9.5
LnGrp LOS	E	D	D	F	D	C	F	D	A	C	B	A
Approach Vol, veh/h		300			403			827			792	
Approach Delay, s/veh		55.4			59.4			66.2			15.1	
Approach LOS		E			E			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	45.3	10.0	18.5	13.0	78.5	12.0	16.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.3	36.9	7.7	10.3	11.0	23.7	6.9	8.7
Green Ext Time (p_c), s	2.3	2.4	0.0	1.8	0.0	3.2	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	46.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	157	64	88	201	90	168	319	66	264	540	113
Future Volume (veh/h)	42	157	64	88	201	90	168	319	66	264	540	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	171	70	96	218	98	183	347	72	287	587	123
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	304	125	147	443	182	228	1741	717	325	1949	803
Arrive On Green	0.05	0.09	0.09	0.09	0.13	0.13	0.28	0.98	0.98	0.40	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	171	70	96	218	98	183	347	72	287	587	123
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.2	5.6	4.1	6.8	6.9	7.6	12.5	0.2	0.1	19.6	0.0	0.0
Cycle Q Clear(g_c), s	3.2	5.6	4.1	6.8	6.9	7.6	12.5	0.2	0.1	19.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	304	125	147	443	182	228	1741	717	325	1949	803
V/C Ratio(X)	0.32	0.56	0.56	0.65	0.49	0.54	0.80	0.20	0.10	0.88	0.30	0.15
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1741	717	354	1949	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.92	0.92	0.90	0.90	0.90	0.98	0.98	0.98	0.73	0.73	0.73
Uniform Delay (d), s/veh	53.5	52.7	28.7	52.8	48.9	49.2	41.7	0.5	0.2	34.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.5	3.5	5.6	0.8	2.2	8.8	0.3	0.3	16.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	1.8	3.3	3.4	3.2	6.1	0.2	0.1	10.3	0.1	0.1
LnGrp Delay(d),s/veh	54.7	54.2	32.2	58.4	49.7	51.4	50.5	0.7	0.5	51.4	0.3	0.3
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		287			412			602			997	
Approach Delay, s/veh		48.9			52.1			15.8			15.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	63.0	14.8	14.3	20.8	70.1	10.1	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.8	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	21.6	2.2	8.8	7.6	14.5	2.0	5.2	9.6
Green Ext Time (p_c), s	0.2	5.2	0.4	0.8	0.3	5.2	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	104	71	216	60	59	526	50	134	1210	347
Future Volume (veh/h)	171	324	104	71	216	60	59	526	50	134	1210	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	113	77	235	65	64	572	54	146	1315	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	559	230	172	426	176	106	2080	857	109	2085	859
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.07	0.59	0.59	0.07	0.59	0.59
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	113	77	235	65	64	572	54	146	1315	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.5	2.8	7.5	4.9	4.6	9.5	1.9	8.0	29.1	17.2
Cycle Q Clear(g_c), s	6.8	11.2	8.5	2.8	7.5	4.9	4.6	9.5	1.9	8.0	29.1	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	559	230	172	426	176	106	2080	857	109	2085	859
V/C Ratio(X)	0.64	0.63	0.49	0.45	0.55	0.37	0.60	0.28	0.06	1.34	0.63	0.44
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2080	857	109	2085	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.97	0.97	0.97	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.6	47.2	46.1	55.0	49.7	48.6	54.6	12.2	10.6	56.0	16.1	13.7
Incr Delay (d2), s/veh	1.9	0.9	1.3	1.8	1.1	1.3	5.2	0.3	0.1	199.2	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.5	3.5	1.3	3.8	2.0	2.2	4.7	0.8	9.6	14.5	7.2
LnGrp Delay(d),s/veh	54.4	48.2	47.4	56.8	50.8	49.9	59.8	12.5	10.7	255.2	17.5	15.2
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		651			377			690			1838	
Approach Delay, s/veh		49.8			51.9			16.7			35.9	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.5	10.5	23.0	11.8	74.7	15.0	18.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	11.5	4.8	13.2	6.6	31.1	8.8	9.5
Green Ext Time (p_c), s	0.0	15.1	0.1	2.9	0.0	9.2	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	965	67	15	861	25
Future Volume (veh/h)	15	0	4	24	0	5	13	965	67	15	861	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1049	73	16	936	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1049	73	16	936	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.2	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.39	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.9	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1136			979	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.2	3.2	2.4
Green Ext Time (p_c), s	0.0	13.1	0.0	0.0	0.0	13.5	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	94	836	49	78	728
Future Volume (veh/h)	121	94	836	49	78	728
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	102	909	53	85	791
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	184	164	1325	1037	125	1529
Arrive On Green	0.11	0.11	0.71	0.71	0.15	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	102	909	53	85	791
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	8.0	33.0	1.3	5.9	0.0
Cycle Q Clear(g_c), s	9.4	8.0	33.0	1.3	5.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	184	164	1325	1037	125	1529
V/C Ratio(X)	0.72	0.62	0.69	0.05	0.68	0.52
Avail Cap(c_a), veh/h	268	239	1325	1037	150	1529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.84	0.84	1.00	1.00	0.70	0.70
Uniform Delay (d), s/veh	51.4	50.8	9.8	5.2	49.5	0.0
Incr Delay (d2), s/veh	4.4	3.2	2.9	0.1	6.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	3.4	17.7	0.5	2.9	0.4
LnGrp Delay(d),s/veh	55.8	54.0	12.7	5.3	56.1	0.9
LnGrp LOS	E	D	B	A	E	A
Approach Vol, veh/h	234		962			876
Approach Delay, s/veh	55.0		12.3			6.2
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.2	89.4				102.5		17.5
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.9	35.0				2.0		11.4
Green Ext Time (p_c), s	0.0	10.2				10.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	50	118	60	62	66	82	428	25	48	776	38
Future Volume (veh/h)	59	50	118	60	62	66	82	428	25	48	776	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	64	54	128	65	67	72	89	465	27	52	843	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	70	166	104	93	99	134	2057	119	91	1988	97
Arrive On Green	0.09	0.14	0.13	0.06	0.11	0.10	0.16	1.00	1.00	0.11	1.00	1.00
Sat Flow, veh/h	1634	492	1165	1634	823	884	1634	3401	197	1634	3436	167
Grp Volume(v), veh/h	64	0	182	65	0	139	89	241	251	52	434	450
Grp Sat Flow(s),veh/h/ln	1634	0	1657	1634	0	1707	1634	1770	1828	1634	1770	1833
Q Serve(g_s), s	4.4	0.0	12.7	4.7	0.0	9.5	6.1	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	12.7	4.7	0.0	9.5	6.1	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.70	1.00		0.52	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	153	0	237	104	0	192	134	1071	1106	91	1024	1061
V/C Ratio(X)	0.42	0.00	0.77	0.63	0.00	0.72	0.67	0.23	0.23	0.57	0.42	0.42
Avail Cap(c_a), veh/h	196	0	420	144	0	378	218	1071	1106	163	1024	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94
Uniform Delay (d), s/veh	51.3	0.0	50.1	54.8	0.0	51.9	48.7	0.0	0.0	52.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	5.0	6.1	0.0	5.1	5.2	0.5	0.4	5.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	6.2	2.3	0.0	4.7	3.0	0.1	0.1	1.7	0.3	0.3
LnGrp Delay(d),s/veh	53.0	0.0	55.1	60.9	0.0	57.0	53.9	0.5	0.4	57.3	1.2	1.2
LnGrp LOS	D		E	E		E	D	A	A	E	A	A
Approach Vol, veh/h		246			204			581			936	
Approach Delay, s/veh		54.5			58.2			8.6			4.3	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.6	11.6	21.1	13.8	73.4	15.3	17.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	15.6	2.0	6.7	14.7	8.1	2.0	6.4	11.5
Green Ext Time (p_c), s	0.0	5.8	0.0	0.7	0.1	5.8	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	50.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	388	0	148	488	0	0	0	595	322
Future Vol, veh/h	0	0	0	0	0	33	1	388	0	148	488	0	0	0	595	322
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	422	0	161	530	0	0	0	647	350
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	38.1	56.3	51.7
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	488	34	388	595	322
LT Vol	148	0	33	0	0	0
Through Vol	0	488	1	0	595	0
RT Vol	0	0	0	388	0	322
Lane Flow Rate	161	530	37	422	647	350
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.359	1	0.087	0.859	1	0.652
Departure Headway (Hd)	8.031	7.53	8.515	7.332	7.412	6.71
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	483	422	498	492	539
Service Time	5.788	5.286	6.242	5.058	5.168	4.466
HCM Lane V/C Ratio	0.36	1.097	0.088	0.847	1.315	0.649
HCM Control Delay	15.2	68.7	12.1	40.4	68.1	21.3
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	1.6	13.3	0.3	9	13.4	4.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	362	133	519	0	0	687	199
Future Volume (veh/h)	0	0	0	492	181	362	133	519	0	0	687	199
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	393	145	564	0	0	747	216
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				994	567	444	568	2197	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	393	145	564	0	0	747	216
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.3	9.9	30.8	4.7	8.6	0.0	0.0	8.4	4.8
Cycle Q Clear(g_c), s				16.3	9.9	30.8	4.7	8.6	0.0	0.0	8.4	4.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				994	567	444	568	2197	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.89	0.26	0.26	0.00	0.00	0.52	0.37
Avail Cap(c_a), veh/h				1185	675	529	568	2197	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				34.7	32.5	39.8	42.4	10.3	0.0	0.0	7.7	7.3
Incr Delay (d2), s/veh				0.3	0.3	11.2	0.2	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	5.1	13.8	2.1	4.2	0.0	0.0	4.2	2.1
LnGrp Delay(d),s/veh				35.1	32.8	51.0	42.6	10.5	0.0	0.0	8.9	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1125			709			963	
Approach Delay, s/veh					40.2			17.1			8.9	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.0			26.0	53.0		41.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.6			6.7	10.4		32.8
Green Ext Time (p_c), s		3.1			1.9	4.5		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	509	0	0	971	378
Future Volume (veh/h)	0	0	0	254	452	179	199	509	0	0	971	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	553	0	0	1055	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	267	2660	0	0	1964	809
Arrive On Green				0.18	0.18	0.18	0.16	0.75	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	553	0	0	1055	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.3	5.5	0.0	0.0	22.7	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.3	5.5	0.0	0.0	22.7	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	267	2660	0	0	1964	809
V/C Ratio(X)				0.48	0.76	0.74	0.81	0.21	0.00	0.00	0.54	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1964	809
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.72	0.72
Uniform Delay (d), s/veh				44.0	46.6	46.4	48.4	4.4	0.0	0.0	16.9	16.6
Incr Delay (d2), s/veh				0.6	2.4	4.4	10.4	0.2	0.0	0.0	0.8	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	2.8	0.0	0.0	11.2	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	58.8	4.6	0.0	0.0	17.7	18.2
LnGrp LOS				D	D	D	E	A			B	B
Approach Vol, veh/h					962			769			1466	
Approach Delay, s/veh					48.1			19.8			17.8	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.6	70.6		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		7.5			17.3	24.7		17.8
Green Ext Time (p_c), s		13.2			0.3	10.6		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		27.4
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	402	67	0	321	281	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	402	67	0	321	281	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	437	73	0	349	305	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	13.8	25.1	18.4
HCM LOS	B	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	402	67	156	66	321	281
LT Vol	0	0	155	0	321	0
Through Vol	402	0	1	0	0	281
RT Vol	0	67	0	66	0	0
Lane Flow Rate	437	73	170	72	349	305
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.774	0.115	0.37	0.132	0.646	0.522
Departure Headway (Hd)	6.374	5.662	7.863	6.64	6.663	6.154
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	630	456	538	541	583
Service Time	4.136	3.423	5.632	4.408	4.421	3.912
HCM Lane V/C Ratio	0.769	0.116	0.373	0.134	0.645	0.523
HCM Control Delay	27.8	9.2	15.2	10.4	20.9	15.5
HCM Lane LOS	D	A	C	B	C	C
HCM 95th-tile Q	7.1	0.4	1.7	0.5	4.6	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	488	378	318	828	0
Future Volume (veh/h)	149	94	177	0	0	0	0	488	378	318	828	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	530	411	346	900	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3037	871	448	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.60	0.60	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	530	411	346	900	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.6	19.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.6	19.0	12.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3037	871	448	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.17	0.47	0.77	0.33	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3037	871	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.9	13.6	41.3	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.8	2.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.6	8.1	5.4	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	11.0	15.4	44.1	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						941			1246	
Approach Delay, s/veh		50.5						12.9			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.0	75.7		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.0	21.0		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.7		1.5		11.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	522	318	455	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	522	318	455	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	567	346	495	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1947	802	594	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	567	346	495	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.3	16.8	17.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.3	16.8	17.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1947	802	594	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1947	802	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.87	0.87	0.87				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.5	15.9	35.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.3	1.7				0.0	0.4	1.7	4.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.8	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.0	47.8				0.0	14.8	17.6	40.6	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						913			1312	
Approach Delay, s/veh		52.1						15.9			15.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.5	70.0		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.5	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.7	18.8		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	5
Future Vol, veh/h	0	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1078	-	-	1616	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	12	8	0	14	0	3
Future Vol, veh/h	12	8	0	14	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	9	0	15	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	32	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	982	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	982	1062
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	1593	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	101	456	104	0	444
Future Vol, veh/h	0	101	456	104	0	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	110	496	113	0	483

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1035	552	0	0	609	0
Stage 1	552	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	257	533	-	-	970	-
Stage 1	577	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	533	-	-	970	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	970	-
HCM Lane V/C Ratio	-	-	0.206	-	-
HCM Control Delay (s)	-	-	13.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	466	101	0	105
Future Vol, veh/h	0	414	466	101	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	507	110	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	616	0	-	0	1011	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	964	-	-	-	265	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	964	-	-	-	265	527
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	964	-	-	-	527
HCM Lane V/C Ratio	-	-	-	-	0.217
HCM Control Delay (s)	0	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	15	108	76	85	130
Future Vol, veh/h	11	15	108	76	85	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	117	83	92	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	443	117	0	0	117	0
Stage 1	117	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	572	935	-	-	1471	-
Stage 1	908	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	935	-	-	1471	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	536	935	1471	-
HCM Lane V/C Ratio	-	-	0.022	0.017	0.063	-
HCM Control Delay (s)	-	-	11.9	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	124	87	89	136
Future Vol, veh/h	15	17	124	87	89	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	135	95	97	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	476	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	548	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	511	914	-	-	1449	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	511	914	1449	-
HCM Lane V/C Ratio	-	-	0.032	0.02	0.067	-
HCM Control Delay (s)	-	-	12.3	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	118	66	0	129
Future Vol, veh/h	0	19	118	66	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	128	72	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	268	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	721	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	922	-	-	1458	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	887	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	922	1458	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	77	69	46	12	13
Future Vol, veh/h	68	77	69	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	84	75	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	307	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1524	-	-	-	685	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1524	-	-	-	652	986
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1524	-	-	-	652	986
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	72	59	60	9	8
Future Vol, veh/h	67	72	59	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	78	64	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	288	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	702	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	669	1000
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1538	-	-	-	669	1000
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	47	71	62	50	4	6
Future Vol, veh/h	47	71	62	50	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	77	67	54	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	246	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	742	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	717	997
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	717	997
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

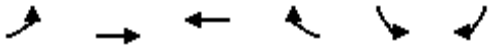
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	23	33	62	6	9
Future Vol, veh/h	72	23	33	62	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	25	36	67	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	217	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	771	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	753	983
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	983	-	-	1520	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	160	171	0	213	47
Future Volume (veh/h)	0	160	171	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	174	186	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	300	300	0	2584	1189
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	174	186	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.7	6.1	0.0	1.8	0.8
Cycle Q Clear(g_c), s	0.0	5.7	6.1	0.0	1.8	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	300	300	0	2584	1189
V/C Ratio(X)	0.00	0.58	0.62	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2584	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.9	53.1	0.0	2.2	2.1
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	54.6	54.5	0.0	2.3	2.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		174	186		283	
Approach Delay, s/veh		54.6	54.5		2.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.2		103.8		16.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.7		3.8		8.1
Green Ext Time (p_c), s				2.1		0.9		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	357	0	0	403	276	28	0	253	0	0	0
Future Volume (veh/h)	21	357	0	0	403	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	388	0	0	438	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1130	0	0	905	373	1865	0	858			
Arrive On Green	0.02	0.32	0.00	0.00	0.26	0.26	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	388	0	0	438	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.9	0.0	0.0	13.7	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.9	0.0	0.0	13.7	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1130	0	0	905	373	1865	0	858			
V/C Ratio(X)	0.81	0.34	0.00	0.00	0.48	0.80	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1865	0	858			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.58	0.58	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.1	45.3	11.1	0.0	13.6			
Incr Delay (d2), s/veh	39.2	0.2	0.0	0.0	0.2	2.4	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.4	0.0	0.0	6.7	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	102.8	34.0	0.0	0.0	41.3	47.7	11.1	0.0	13.8			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		411			738			305				
Approach Delay, s/veh		37.9			43.9			13.5				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.5		47.5			8.3	39.3
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.9			3.8	27.1
Green Ext Time (p_c), s		0.0		6.6			0.0	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	155	14	0	8	233	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	155	14	0	8	233	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	168	15	0	9	253	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.3	10.9	10.5	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	79%	0%	100%	79%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	21%	0%	0%	21%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	103	66	8	155	99	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	103	52	0	155	78	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	112	71	9	169	107	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.121	0.196	0.121	0.016	0.291	0.18	0.125	0.014	0.238
Departure Headway (Hd)	7.109	6.15	6.773	6.269	6.119	6.699	6.196	6.046	6.9	6.399	5.716
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	581	529	572	585	534	579	593	519	559	627
Service Time	4.862	3.904	4.519	4.016	3.865	4.445	3.942	3.792	4.648	4.147	3.464
HCM Lane V/C Ratio	0.135	0.055	0.121	0.196	0.121	0.017	0.292	0.18	0.125	0.014	0.239
HCM Control Delay	11	9.3	10.5	10.5	9.7	9.6	11.5	10.1	10.6	9.2	10.3
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.7	0.4	0	0.9

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	470	101	0	106
Future Vol, veh/h	0	414	470	101	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	511	110	0	115

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	1016	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	960	-	-	-	264	524
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	264	524
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	960	-	-	-	524
HCM Lane V/C Ratio	-	-	-	-	0.22
HCM Control Delay (s)	0	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	108	12	460	97	11	347
Future Vol, veh/h	108	12	460	97	11	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	13	500	105	12	377

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	901	500	0	0	500	0
Stage 1	500	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	309	571	-	-	1064	-
Stage 1	609	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	571	-	-	1064	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	306	571	1064	-
HCM Lane V/C Ratio	-	-	0.384	0.023	0.011	-
HCM Control Delay (s)	-	-	23.9	11.5	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	6	38	0
Future Vol, veh/h	0	0	0	6	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	7	41	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	44	21	41	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	961	1051	1567	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	961	1051	1567	-	-	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	5
Future Vol, veh/h	0	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1078	-	-	1616	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	9	14	0	0	0
Future Vol, veh/h	0	9	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	15	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	15	15	-	0	15	0
Stage 1	0	0	-	-	-	-
Stage 2	15	15	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1004	879	-	-	1603	-
Stage 1	-	-	-	-	-	-
Stage 2	1008	883	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	0	-	-	1603	-
Mov Cap-2 Maneuver	1004	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1008	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	22	11	32	16	67	12	260	45	56	307	4
Future Volume (veh/h)	3	22	11	32	16	67	12	260	45	56	307	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	3	24	12	35	17	73	13	283	49	61	334	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	900	841	421	955	221	948	26	397	68	84	597	7
Arrive On Green	0.72	0.72	0.71	0.72	0.72	0.71	0.02	0.13	0.13	0.05	0.17	0.16
Sat Flow, veh/h	1199	1173	586	1259	308	1322	1634	3024	517	1634	3582	43
Grp Volume(v), veh/h	3	0	36	35	0	90	13	164	168	61	165	173
Grp Sat Flow(s),veh/h/ln	1199	0	1759	1259	0	1630	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.7	1.0	0.0	2.0	0.9	10.7	10.9	4.4	10.3	10.3
Cycle Q Clear(g_c), s	2.1	0.0	0.7	1.7	0.0	2.0	0.9	10.7	10.9	4.4	10.3	10.3
Prop In Lane	1.00		0.33	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	900	0	1262	955	0	1169	26	233	233	84	295	309
V/C Ratio(X)	0.00	0.00	0.03	0.04	0.00	0.08	0.50	0.71	0.72	0.73	0.56	0.56
Avail Cap(c_a), veh/h	900	0	1262	955	0	1169	101	1062	1063	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.4	0.0	4.9	5.1	0.0	5.1	58.6	49.9	50.1	56.1	45.9	45.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	14.1	3.9	4.2	11.4	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.4	0.0	0.9	0.5	5.4	5.6	2.3	5.2	5.4
LnGrp Delay(d),s/veh	5.4	0.0	5.0	5.2	0.0	5.3	72.7	53.8	54.3	67.5	47.6	47.5
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		39			125			345			399	
Approach Delay, s/veh		5.0			5.3			54.7			50.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	19.8		90.1	5.9	24.0		90.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	6.4	12.9		4.1	2.9	12.3		4.0
Green Ext Time (p_c), s	0.1	2.4		0.4	0.0	2.4		0.4

Intersection Summary		
HCM 2010 Ctrl Delay	44.0	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	6	33	171	28	28
Future Vol, veh/h	125	6	33	171	28	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	7	36	186	30	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	397	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1441	-	608	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	591	909
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	1441	-
HCM Lane V/C Ratio	0.085	-	-	0.025	-
HCM Control Delay (s)	10.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	115	33	0	209	163	9	0	49	15	243
Future Vol, veh/h	0	7	115	33	0	209	163	9	0	49	15	243
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	8	125	36	0	227	177	10	0	53	16	264
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.7	20.6	13.2
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	5%	56%	0%	7%
Vol Thru, %	5%	74%	44%	0%	81%
Vol Right, %	79%	21%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	307	155	372	9	27
LT Vol	49	7	209	0	2
Through Vol	15	115	163	0	22
RT Vol	243	33	0	9	3
Lane Flow Rate	334	168	404	10	29
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.485	0.265	0.682	0.014	0.051
Departure Headway (Hd)	5.233	5.652	6.071	5.078	6.231
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	687	633	594	704	572
Service Time	3.283	3.701	3.806	2.813	4.303
HCM Lane V/C Ratio	0.486	0.265	0.68	0.014	0.051
HCM Control Delay	13.2	10.7	20.9	7.9	9.6
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.7	1.1	5.3	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	22	3
Future Vol, veh/h	0	2	22	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	24	3
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	151	205	268	30	31	110
Future Vol, veh/h	151	205	268	30	31	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	223	291	33	34	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	859	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1236	-	-	-	327	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	278	732
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	490	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	539
HCM Lane V/C Ratio	0.133	-	-	-	0.284
HCM Control Delay (s)	8.4	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	77	0	446	5	61	679	2
Future Vol, veh/h	0	5	0	12	5	77	0	446	5	61	679	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	84	0	485	5	66	738	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1117	1362	370	991	1360	245	740	0	0	490	0	0
Stage 1	872	872	-	487	487	-	-	-	-	-	-	-
Stage 2	245	490	-	504	873	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	162	147	627	200	147	755	862	-	-	1070	-	-
Stage 1	312	366	-	531	549	-	-	-	-	-	-	-
Stage 2	737	547	-	518	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	138	627	185	138	755	862	-	-	1070	-	-
Mov Cap-2 Maneuver	133	138	-	185	138	-	-	-	-	-	-	-
Stage 1	312	343	-	531	549	-	-	-	-	-	-	-
Stage 2	649	547	-	478	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.2	15	0	0.7
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	138	463	1070	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.221	0.062	-	-
HCM Control Delay (s)	0	-	-	32.2	15	8.6	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	75	2	1	89	1	0
Future Vol, veh/h	75	2	1	89	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	2	1	97	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	182	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1513	-	807	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	806	976
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	1513	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	0	0	94	0	0
Future Vol, veh/h	73	0	0	94	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	79	0	0	102	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	181	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	808	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	808	981
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	922	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1519	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	67	300	45	61	323	5	87	23	48	7	6	7
Future Vol, veh/h	67	300	45	61	323	5	87	23	48	7	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	326	49	66	351	5	95	25	52	8	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	375	0	0	989	985	351	1021	1007	354
Stage 1	-	-	-	-	-	-	496	496	-	486	486	-
Stage 2	-	-	-	-	-	-	493	489	-	535	521	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1202	-	-	1183	-	-	226	248	692	215	241	690
Stage 1	-	-	-	-	-	-	556	545	-	563	551	-
Stage 2	-	-	-	-	-	-	558	549	-	529	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1183	-	-	195	213	692	162	207	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	213	-	162	207	-
Stage 1	-	-	-	-	-	-	513	503	-	520	512	-
Stage 2	-	-	-	-	-	-	507	511	-	429	491	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.3	44.8	21.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	1202	-	-	1183	-	-	243
HCM Lane V/C Ratio	0.679	0.061	-	-	0.056	-	-	0.089
HCM Control Delay (s)	44.8	8.2	0	-	8.2	0	-	21.3
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.4	0.2	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	56	6	12	92	4	10
Future Vol, veh/h	56	6	12	92	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	7	13	100	4	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	190	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1535	-	799	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	792	1000
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	930	-	-	1535	-
HCM Lane V/C Ratio	0.016	-	-	0.008	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	2	3	98	4	1
Future Vol, veh/h	58	2	3	98	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	2	3	107	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	177	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	813	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	811	1000
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	843	-	-	1537	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	3	102	1	5
Future Vol, veh/h	60	0	3	102	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	3	111	1	5

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	68	65	120	65
Stage 1	-	-	0	0	65	-
Stage 2	-	-	68	65	55	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	937	826	876	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	955	841	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	937	0	876	999
Mov Cap-2 Maneuver	-	-	937	0	876	-
Stage 1	-	-	-	0	958	-
Stage 2	-	-	955	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.4	8.7
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	976	-	-	937
HCM Lane V/C Ratio	0.007	-	-	0.122
HCM Control Delay (s)	8.7	-	-	9.4
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.4

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	53	16	60	88	29	36
Future Vol, veh/h	53	16	60	88	29	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	17	65	96	32	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	292	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	699	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	668	998
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	818	-	-	1524	-
HCM Lane V/C Ratio	0.086	-	-	0.043	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	36	54	71	269	182	83
Future Vol, veh/h	36	54	71	269	182	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	59	77	292	198	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	690	243	288	0	-	0
Stage 1	243	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	411	796	1274	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	796	1274	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	554	-	-
HCM Lane V/C Ratio	0.061	-	0.177	-	-
HCM Control Delay (s)	8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	1	70	10	1	74
Future Vol, veh/h	10	1	70	10	1	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1	76	11	1	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	978	-	-	1509	-
Stage 1	941	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	978	-	-	1509	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	837	1509	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	24	29	28	24
Demand Flow Rate, veh/h	24	29	28	24
Vehicles Circulating, veh/h	27	25	25	29
Vehicles Exiting, veh/h	26	28	26	25
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.5	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	24	29	28	24
Cap Entry Lane, veh/h	1100	1102	1102	1098
Entry HV Adj Factor	0.990	0.992	0.992	0.992
Flow Entry, veh/h	24	29	28	24
Cap Entry, veh/h	1088	1092	1092	1088
V/C Ratio	0.022	0.026	0.025	0.022
Control Delay, s/veh	3.5	3.5	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	15	14	9
Demand Flow Rate, veh/h	20	15	14	9
Vehicles Circulating, veh/h	5	19	15	24
Vehicles Exiting, veh/h	28	10	10	10
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	15	14	9
Cap Entry Lane, veh/h	1124	1109	1113	1103
Entry HV Adj Factor	0.990	0.980	0.993	0.989
Flow Entry, veh/h	20	15	14	9
Cap Entry, veh/h	1113	1086	1105	1090
V/C Ratio	0.018	0.014	0.013	0.008
Control Delay, s/veh	3.4	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	17	9	5	13
Demand Flow Rate, veh/h	17	9	5	13
Vehicles Circulating, veh/h	15	4	18	11
Vehicles Exiting, veh/h	9	19	14	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	17	9	5	13
Cap Entry Lane, veh/h	1113	1125	1110	1118
Entry HV Adj Factor	0.986	0.985	0.996	0.988
Flow Entry, veh/h	17	9	5	13
Cap Entry, veh/h	1097	1108	1105	1103
V/C Ratio	0.015	0.008	0.005	0.012
Control Delay, s/veh	3.4	3.3	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	2	19	14	138	88	2
Future Vol, veh/h	2	19	14	138	88	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	21	15	150	96	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	202	49	98	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	768	1009	1493	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	760	1009	1493	-	-	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	978	-	-
HCM Lane V/C Ratio	0.01	-	0.023	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	54	283	34	29	199
Future Vol, veh/h	42	54	283	34	29	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	59	308	37	32	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	587	308	0	0	308	0
Stage 1	308	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	472	732	-	-	1253	-
Stage 1	745	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	732	-	-	1253	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	458	732	1253	-
HCM Lane V/C Ratio	-	-	0.1	0.08	0.025	-
HCM Control Delay (s)	-	-	13.7	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	6	2	75	7	1	80
Future Vol, veh/h	6	2	75	7	1	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	82	8	1	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	174	85	0	0	89	0
Stage 1	85	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	816	974	-	-	1506	-
Stage 1	938	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	815	974	-	-	1506	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	850	1506	-
HCM Lane V/C Ratio	-	-	0.01	0.001	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	2	0	0	0	1	3	0	0	6	0
Future Vol, veh/h	0	5	2	0	0	0	1	3	0	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	2	0	0	0	1	3	0	0	7	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.5	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	71%	0%	23%
Vol Thru, %	100%	29%	25%	38%
Vol Right, %	0%	0%	75%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	7	4	13
LT Vol	0	5	0	3
Through Vol	6	2	1	5
RT Vol	0	0	3	5
Lane Flow Rate	7	8	4	14
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.009	0.004	0.015
Departure Headway (Hd)	3.966	4.117	3.527	3.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	873	1019	952
Service Time	1.972	2.123	1.534	1.781
HCM Lane V/C Ratio	0.008	0.009	0.004	0.015
HCM Control Delay	7	7.2	6.5	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	5	5
Future Vol, veh/h	0	3	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	5	5
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	12	16	12
Demand Flow Rate, veh/h	5	12	16	12
Vehicles Circulating, veh/h	15	13	7	7
Vehicles Exiting, veh/h	4	10	13	18
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	5	12	16	12
Cap Entry Lane, veh/h	1113	1115	1122	1122
Entry HV Adj Factor	0.988	0.997	0.987	0.987
Flow Entry, veh/h	5	12	16	12
Cap Entry, veh/h	1099	1111	1106	1107
V/C Ratio	0.004	0.011	0.014	0.011
Control Delay, s/veh	3.3	3.3	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	10	19	1	4	6
Future Vol, veh/h	3	10	19	1	4	6
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	21	1	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	43	31
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	968	1043
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1580	-	-	-	958	1034
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	-	1002
HCM Lane V/C Ratio	0.002	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	6	20	0	36	4	11	0	10	108	52
Future Vol, veh/h	0	1	6	20	0	36	4	11	0	10	108	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	7	22	0	39	4	12	0	11	117	57
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	7.7	8.5	8.1
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	41%	0%	23%	0%	27%	0%	100%	100%
Vol Right, %	0%	0%	59%	0%	77%	0%	73%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	72	88	1	26	36	15	9	49	49
LT Vol	10	0	0	1	0	36	0	9	0	0
Through Vol	0	72	36	0	6	0	4	0	49	49
RT Vol	0	0	52	0	20	0	11	0	0	0
Lane Flow Rate	11	78	96	1	28	39	16	10	53	53
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.017	0.108	0.121	0.002	0.038	0.063	0.022	0.015	0.075	0.05
Departure Headway (Hd)	5.487	4.986	4.572	5.864	4.826	5.798	4.785	5.636	5.135	3.397
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	654	721	785	611	742	619	748	637	699	1054
Service Time	3.206	2.705	2.291	3.592	2.554	3.524	2.512	3.356	2.855	1.117
HCM Lane V/C Ratio	0.017	0.108	0.122	0.002	0.038	0.063	0.021	0.016	0.076	0.05
HCM Control Delay	8.3	8.3	7.9	8.6	7.7	8.9	7.6	8.4	8.3	6.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0	0.1	0.2	0.1	0	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	97	0
Future Vol, veh/h	0	9	97	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	105	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	287	0	0	0	263	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	287	0	0	0	263	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	312	0	0	0	286	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.6	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	287	0	0	0	0	263	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	287	0	0	0	0	263	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	312	0	0	0	0	286	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.405	0	0	0	0	0.372	0
Departure Headway (Hd)	4.671	4.671	4.671	5.956	5.956	4.683	4.683	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	764	0	0	0	0	763	0
Service Time	2.434	2.434	2.434	3.656	3.656	2.452	2.452	2.452
HCM Lane V/C Ratio	0	0.408	0	0	0	0	0.375	0
HCM Control Delay	7.4	10.6	7.4	8.7	8.7	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	31	0	275	32	16	28	85	269	16	72	3
Future Vol, veh/h	3	31	0	275	32	16	28	85	269	16	72	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	34	0	299	35	17	30	92	292	17	78	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	284	266	78	283	266	92	78	0	0	92	0	0
Stage 1	113	113	-	153	153	-	-	-	-	-	-	-
Stage 2	171	153	-	130	113	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	668	640	983	669	640	965	1520	-	-	1503	-	-
Stage 1	892	802	-	849	771	-	-	-	-	-	-	-
Stage 2	831	771	-	874	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	613	620	983	626	620	965	1520	-	-	1503	-	-
Mov Cap-2 Maneuver	613	620	-	626	620	-	-	-	-	-	-	-
Stage 1	874	793	-	832	756	-	-	-	-	-	-	-
Stage 2	763	756	-	827	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	15.1	0.5	1.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1520	-	-	613	620	-	626	620	965	1503	-	-
HCM Lane V/C Ratio	0.02	-	-	0.005	0.054	-	0.477	0.056	0.018	0.012	-	-
HCM Control Delay (s)	7.4	-	-	10.9	11.1	0	15.9	11.2	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	2.6	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	2	0	0	0	1	3	0	0	20	0
Future Vol, veh/h	0	17	2	0	0	0	1	3	0	0	20	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	2	0	0	0	1	3	0	0	22	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	89%	0%	8%
Vol Thru, %	100%	11%	25%	49%
Vol Right, %	0%	0%	75%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	19	4	39
LT Vol	0	17	0	3
Through Vol	20	2	1	19
RT Vol	0	0	3	17
Lane Flow Rate	22	21	4	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.024	0.004	0.044
Departure Headway (Hd)	4.009	4.228	3.61	3.747
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	895	848	990	957
Service Time	2.026	2.249	1.637	1.763
HCM Lane V/C Ratio	0.025	0.025	0.004	0.044
HCM Control Delay	7.1	7.4	6.7	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	19	17
Future Vol, veh/h	0	3	19	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	21	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	5	10	13
Demand Flow Rate, veh/h	7	5	10	13
Vehicles Circulating, veh/h	11	12	6	5
Vehicles Exiting, veh/h	7	4	12	12
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.3	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	5	10	13
Cap Entry Lane, veh/h	1118	1116	1123	1124
Entry HV Adj Factor	0.994	0.988	0.984	0.986
Flow Entry, veh/h	7	5	10	13
Cap Entry, veh/h	1111	1103	1106	1109
V/C Ratio	0.006	0.004	0.009	0.012
Control Delay, s/veh	3.3	3.3	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	2	7	7	0
Demand Flow Rate, veh/h	2	7	7	0
Vehicles Circulating, veh/h	5	0	2	7
Vehicles Exiting, veh/h	2	9	5	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.2	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	2	7	7	0
Cap Entry Lane, veh/h	1124	1130	1128	1122
Entry HV Adj Factor	0.980	0.994	1.000	1.000
Flow Entry, veh/h	2	7	7	0
Cap Entry, veh/h	1102	1123	1127	1121
V/C Ratio	0.002	0.006	0.006	0.000
Control Delay, s/veh	3.3	3.3	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	14	24	170	149	5
Future Vol, veh/h	4	14	24	170	149	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	185	162	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	310	84	167	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	658	958	1408	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	958	1408	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1408	-	864	-	-
HCM Lane V/C Ratio	0.019	-	0.023	-	-
HCM Control Delay (s)	7.6	0.1	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	446	85	75	603	11	102	0	48	3	2	15
Future Volume (veh/h)	152	446	85	75	603	11	102	0	48	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	485	92	82	655	12	111	0	52	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	646	266	261	801	15	566	0	265	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.23	0.21	0.49	0.00	0.48	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3556	65	1163	0	545	233	155	1243
Grp Volume(v), veh/h	165	485	92	82	326	341	163	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1708	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.6	6.6	5.3	21.0	21.0	6.5	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.6	6.6	5.3	21.0	21.0	6.5	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.14		0.76
Lane Grp Cap(c), veh/h	191	646	266	261	399	417	831	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.31	0.82	0.82	0.20	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	831	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.5	42.8	44.6	44.1	44.2	17.6	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.6	0.7	0.5	4.3	4.2	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.8	2.7	2.4	10.7	11.2	3.2	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.8	48.1	43.5	45.1	48.5	48.3	18.1	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		742			749			163			21	
Approach Delay, s/veh		55.0			48.0			18.1			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.4	23.1	25.9		8.6	18.0	31.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		8.5	7.3	17.6		3.5	13.9	23.0
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.1	1.1	1.1	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.6	7.8	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.3	42.7	42.9	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.5			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	424	35	37	561	48	71
Future Vol, veh/h	424	35	37	561	48	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	461	38	40	610	52	77

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	499	0	865	249
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1061	-	293	751
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1061	-	282	751
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	1061	-
HCM Lane V/C Ratio	0.288	-	-	0.038	-
HCM Control Delay (s)	16.2	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

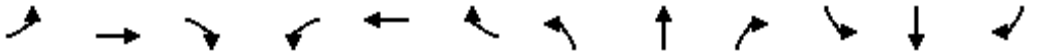
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	482	6	17	591	2	8
Future Vol, veh/h	482	6	17	591	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	524	7	18	642	2	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	530	0	885	265
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1033	-	284	733
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	279	733
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	916	-	-	1033	-
HCM Lane V/C Ratio	0.012	-	-	0.018	-
HCM Control Delay (s)	9	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	209	86	85	343	42	57	327	58	33	482	190
Future Volume (veh/h)	178	209	86	85	343	42	57	327	58	33	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	227	93	92	373	46	62	355	63	36	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	967	399	79	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.27	0.27	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	227	93	92	373	46	62	355	63	36	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	4.5	3.2	4.2	7.0	1.9	3.3	7.3	1.5	1.9	17.9	18.1
Cycle Q Clear(g_c), s	10.1	4.5	3.2	4.2	7.0	1.9	3.3	7.3	1.5	1.9	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	967	399	79	448	428
V/C Ratio(X)	0.74	0.23	0.23	0.25	0.31	0.09	0.55	0.37	0.16	0.45	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	967	399	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	25.1	13.0	28.8	21.9	20.2	40.6	26.4	6.5	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.5	1.3	0.4	0.7	0.4	4.0	0.2	0.2	4.0	11.6	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.3	1.4	1.9	3.5	0.8	1.6	3.6	0.6	1.0	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.6	14.3	29.2	22.6	20.6	44.6	26.6	6.6	45.6	43.4	44.9
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		513			511			480			767	
Approach Delay, s/veh		29.0			23.6			26.3			44.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	28.6	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.9	9.3	6.2	6.5	5.3	20.1	12.1	9.0
Green Ext Time (p_c), s	0.0	3.9	0.2	1.1	0.0	0.6	0.4	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	289	20	14	489	4	5	1	7	6	0	0
Future Vol, veh/h	0	289	20	14	489	4	5	1	7	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	314	22	15	532	4	5	1	8	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	536	0	0	314	0	0	878	880	314	882	878	534
Stage 1	-	-	-	-	-	-	314	314	-	564	564	-
Stage 2	-	-	-	-	-	-	564	566	-	318	314	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1032	-	-	1246	-	-	268	286	726	267	287	546
Stage 1	-	-	-	-	-	-	697	656	-	510	508	-
Stage 2	-	-	-	-	-	-	510	507	-	693	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1246	-	-	265	281	726	260	282	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	281	-	260	282	-
Stage 1	-	-	-	-	-	-	697	656	-	510	499	-
Stage 2	-	-	-	-	-	-	501	498	-	685	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	14.2	19.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	405	1032	-	-	1246	-	-	260
HCM Lane V/C Ratio	0.035	-	-	-	0.012	-	-	0.025
HCM Control Delay (s)	14.2	0	-	-	7.9	0	-	19.2
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	80	0	4	94	3	0	0	4	2	0	0
Future Vol, veh/h	0	80	0	4	94	3	0	0	4	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	87	0	4	102	3	0	0	4	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	87	0	0	200	201	87	202	200	104
Stage 1	-	-	-	-	-	-	87	87	-	113	113	-
Stage 2	-	-	-	-	-	-	113	114	-	89	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1509	-	-	759	695	971	756	696	951
Stage 1	-	-	-	-	-	-	921	823	-	892	802	-
Stage 2	-	-	-	-	-	-	892	801	-	918	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1509	-	-	757	693	971	751	694	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	693	-	751	694	-
Stage 1	-	-	-	-	-	-	921	823	-	892	800	-
Stage 2	-	-	-	-	-	-	889	799	-	914	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.7	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	971	1486	-	-	1509	-	-	751
HCM Lane V/C Ratio	0.004	-	-	-	0.003	-	-	0.003
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	9.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	206	62	212	404	181	83	294	95	95	287	33
Future Volume (veh/h)	40	206	62	212	404	181	83	294	95	95	287	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	43	224	67	230	439	197	90	320	103	103	312	36
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	309	242	265	552	432	114	785	615	82	748	586
Arrive On Green	0.03	0.17	0.17	0.05	0.10	0.10	0.02	0.14	0.14	0.05	0.40	0.40
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	43	224	67	230	439	197	90	320	103	103	312	36
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	10.3	3.6	12.6	20.7	11.5	4.9	14.1	5.6	4.5	10.8	1.4
Cycle Q Clear(g_c), s	2.4	10.3	3.6	12.6	20.7	11.5	4.9	14.1	5.6	4.5	10.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	309	242	265	552	432	114	785	615	82	748	586
V/C Ratio(X)	0.83	0.72	0.28	0.87	0.79	0.46	0.79	0.41	0.17	1.26	0.42	0.06
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	785	615	82	748	586
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	35.6	32.8	41.6	37.9	33.7	43.3	28.5	24.8	42.8	19.3	16.5
Incr Delay (d2), s/veh	30.3	3.2	0.6	22.9	5.1	0.8	10.8	1.5	0.6	184.9	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.6	1.5	7.4	11.5	4.7	2.6	7.6	2.4	6.2	5.9	0.6
LnGrp Delay(d),s/veh	73.7	38.8	33.4	64.6	43.0	34.5	54.1	30.0	25.4	227.7	21.1	16.7
LnGrp LOS	E	D	C	E	D	C	D	C	C	F	C	B
Approach Vol, veh/h		334			866			513			451	
Approach Delay, s/veh		42.2			46.8			33.3			67.9	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.4	19.1	19.5	10.8	40.7	7.4	31.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	16.1	14.6	12.3	6.9	12.8	4.4	22.7
Green Ext Time (p_c), s	0.0	2.4	0.1	2.7	0.1	2.0	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	47.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	231.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	139	255	13	10	423	242	5	20	3	243	19	145
Future Vol, veh/h	139	255	13	10	423	242	5	20	3	243	19	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	277	14	11	460	263	5	22	3	264	21	158

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	723	0	0	291	0	0	1288	1331	284	1212	1206	591
Stage 1	-	-	-	-	-	-	586	586	-	613	613	-
Stage 2	-	-	-	-	-	-	702	745	-	599	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	879	-	-	1271	-	-	141	154	755	~ 159	184	507
Stage 1	-	-	-	-	-	-	496	497	-	480	483	-
Stage 2	-	-	-	-	-	-	429	421	-	488	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	879	-	-	1271	-	-	72	121	755	~ 114	144	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	121	-	~ 114	144	-
Stage 1	-	-	-	-	-	-	394	395	-	382	476	-
Stage 2	-	-	-	-	-	-	279	415	-	365	392	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0.1	46.3	$ 855.5
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	879	-	-	1271	-	-	160
HCM Lane V/C Ratio	0.26	0.172	-	-	0.009	-	-	2.765
HCM Control Delay (s)	46.3	9.9	0	-	7.9	0	-	$ 855.5
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0.6	-	-	0	-	-	39.5

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	385	57	304	594	19	42	4	10	14	4	2
Future Volume (veh/h)	3	385	57	304	594	19	42	4	10	14	4	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	3	418	62	330	646	21	46	4	11	15	4	2
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	373	292	371	790	618	56	669	524	23	631	494
Arrive On Green	0.01	0.40	0.40	0.23	0.42	0.42	0.03	0.36	0.36	0.01	0.34	0.34
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	3	418	62	330	646	21	46	4	11	15	4	2
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.2	18.0	2.5	17.6	27.5	0.8	2.5	0.1	0.4	0.8	0.1	0.1
Cycle Q Clear(g_c), s	0.2	18.0	2.5	17.6	27.5	0.8	2.5	0.1	0.4	0.8	0.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	373	292	371	790	618	56	669	524	23	631	494
V/C Ratio(X)	0.57	1.12	0.21	0.89	0.82	0.03	0.82	0.01	0.02	0.66	0.01	0.00
Avail Cap(c_a), veh/h	73	373	292	536	900	705	107	669	524	73	631	494
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	27.0	22.4	33.7	22.9	15.2	43.2	18.5	18.6	44.2	19.7	19.7
Incr Delay (d2), s/veh	72.0	84.0	0.4	12.4	5.4	0.0	24.2	0.0	0.1	28.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	17.8	1.0	9.2	15.2	0.3	1.5	0.1	0.2	0.5	0.1	0.0
LnGrp Delay(d),s/veh	116.7	111.0	22.7	46.1	28.2	15.2	67.4	18.5	18.7	72.3	19.8	19.7
LnGrp LOS	F	F	C	D	C	B	E	B	B	E	B	B
Approach Vol, veh/h		483			997			61			21	
Approach Delay, s/veh		99.7			33.9			55.4			57.3	
Approach LOS		F			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	36.8	24.9	22.5	7.6	35.0	4.8	42.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	2.8	2.4	19.6	20.0	4.5	2.1	2.2	29.5
Green Ext Time (p_c), s	0.0	0.0	0.8	0.0	0.0	0.0	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	394	923	30	0	5
Future Vol, veh/h	6	394	923	30	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	428	1003	33	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1036	0	-	0	1461	1020
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	671	-	-	-	142	287
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	671	-	-	-	140	287
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	671	-	-	-	287
HCM Lane V/C Ratio	0.01	-	-	-	0.019
HCM Control Delay (s)	10.4	0	-	-	17.8
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	280	194	146	581	50	341	100	83	34	135	89
Future Volume (veh/h)	44	280	194	146	581	50	341	100	83	34	135	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	304	211	159	632	54	371	109	90	37	147	97
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	383	298	358	698	544	177	1408	578	72	1181	483
Arrive On Green	0.05	0.21	0.21	0.22	0.37	0.37	0.18	0.66	0.66	0.04	0.33	0.33
Sat Flow, veh/h	1634	1863	1448	1634	1863	1452	1634	3539	1453	1634	3539	1447
Grp Volume(v), veh/h	48	304	211	159	632	54	371	109	90	37	147	97
Grp Sat Flow(s),veh/h/ln	1634	1863	1448	1634	1863	1452	1634	1770	1453	1634	1770	1447
Q Serve(g_s), s	3.5	18.6	12.0	10.1	38.5	2.9	13.0	1.3	1.3	2.7	3.5	5.7
Cycle Q Clear(g_c), s	3.5	18.6	12.0	10.1	38.5	2.9	13.0	1.3	1.3	2.7	3.5	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	383	298	358	698	544	177	1408	578	72	1181	483
V/C Ratio(X)	0.59	0.79	0.71	0.44	0.91	0.10	2.10	0.08	0.16	0.51	0.12	0.20
Avail Cap(c_a), veh/h	82	761	591	358	885	690	177	1408	578	109	1181	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	45.2	24.1	40.5	35.5	24.4	49.1	12.4	2.8	56.1	27.8	28.6
Incr Delay (d2), s/veh	10.5	3.7	3.1	0.6	7.4	0.1	511.6	0.1	0.6	5.5	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.9	5.0	4.6	21.3	1.2	31.0	0.6	0.6	1.3	1.7	2.4
LnGrp Delay(d),s/veh	66.3	49.0	27.2	41.1	43.0	24.4	560.7	12.5	3.4	61.6	28.0	29.5
LnGrp LOS	E	D	C	D	D	C	F	B	A	E	C	C
Approach Vol, veh/h		563			845			570			281	
Approach Delay, s/veh		42.3			41.4			367.9			32.9	
Approach LOS		D			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	51.7	30.3	28.7	17.0	44.0	10.0	49.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	4.7	3.3	12.1	20.6	15.0	7.7	5.5	40.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.9	0.0	1.6	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	123.0
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	382	50	17	721	65	14
Future Volume (veh/h)	382	50	17	721	65	14
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	415	54	18	784	71	15
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	897	702	50	879	684	610
Arrive On Green	0.48	0.48	0.48	0.48	0.42	0.42
Sat Flow, veh/h	1863	1458	18	1825	1634	1458
Grp Volume(v), veh/h	415	54	802	0	71	15
Grp Sat Flow(s),veh/h/ln	1863	1458	1844	0	1634	1458
Q Serve(g_s), s	13.4	1.8	12.0	0.0	2.4	0.5
Cycle Q Clear(g_c), s	13.4	1.8	35.8	0.0	2.4	0.5
Prop In Lane		1.00	0.02		1.00	1.00
Lane Grp Cap(c), veh/h	897	702	929	0	684	610
V/C Ratio(X)	0.46	0.08	0.86	0.00	0.10	0.02
Avail Cap(c_a), veh/h	1252	980	1276	0	684	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	12.6	21.3	0.0	15.9	15.4
Incr Delay (d2), s/veh	0.3	0.0	3.3	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.7	18.9	0.0	1.1	0.2
LnGrp Delay(d),s/veh	15.9	12.6	24.6	0.0	16.2	15.4
LnGrp LOS	B	B	C		B	B
Approach Vol, veh/h	469			802	86	
Approach Delay, s/veh	15.5			24.6	16.1	
Approach LOS	B			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		42.2		47.8				47.8
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		4.4		15.4				37.8
Green Ext Time (p_c), s		0.2		6.1				5.6

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	259	102	177	483	37	103	298	72	24	294	113
Future Volume (veh/h)	83	259	102	177	483	37	103	298	72	24	294	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	90	282	111	192	525	40	112	324	78	26	320	123
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	673	277	304	713	294	136	1546	367	59	1251	472
Arrive On Green	0.08	0.19	0.19	0.10	0.20	0.20	0.17	1.00	1.00	0.04	0.50	0.48
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2839	674	1634	2516	949
Grp Volume(v), veh/h	90	282	111	192	525	40	112	200	202	26	223	220
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1695
Q Serve(g_s), s	6.4	8.4	8.0	7.0	16.7	2.7	7.9	0.0	0.0	1.9	8.7	9.1
Cycle Q Clear(g_c), s	6.4	8.4	8.0	7.0	16.7	2.7	7.9	0.0	0.0	1.9	8.7	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	138	673	277	304	713	294	136	964	950	59	880	843
V/C Ratio(X)	0.65	0.42	0.40	0.63	0.74	0.14	0.82	0.21	0.21	0.44	0.25	0.26
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	964	950	136	880	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	42.8	42.6	52.2	44.9	39.3	49.1	0.0	0.0	56.7	17.4	17.8
Incr Delay (d2), s/veh	4.8	0.4	0.9	2.0	1.5	0.2	30.9	0.5	0.5	5.1	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.1	3.3	3.2	8.3	1.1	4.7	0.1	0.1	0.9	4.4	4.4
LnGrp Delay(d),s/veh	58.0	43.1	43.5	54.2	46.4	39.5	80.0	0.5	0.5	61.8	18.1	18.5
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	B	B
Approach Vol, veh/h		483			757			514			469	
Approach Delay, s/veh		46.0			48.0			17.8			20.7	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	69.3	15.5	26.8	14.0	63.7	14.1	28.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	2.3	2.0	9.0	10.4	9.9	11.1	8.4	18.7
Green Ext Time (p_c), s	0.0	3.1	0.5	4.0	0.0	3.0	0.2	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	195	87	89	249	36	108	291	43	65	279	47
Future Volume (veh/h)	64	195	87	89	249	36	108	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	212	95	97	271	39	117	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	368	151	163	471	194	1706	2170	894	158	442	182
Arrive On Green	0.07	0.10	0.10	0.10	0.13	0.13	0.54	0.61	0.61	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	212	95	97	271	39	117	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.9	7.5	6.8	8.6	2.9	2.1	4.6	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.9	7.5	6.8	8.6	2.9	2.1	4.6	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	368	151	163	471	194	1706	2170	894	158	442	182
V/C Ratio(X)	0.61	0.58	0.63	0.60	0.58	0.20	0.07	0.15	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1706	2170	894	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	51.3	51.5	51.7	48.8	46.3	13.3	9.9	2.2	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.7	1.3	3.9	3.4	1.1	0.5	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.4	3.2	3.2	4.3	1.2	0.9	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	58.9	52.6	55.5	55.1	50.0	46.9	13.3	10.0	2.3	57.4	58.7	34.7
LnGrp LOS	E	D	E	E	D	D	B	B	A	E	E	C
Approach Vol, veh/h		377			407			480			425	
Approach Delay, s/veh		54.5			50.9			10.1			55.6	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	77.6	16.0	16.5	68.6	19.0	12.5	20.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.6	8.8	9.5	4.1	11.8	7.0	10.6
Green Ext Time (p_c), s	0.0	1.9	1.6	1.0	0.8	1.1	0.2	1.4

Intersection Summary		
HCM 2010 Ctrl Delay		41.3
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3	23	143	24	102	55	356	72	63	488	39
Future Volume (veh/h)	5	3	23	143	24	102	55	356	72	63	488	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	5	3	25	155	26	111	60	387	78	68	530	42
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	82	64	188	287	224	77	1098	860	84	1113	946
Arrive On Green	0.01	0.04	0.04	0.12	0.15	0.15	0.04	0.59	0.59	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	5	3	25	155	26	111	60	387	78	68	530	42
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.3	0.1	1.5	8.3	1.1	6.3	3.0	9.7	2.1	3.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.1	1.5	8.3	1.1	6.3	3.0	9.7	2.1	3.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	9	82	64	188	287	224	77	1098	860	84	1113	946
V/C Ratio(X)	0.59	0.04	0.39	0.82	0.09	0.49	0.78	0.35	0.09	0.81	0.48	0.04
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1098	860	118	1113	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.79	0.79	0.79
Uniform Delay (d), s/veh	44.7	41.2	41.9	38.9	32.7	34.9	42.6	9.6	8.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	50.7	0.2	3.9	8.7	0.1	1.7	12.8	0.7	0.2	19.5	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.7	4.2	0.6	2.6	1.8	5.2	0.9	2.1	0.4	0.0
LnGrp Delay(d),s/veh	95.4	41.4	45.7	47.6	32.8	36.6	55.4	10.3	8.2	59.5	1.2	0.1
LnGrp LOS	F	D	D	D	C	D	E	B	A	E	A	A
Approach Vol, veh/h		33			292			525			640	
Approach Delay, s/veh		52.8			42.1			15.1			7.3	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	57.5	14.9	8.4	8.4	58.3	5.0	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	5.7	11.7	10.3	3.5	5.0	2.0	2.3	8.3
Green Ext Time (p_c), s	0.0	3.8	0.2	0.4	0.0	4.1	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

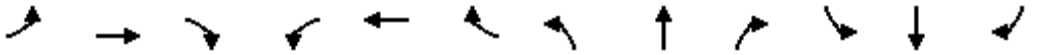
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	105	9	41	195	19	13	190	55	41	17	37
Future Vol, veh/h	14	105	9	41	195	19	13	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	114	10	45	212	21	14	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	124	0	0	353	471	62	502	465	116
Stage 1	-	-	-	-	-	-	149	149	-	311	311	-
Stage 2	-	-	-	-	-	-	204	322	-	191	154	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1332	-	-	1461	-	-	577	489	990	452	493	914
Stage 1	-	-	-	-	-	-	838	773	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	792	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	1461	-	-	518	469	990	270	472	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	469	-	270	472	-
Stage 1	-	-	-	-	-	-	829	764	-	666	637	-
Stage 2	-	-	-	-	-	-	701	630	-	537	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	532	1332	-	-	1461	-	-	416
HCM Lane V/C Ratio	0.027	0.501	0.011	-	-	0.031	-	-	0.248
HCM Control Delay (s)	12.1	18.4	7.7	-	-	7.5	-	-	16.5
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	2.8	0	-	-	0.1	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	53	189	200	151	37	95	284	91	17	436	29
Future Volume (veh/h)	22	53	189	200	151	37	95	284	91	17	436	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	58	205	217	164	40	103	309	99	18	474	32
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	287	257	177	675	161	148	1496	471	52	1702	115
Arrive On Green	0.03	0.16	0.15	0.11	0.24	0.22	0.18	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1634	1770	1583	1634	2838	675	1634	2651	834	1634	3366	227
Grp Volume(v), veh/h	24	58	205	217	101	103	103	204	204	18	249	257
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1744	1634	1770	1716	1634	1770	1823
Q Serve(g_s), s	1.7	3.4	15.0	13.0	5.5	5.8	7.1	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	1.7	3.4	15.0	13.0	5.5	5.8	7.1	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.49	1.00		0.12
Lane Grp Cap(c), veh/h	53	287	257	177	421	415	148	999	968	52	895	922
V/C Ratio(X)	0.45	0.20	0.80	1.23	0.24	0.25	0.70	0.20	0.21	0.35	0.28	0.28
Avail Cap(c_a), veh/h	144	457	409	177	493	485	204	999	968	82	895	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.92	0.92	0.92
Uniform Delay (d), s/veh	57.0	43.5	49.2	53.5	36.9	37.3	47.6	0.0	0.0	55.0	0.0	0.0
Incr Delay (d2), s/veh	5.9	0.3	5.7	141.3	0.3	0.3	5.8	0.5	0.5	3.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.7	7.0	12.8	2.7	2.8	3.4	0.1	0.1	0.6	0.2	0.2
LnGrp Delay(d),s/veh	62.9	43.9	54.9	194.8	37.2	37.6	53.4	0.5	0.5	58.6	0.7	0.7
LnGrp LOS	E	D	D	F	D	D	D	A	A	E	A	A
Approach Vol, veh/h		287			421			511			524	
Approach Delay, s/veh		53.4			118.6			11.1			2.7	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	71.7	17.0	23.5	14.9	64.7	7.9	32.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.3	2.0	15.0	17.0	9.1	2.0	3.7	7.8
Green Ext Time (p_c), s	0.0	3.4	0.0	0.7	0.1	3.4	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	13	0	79	17	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	13	0	79	17	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	14	0	86	18	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.8	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	10	85	105	12	148	87	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	17	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	13	55
Lane Flow Rate	124	11	93	114	13	161	95	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.214	0.019	0.148	0.168	0.022	0.254	0.146	0.238
Departure Headway (Hd)	6.211	6.253	5.746	5.326	6.18	5.674	5.568	5.759
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	574	625	675	581	634	646	625
Service Time	3.935	3.976	3.469	3.048	3.902	3.395	3.289	3.483
HCM Lane V/C Ratio	0.214	0.019	0.149	0.169	0.022	0.254	0.147	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	163	36	42	414	75	31	567	35
Future Volume (veh/h)	30	76	40	173	163	36	42	414	75	31	567	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	177	39	46	450	82	34	616	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	151	118	142	241	189	84	1968	356	68	2192	135
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.64	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2994	542	1634	3387	209
Grp Volume(v), veh/h	33	83	43	188	177	39	46	265	267	34	322	332
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1767	1634	1770	1826
Q Serve(g_s), s	2.4	5.1	3.3	10.4	11.0	2.9	3.3	7.2	7.4	2.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.3	10.4	11.0	2.9	3.3	7.2	7.4	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	63	151	118	142	241	189	84	1163	1162	68	1145	1182
V/C Ratio(X)	0.52	0.55	0.36	1.33	0.73	0.21	0.55	0.23	0.23	0.50	0.28	0.28
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1163	1162	82	1145	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.94	0.94	0.94
Uniform Delay (d), s/veh	56.6	53.0	52.2	54.8	50.3	46.7	55.5	8.3	8.4	53.8	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.5	5.0	0.4	0.4	5.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	1.2	1.6	3.7	3.7	1.2	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.1	54.1	242.6	54.6	47.3	60.5	8.7	8.9	59.2	0.6	0.6
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			404			578			688	
Approach Delay, s/veh		57.0			141.4			12.9			3.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	82.9	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.4	9.4	12.4	7.1	5.3	2.0	4.4	13.0
Green Ext Time (p_c), s	0.0	4.7	0.0	0.9	0.1	4.7	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	106	144	89	99	86	142	480	83	115	503	68
Future Volume (veh/h)	47	106	144	89	99	86	142	480	83	115	503	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	115	157	97	108	93	154	522	90	125	547	74
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	526	217	95	536	221	205	1956	806	175	1890	779
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.13	0.55	0.55	0.11	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	115	157	97	108	93	154	522	90	125	547	74
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.4	12.3	7.0	3.2	6.9	10.9	9.3	3.5	8.9	10.2	3.0
Cycle Q Clear(g_c), s	3.7	3.4	12.3	7.0	3.2	6.9	10.9	9.3	3.5	8.9	10.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	526	217	95	536	221	205	1956	806	175	1890	779
V/C Ratio(X)	0.56	0.22	0.73	1.02	0.20	0.42	0.75	0.27	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1956	806	259	1890	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.3	45.0	48.8	56.5	44.6	46.1	50.6	14.1	12.8	51.8	15.4	13.7
Incr Delay (d2), s/veh	5.4	0.2	4.6	93.7	0.2	1.2	5.9	0.3	0.3	3.5	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	5.3	5.6	1.6	2.9	5.3	4.6	1.5	4.2	5.1	1.2
LnGrp Delay(d),s/veh	60.7	45.2	53.3	150.4	44.7	47.3	56.6	14.4	13.1	55.3	15.7	13.9
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		323			298			766			746	
Approach Delay, s/veh		51.6			79.9			22.7			22.1	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	70.3	11.0	21.8	19.1	68.1	10.6	22.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.9	11.3	9.0	14.3	12.9	12.2	5.7	8.9
Green Ext Time (p_c), s	0.2	5.8	0.0	1.5	0.2	5.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	114	99	72	192	107	143	558	60	79	554	96
Future Volume (veh/h)	63	114	99	72	192	107	143	558	60	79	554	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	68	124	108	78	209	116	155	607	65	86	602	104
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	225	181	82	368	152	123	642	502	574	2198	906
Arrive On Green	0.07	0.12	0.10	0.05	0.10	0.10	0.15	0.69	0.69	0.35	0.62	0.62
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	68	117	115	78	209	116	155	607	65	86	602	104
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	4.9	7.5	8.3	5.7	6.7	4.6	9.0	34.9	1.4	4.3	9.3	3.5
Cycle Q Clear(g_c), s	4.9	7.5	8.3	5.7	6.7	4.6	9.0	34.9	1.4	4.3	9.3	3.5
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	214	193	82	368	152	123	642	502	574	2198	906
V/C Ratio(X)	0.62	0.55	0.60	0.95	0.57	0.76	1.26	0.95	0.13	0.15	0.27	0.11
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	574	2198	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.91	0.91	0.91	0.68	0.68	0.68	0.85	0.85	0.85
Uniform Delay (d), s/veh	54.5	49.7	50.9	56.9	51.2	12.9	51.0	17.7	7.4	26.6	10.4	9.3
Incr Delay (d2), s/veh	10.1	2.1	2.8	80.0	1.3	7.1	155.8	18.9	0.4	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.8	3.8	4.4	3.4	2.1	9.3	20.6	0.6	2.0	4.6	1.5
LnGrp Delay(d),s/veh	64.6	51.7	53.7	136.8	52.5	20.0	206.8	36.6	7.8	26.7	10.6	9.5
LnGrp LOS	E	D	D	F	D	C	F	D	A	C	B	A
Approach Vol, veh/h		300			403			827			792	
Approach Delay, s/veh		55.4			59.4			66.2			12.2	
Approach LOS		E			E			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	45.3	10.0	18.5	13.0	78.5	12.0	16.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.3	36.9	7.7	10.3	11.0	11.3	6.9	8.7
Green Ext Time (p_c), s	2.4	2.4	0.0	1.8	0.0	3.4	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	157	64	88	201	90	168	319	66	264	540	113
Future Volume (veh/h)	42	157	64	88	201	90	168	319	66	264	540	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	171	70	96	218	98	183	347	72	287	587	123
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	304	125	147	443	182	228	1741	717	325	1949	803
Arrive On Green	0.05	0.09	0.09	0.09	0.13	0.13	0.28	0.98	0.98	0.40	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	171	70	96	218	98	183	347	72	287	587	123
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.2	5.6	4.1	6.8	6.9	7.6	12.5	0.2	0.1	19.6	0.0	0.0
Cycle Q Clear(g_c), s	3.2	5.6	4.1	6.8	6.9	7.6	12.5	0.2	0.1	19.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	304	125	147	443	182	228	1741	717	325	1949	803
V/C Ratio(X)	0.32	0.56	0.56	0.65	0.49	0.54	0.80	0.20	0.10	0.88	0.30	0.15
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1741	717	354	1949	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.92	0.92	0.90	0.90	0.90	0.98	0.98	0.98	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.5	52.7	28.7	52.8	48.9	49.2	41.7	0.5	0.2	34.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.5	3.5	5.6	0.8	2.2	8.8	0.3	0.3	19.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	1.8	3.3	3.4	3.2	6.1	0.2	0.1	10.5	0.1	0.1
LnGrp Delay(d),s/veh	54.7	54.2	32.2	58.4	49.7	51.4	50.5	0.7	0.5	54.7	0.4	0.4
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		287			412			602			997	
Approach Delay, s/veh		48.9			52.1			15.8			16.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	63.0	14.8	14.3	20.8	70.1	10.1	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.8	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	21.6	2.2	8.8	7.6	14.5	2.0	5.2	9.6
Green Ext Time (p_c), s	0.2	5.2	0.4	0.8	0.3	5.2	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	104	71	216	60	59	526	50	134	1210	347
Future Volume (veh/h)	171	324	104	71	216	60	59	526	50	134	1210	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	113	77	235	65	64	572	54	146	1315	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	559	230	172	426	176	106	2080	857	109	2085	859
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.07	0.59	0.59	0.07	0.59	0.59
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	113	77	235	65	64	572	54	146	1315	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.5	2.8	7.5	4.9	4.6	9.5	1.9	8.0	29.1	17.2
Cycle Q Clear(g_c), s	6.8	11.2	8.5	2.8	7.5	4.9	4.6	9.5	1.9	8.0	29.1	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	559	230	172	426	176	106	2080	857	109	2085	859
V/C Ratio(X)	0.64	0.63	0.49	0.45	0.55	0.37	0.60	0.28	0.06	1.34	0.63	0.44
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2080	857	109	2085	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.97	0.97	0.97	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.6	47.2	46.1	55.0	49.7	48.6	54.6	12.2	10.6	56.0	16.1	13.7
Incr Delay (d2), s/veh	1.9	0.9	1.3	1.8	1.1	1.3	5.2	0.3	0.1	199.2	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.5	3.5	1.3	3.8	2.0	2.2	4.7	0.8	9.6	14.5	7.2
LnGrp Delay(d),s/veh	54.4	48.2	47.4	56.8	50.8	49.9	59.8	12.5	10.7	255.2	17.5	15.2
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		651			377			690			1838	
Approach Delay, s/veh		49.8			51.9			16.7			35.9	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.5	10.5	23.0	11.8	74.7	15.0	18.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.5	11.5	4.8	13.2	6.6	31.1	8.8	9.5
Green Ext Time (p_c), s	0.0	15.1	0.1	2.9	0.0	9.2	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	965	67	15	861	25
Future Volume (veh/h)	15	0	4	24	0	5	13	965	67	15	861	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1049	73	16	936	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1049	73	16	936	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.2	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.39	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.9	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1136			979	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.2	3.2	2.4
Green Ext Time (p_c), s	0.0	13.1	0.0	0.0	0.0	13.5	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	94	836	49	78	728
Future Volume (veh/h)	121	94	836	49	78	728
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	102	909	53	85	791
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	184	164	1325	1037	125	1529
Arrive On Green	0.11	0.11	0.71	0.71	0.15	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	102	909	53	85	791
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	8.0	33.0	1.3	5.9	0.0
Cycle Q Clear(g_c), s	9.4	8.0	33.0	1.3	5.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	184	164	1325	1037	125	1529
V/C Ratio(X)	0.72	0.62	0.69	0.05	0.68	0.52
Avail Cap(c_a), veh/h	268	239	1325	1037	150	1529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.84	0.84	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	51.4	50.8	9.8	5.2	49.5	0.0
Incr Delay (d2), s/veh	4.4	3.2	2.9	0.1	8.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	3.4	17.7	0.5	2.9	0.5
LnGrp Delay(d),s/veh	55.8	54.0	12.7	5.3	58.2	1.2
LnGrp LOS	E	D	B	A	E	A
Approach Vol, veh/h	234		962			876
Approach Delay, s/veh	55.0		12.3			6.7
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.2	89.4				102.5		17.5
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.9	35.0				2.0		11.4
Green Ext Time (p_c), s	0.0	10.2				10.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	50	118	60	62	66	82	428	25	48	776	38
Future Volume (veh/h)	59	50	118	60	62	66	82	428	25	48	776	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	64	54	128	65	67	72	89	465	27	52	843	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	70	166	104	93	99	134	2057	119	91	1988	97
Arrive On Green	0.09	0.14	0.13	0.06	0.11	0.10	0.16	1.00	1.00	0.11	1.00	1.00
Sat Flow, veh/h	1634	492	1165	1634	823	884	1634	3401	197	1634	3436	167
Grp Volume(v), veh/h	64	0	182	65	0	139	89	241	251	52	434	450
Grp Sat Flow(s),veh/h/ln	1634	0	1657	1634	0	1707	1634	1770	1828	1634	1770	1833
Q Serve(g_s), s	4.4	0.0	12.7	4.7	0.0	9.5	6.1	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	12.7	4.7	0.0	9.5	6.1	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.70	1.00		0.52	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	153	0	237	104	0	192	134	1071	1106	91	1024	1061
V/C Ratio(X)	0.42	0.00	0.77	0.63	0.00	0.72	0.67	0.23	0.23	0.57	0.42	0.42
Avail Cap(c_a), veh/h	196	0	420	144	0	378	218	1071	1106	163	1024	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94
Uniform Delay (d), s/veh	51.3	0.0	50.1	54.8	0.0	51.9	48.7	0.0	0.0	52.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	5.0	6.1	0.0	5.1	5.2	0.5	0.4	5.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	6.2	2.3	0.0	4.7	3.0	0.1	0.1	1.7	0.3	0.3
LnGrp Delay(d),s/veh	53.0	0.0	55.1	60.9	0.0	57.0	53.9	0.5	0.4	57.3	1.2	1.2
LnGrp LOS	D		E	E		E	D	A	A	E	A	A
Approach Vol, veh/h		246			204			581			936	
Approach Delay, s/veh		54.5			58.2			8.6			4.3	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	76.6	11.6	21.1	13.8	73.4	15.3	17.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	15.6	2.0	6.7	14.7	8.1	2.0	6.4	11.5
Green Ext Time (p_c), s	0.0	5.8	0.0	0.7	0.1	5.8	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	50.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	388	0	148	488	0	0	0	595	322
Future Vol, veh/h	0	0	0	0	0	33	1	388	0	148	488	0	0	0	595	322
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	422	0	161	530	0	0	0	647	350
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	38.1	56.3	51.7
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	488	34	388	595	322
LT Vol	148	0	33	0	0	0
Through Vol	0	488	1	0	595	0
RT Vol	0	0	0	388	0	322
Lane Flow Rate	161	530	37	422	647	350
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.359	1	0.087	0.859	1	0.652
Departure Headway (Hd)	8.031	7.53	8.515	7.332	7.412	6.71
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	483	422	498	492	539
Service Time	5.788	5.286	6.242	5.058	5.168	4.466
HCM Lane V/C Ratio	0.36	1.097	0.088	0.847	1.315	0.649
HCM Control Delay	15.2	68.7	12.1	40.4	68.1	21.3
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	1.6	13.3	0.3	9	13.4	4.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	362	133	519	0	0	687	199
Future Volume (veh/h)	0	0	0	492	181	362	133	519	0	0	687	199
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	393	145	564	0	0	747	216
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				994	567	444	568	2197	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	393	145	564	0	0	747	216
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.3	9.9	30.8	4.7	8.6	0.0	0.0	8.4	4.8
Cycle Q Clear(g_c), s				16.3	9.9	30.8	4.7	8.6	0.0	0.0	8.4	4.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				994	567	444	568	2197	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.89	0.26	0.26	0.00	0.00	0.52	0.37
Avail Cap(c_a), veh/h				1185	675	529	568	2197	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				34.7	32.5	39.8	42.4	10.3	0.0	0.0	7.7	7.3
Incr Delay (d2), s/veh				0.3	0.3	11.2	0.2	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	5.1	13.8	2.1	4.2	0.0	0.0	4.2	2.1
LnGrp Delay(d),s/veh				35.1	32.8	51.0	42.6	10.5	0.0	0.0	8.9	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1125			709			963	
Approach Delay, s/veh					40.2			17.1			8.9	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.0			26.0	53.0		41.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.6			6.7	10.4		32.8
Green Ext Time (p_c), s		3.1			1.9	4.5		3.7

Intersection Summary		
HCM 2010 Ctrl Delay		23.6
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	509	0	0	971	378
Future Volume (veh/h)	0	0	0	254	452	179	199	509	0	0	971	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	553	0	0	1055	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	267	2660	0	0	1964	809
Arrive On Green				0.18	0.18	0.18	0.16	0.75	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	553	0	0	1055	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.3	5.5	0.0	0.0	22.7	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.3	5.5	0.0	0.0	22.7	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	267	2660	0	0	1964	809
V/C Ratio(X)				0.48	0.76	0.74	0.81	0.21	0.00	0.00	0.54	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1964	809
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.72	0.72
Uniform Delay (d), s/veh				44.0	46.6	46.4	48.4	4.4	0.0	0.0	16.9	16.6
Incr Delay (d2), s/veh				0.6	2.4	4.4	10.4	0.2	0.0	0.0	0.8	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	2.8	0.0	0.0	11.2	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	58.8	4.6	0.0	0.0	17.7	18.2
LnGrp LOS				D	D	D	E	A			B	B
Approach Vol, veh/h					962			769			1466	
Approach Delay, s/veh					48.1			19.8			17.8	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.6	70.6		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		7.5			17.3	24.7		17.8
Green Ext Time (p_c), s		13.2			0.3	10.6		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	402	67	0	321	281	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	402	67	0	321	281	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	437	73	0	349	305	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	13.8	25.1	18.4
HCM LOS	B	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	402	67	156	66	321	281
LT Vol	0	0	155	0	321	0
Through Vol	402	0	1	0	0	281
RT Vol	0	67	0	66	0	0
Lane Flow Rate	437	73	170	72	349	305
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.774	0.115	0.37	0.132	0.646	0.522
Departure Headway (Hd)	6.374	5.662	7.863	6.64	6.663	6.154
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	630	456	538	541	583
Service Time	4.136	3.423	5.632	4.408	4.421	3.912
HCM Lane V/C Ratio	0.769	0.116	0.373	0.134	0.645	0.523
HCM Control Delay	27.8	9.2	15.2	10.4	20.9	15.5
HCM Lane LOS	D	A	C	B	C	C
HCM 95th-tile Q	7.1	0.4	1.7	0.5	4.6	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	488	378	318	828	0
Future Volume (veh/h)	149	94	177	0	0	0	0	488	378	318	828	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	530	411	346	900	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3037	871	448	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.60	0.60	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	530	411	346	900	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.6	19.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.6	19.0	12.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3037	871	448	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.17	0.47	0.77	0.33	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3037	871	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.9	13.6	41.3	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.8	2.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.6	8.1	5.4	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	11.0	15.4	44.1	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						941			1246	
Approach Delay, s/veh		50.5						12.9			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.0	75.7		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.0	21.0		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.7		1.5		11.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	522	318	455	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	522	318	455	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	567	346	495	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1947	802	594	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	567	346	495	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.3	16.8	17.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.3	16.8	17.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1947	802	594	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1947	802	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.87	0.87	0.87				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.5	15.9	35.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.3	1.7				0.0	0.4	1.7	4.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.8	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.0	47.8				0.0	14.8	17.6	40.6	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						913			1312	
Approach Delay, s/veh		52.1						15.9			15.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.5	70.0		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.5	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	19.3	18.8		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	5
Future Vol, veh/h	0	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1078	-	-	1616	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	12	8	0	14	0	3
Future Vol, veh/h	12	8	0	14	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	9	0	15	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	32	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	982	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	982	1062
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	1593	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	101	456	104	0	444
Future Vol, veh/h	0	101	456	104	0	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	110	496	113	0	483

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1035	552	0	0	609	0
Stage 1	552	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	257	533	-	-	970	-
Stage 1	577	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	533	-	-	970	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	533	970	-
HCM Lane V/C Ratio	-	-	0.206	-	-
HCM Control Delay (s)	-	-	13.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	466	101	0	105
Future Vol, veh/h	0	414	466	101	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	507	110	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	616	0	-	0	1011	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	964	-	-	-	265	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	964	-	-	-	265	527
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	964	-	-	-	527
HCM Lane V/C Ratio	-	-	-	-	0.217
HCM Control Delay (s)	0	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	15	108	76	85	130
Future Vol, veh/h	11	15	108	76	85	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	117	83	92	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	443	117	0	0	117	0
Stage 1	117	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	572	935	-	-	1471	-
Stage 1	908	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	935	-	-	1471	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	536	935	1471	-
HCM Lane V/C Ratio	-	-	0.022	0.017	0.063	-
HCM Control Delay (s)	-	-	11.9	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	124	87	89	136
Future Vol, veh/h	15	17	124	87	89	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	135	95	97	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	476	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	548	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	511	914	-	-	1449	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	511	914	1449	-
HCM Lane V/C Ratio	-	-	0.032	0.02	0.067	-
HCM Control Delay (s)	-	-	12.3	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	118	66	0	129
Future Vol, veh/h	0	19	118	66	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	128	72	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	268	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	721	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	922	-	-	1458	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	887	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	922	1458	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	77	69	46	12	13
Future Vol, veh/h	68	77	69	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	84	75	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	307	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1524	-	-	-	685	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1524	-	-	-	652	986
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1524	-	-	-	652	986
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	72	59	60	9	8
Future Vol, veh/h	67	72	59	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	78	64	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	288	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	702	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	669	1000
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1538	-	-	-	669	1000
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	47	71	62	50	4	6
Future Vol, veh/h	47	71	62	50	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	77	67	54	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	246	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	742	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	717	997
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	717	997
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

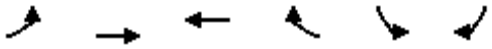
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	23	33	62	6	9
Future Vol, veh/h	72	23	33	62	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	25	36	67	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	217	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	771	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	753	983
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	983	-	-	1520	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	160	171	0	213	47
Future Volume (veh/h)	0	160	171	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	174	186	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	300	300	0	2584	1189
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	174	186	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.7	6.1	0.0	1.8	0.8
Cycle Q Clear(g_c), s	0.0	5.7	6.1	0.0	1.8	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	300	300	0	2584	1189
V/C Ratio(X)	0.00	0.58	0.62	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2584	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.9	53.1	0.0	2.2	2.1
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	54.6	54.5	0.0	2.3	2.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		174	186		283	
Approach Delay, s/veh		54.6	54.5		2.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.2		103.8		16.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.7		3.8		8.1
Green Ext Time (p_c), s				2.1		0.9		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	357	0	0	403	276	28	0	253	0	0	0
Future Volume (veh/h)	21	357	0	0	403	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	388	0	0	438	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1130	0	0	905	373	1865	0	858			
Arrive On Green	0.02	0.32	0.00	0.00	0.26	0.26	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	388	0	0	438	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.9	0.0	0.0	13.7	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.9	0.0	0.0	13.7	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1130	0	0	905	373	1865	0	858			
V/C Ratio(X)	0.81	0.34	0.00	0.00	0.48	0.80	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1865	0	858			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.58	0.58	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.1	45.3	11.1	0.0	13.6			
Incr Delay (d2), s/veh	39.2	0.2	0.0	0.0	0.2	2.4	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.4	0.0	0.0	6.7	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	102.8	34.0	0.0	0.0	41.3	47.7	11.1	0.0	13.8			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		411			738			305				
Approach Delay, s/veh		37.9			43.9			13.5				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.5		47.5			8.3	39.3
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.9			3.8	27.1
Green Ext Time (p_c), s		0.0		6.6			0.0	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	155	14	0	8	233	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	155	14	0	8	233	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	168	15	0	9	253	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.3	10.9	10.5	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	79%	0%	100%	79%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	21%	0%	0%	21%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	103	66	8	155	99	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	103	52	0	155	78	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	112	71	9	169	107	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.121	0.196	0.121	0.016	0.291	0.18	0.125	0.014	0.238
Departure Headway (Hd)	7.109	6.15	6.773	6.269	6.119	6.699	6.196	6.046	6.9	6.399	5.716
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	581	529	572	585	534	579	593	519	559	627
Service Time	4.862	3.904	4.519	4.016	3.865	4.445	3.942	3.792	4.648	4.147	3.464
HCM Lane V/C Ratio	0.135	0.055	0.121	0.196	0.121	0.017	0.292	0.18	0.125	0.014	0.239
HCM Control Delay	11	9.3	10.5	10.5	9.7	9.6	11.5	10.1	10.6	9.2	10.3
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.7	0.4	0	0.9

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	470	101	0	106
Future Vol, veh/h	0	414	470	101	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	511	110	0	115

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	1016	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	960	-	-	-	264	524
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	264	524
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	960	-	-	-	524
HCM Lane V/C Ratio	-	-	-	-	0.22
HCM Control Delay (s)	0	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	108	12	460	97	11	347
Future Vol, veh/h	108	12	460	97	11	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	13	500	105	12	377

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	901	500	0	0	500	0
Stage 1	500	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	309	571	-	-	1064	-
Stage 1	609	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	571	-	-	1064	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	306	571	1064	-
HCM Lane V/C Ratio	-	-	0.384	0.023	0.011	-
HCM Control Delay (s)	-	-	23.9	11.5	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	6	38	0
Future Vol, veh/h	0	0	0	6	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	7	41	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	44	21	41	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	961	1051	1567	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	961	1051	1567	-	-	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	5	0	0	5
Future Vol, veh/h	0	0	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1010	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1010	1078	-	-	1616	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1616	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	9	14	0	0	0
Future Vol, veh/h	0	9	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	15	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	15	15	-	0	15	0
Stage 1	0	0	-	-	-	-
Stage 2	15	15	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1004	879	-	-	1603	-
Stage 1	-	-	-	-	-	-
Stage 2	1008	883	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	0	-	-	1603	-
Mov Cap-2 Maneuver	1004	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1008	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	31	11	55	23	83	12	842	80	92	695	6
Future Volume (veh/h)	9	31	11	55	23	83	12	842	80	92	695	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	10	34	12	60	25	90	13	915	87	100	755	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	571	626	221	636	169	610	26	1126	107	130	1467	14
Arrive On Green	0.48	0.48	0.47	0.48	0.48	0.47	0.02	0.34	0.34	0.08	0.41	0.40
Sat Flow, veh/h	1172	1316	465	1247	356	1281	1634	3267	311	1634	3593	33
Grp Volume(v), veh/h	10	0	46	60	0	115	13	496	506	100	372	390
Grp Sat Flow(s),veh/h/ln	1172	0	1781	1247	0	1637	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.6	0.0	1.7	3.3	0.0	4.8	0.9	30.6	30.6	7.2	18.9	18.9
Cycle Q Clear(g_c), s	5.4	0.0	1.7	4.9	0.0	4.8	0.9	30.6	30.6	7.2	18.9	18.9
Prop In Lane	1.00		0.26	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	571	0	848	636	0	779	26	610	623	130	722	758
V/C Ratio(X)	0.02	0.00	0.05	0.09	0.00	0.15	0.50	0.81	0.81	0.77	0.51	0.51
Avail Cap(c_a), veh/h	571	0	848	636	0	779	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	16.9	18.2	0.0	17.8	58.6	35.8	35.8	54.2	26.6	26.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.4	14.1	2.7	2.6	9.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.8	1.2	0.0	2.2	0.5	15.3	15.6	3.6	9.3	9.8
LnGrp Delay(d),s/veh	19.3	0.0	17.1	18.5	0.0	18.2	72.7	38.5	38.4	63.5	27.2	27.2
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		56			175			1015			862	
Approach Delay, s/veh		17.5			18.3			38.9			31.4	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.5	45.4		61.1	5.9	53.0		61.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	9.2	32.6		7.4	2.9	20.9		6.9
Green Ext Time (p_c), s	0.1	8.3		0.6	0.0	8.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	223	18	26	169	14	45
Future Vol, veh/h	223	18	26	169	14	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	242	20	28	184	15	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	262	0	492	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1302	-	536	787
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1302	-	523	787
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	703	-	-	1302	-
HCM Lane V/C Ratio	0.091	-	-	0.022	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	238	52	0	251	146	4	0	44	9	233
Future Vol, veh/h	0	4	238	52	0	251	146	4	0	44	9	233
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	4	259	57	0	273	159	4	0	48	10	253
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	14.9	26.7	14.3
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	1%	63%	0%	25%
Vol Thru, %	3%	81%	37%	0%	53%
Vol Right, %	81%	18%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	294	397	4	32
LT Vol	44	4	251	0	8
Through Vol	9	238	146	0	17
RT Vol	233	52	0	4	7
Lane Flow Rate	311	320	432	4	35
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.494	0.513	0.763	0.006	0.067
Departure Headway (Hd)	5.721	5.78	6.362	5.331	6.952
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	625	620	565	667	518
Service Time	3.806	3.86	4.13	3.097	4.952
HCM Lane V/C Ratio	0.498	0.516	0.765	0.006	0.068
HCM Control Delay	14.3	14.9	26.9	8.1	10.5
HCM Lane LOS	B	B	D	A	B
HCM 95th-tile Q	2.7	2.9	6.8	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	17	7
Future Vol, veh/h	0	8	17	7
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	18	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	114	379	254	26	48	148
Future Vol, veh/h	114	379	254	26	48	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	124	412	276	28	52	161

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	304	0	-	0	950	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1257	-	-	-	289	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1257	-	-	-	252	749
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	505
HCM Lane V/C Ratio	0.099	-	-	-	0.422
HCM Control Delay (s)	8.2	0	-	-	17.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	3	2	10	2	54	1	814	43	89	694	6
Future Vol, veh/h	2	3	2	10	2	54	1	814	43	89	694	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	3	2	11	2	59	1	885	47	97	754	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1397	1885	380	1482	1864	466	761	0	0	932	0	0
Stage 1	951	951	-	910	910	-	-	-	-	-	-	-
Stage 2	446	934	-	572	954	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	101	70	618	87	72	543	847	-	-	730	-	-
Stage 1	279	336	-	296	352	-	-	-	-	-	-	-
Stage 2	561	343	-	472	335	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	79	61	618	75	62	543	847	-	-	730	-	-
Mov Cap-2 Maneuver	79	61	-	75	62	-	-	-	-	-	-	-
Stage 1	279	291	-	296	352	-	-	-	-	-	-	-
Stage 2	497	343	-	403	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.7	25.2	0	1.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	90	249	730	-	-
HCM Lane V/C Ratio	0.001	-	-	0.085	0.288	0.133	-	-
HCM Control Delay (s)	9.3	-	-	48.7	25.2	10.7	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	155	0	0	65	0	0
Future Vol, veh/h	155	0	0	65	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	0	0	71	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	168	0	239	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1410	-	749	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	952	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1410	-	749	876
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	952	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1410	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	130	0	0	67	0	0
Future Vol, veh/h	130	0	0	67	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	141	0	0	73	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	214	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	774	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	774	907
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	950	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1442	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	118	24	13	52	3	23	57	15	2	40	0
Future Vol, veh/h	3	118	24	13	52	3	23	57	15	2	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	128	26	14	57	3	25	62	16	2	43	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	154	0	0	256	236	141	273	247	58
Stage 1	-	-	-	-	-	-	148	148	-	86	86	-
Stage 2	-	-	-	-	-	-	108	88	-	187	161	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1544	-	-	1426	-	-	697	665	907	679	655	1008
Stage 1	-	-	-	-	-	-	855	775	-	922	824	-
Stage 2	-	-	-	-	-	-	897	822	-	815	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1544	-	-	1426	-	-	655	657	907	613	647	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	655	657	-	613	647	-
Stage 1	-	-	-	-	-	-	853	773	-	920	816	-
Stage 2	-	-	-	-	-	-	841	814	-	735	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	11.2	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	686	1544	-	-	1426	-	-	645
HCM Lane V/C Ratio	0.151	0.002	-	-	0.01	-	-	0.071
HCM Control Delay (s)	11.2	7.3	0	-	7.5	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	121	0	0	68	0	0
Future Vol, veh/h	121	0	0	68	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	0	0	74	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	206	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1453	-	782	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	782	917
Mov Cap-2 Maneuver	-	-	-	-	782	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	949	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1453	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	59	0	0
Future Vol, veh/h	104	0	0	59	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	0	64	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	177	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	813	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	813	940
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1476	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	121	0	0	68	0	0
Future Vol, veh/h	121	0	0	68	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	0	0	74	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	132	132	169	132
Stage 1	-	-	0	0	132	-
Stage 2	-	-	132	132	37	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	862	759	821	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	894	787	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	862	0	821	917
Mov Cap-2 Maneuver	-	-	862	0	821	-
Stage 1	-	-	-	0	894	-
Stage 2	-	-	894	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	137	26	33	34	54	89
Future Vol, veh/h	137	26	33	34	54	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	28	36	37	59	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	177	0	272	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	109	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1399	-	717	882
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	698	882
Mov Cap-2 Maneuver	-	-	-	-	698	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1399	-
HCM Lane V/C Ratio	0.194	-	-	0.026	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	57	115	30	221	277	31
Future Vol, veh/h	57	115	30	221	277	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	125	33	240	301	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	623	318	335	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	450	723	1224	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	723	1224	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1224	-	594	-	-
HCM Lane V/C Ratio	0.027	-	0.315	-	-
HCM Control Delay (s)	8	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	80	0	0	64
Future Vol, veh/h	0	0	80	0	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	87	0	0	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	157	87	0	0	87	0
Stage 1	87	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	834	971	-	-	1509	-
Stage 1	936	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	834	971	-	-	1509	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	953	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1509	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	132	53	0
Future Vol, veh/h	0	0	0	132	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	143	58	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	29	58	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	851	1039	1544	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1039	1544	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	942	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	28	236	99	59	328
Future Vol, veh/h	35	28	236	99	59	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	30	257	108	64	357

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	742	257	0	0	257	0
Stage 1	257	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	383	782	-	-	1308	-
Stage 1	786	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	360	782	-	-	1308	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	360	782	1308	-
HCM Lane V/C Ratio	-	-	0.106	0.039	0.049	-
HCM Control Delay (s)	-	-	16.2	9.8	7.9	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	2	80	3	3	64
Future Vol, veh/h	2	2	80	3	3	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	87	3	3	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	89	0	0	90	0
Stage 1	89	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	969	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	824	969	-	-	1505	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1505	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	17	0	6	0	0	102	21
Future Vol, veh/h	0	0	0	0	0	17	0	6	0	0	102	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	18	0	7	0	0	111	23
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8	7.7
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	62%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	38%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	68	55	0	0	17	6	8	22	22
LT Vol	0	0	0	0	0	17	0	8	0	0
Through Vol	0	68	34	0	0	0	0	0	22	22
RT Vol	0	0	21	0	0	0	6	0	0	0
Lane Flow Rate	0	74	60	0	0	18	7	9	24	24
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.096	0.073	0	0	0.028	0.008	0.013	0.032	0.021
Departure Headway (Hd)	4.656	4.656	4.389	5.056	5.056	5.496	4.296	5.365	4.864	3.127
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	766	811	0	0	655	838	671	741	1152
Service Time	2.41	2.41	2.143	2.758	2.758	3.198	1.998	3.065	2.564	0.827
HCM Lane V/C Ratio	0	0.097	0.074	0	0	0.027	0.008	0.013	0.032	0.021
HCM Control Delay	7.4	7.9	7.5	7.8	7.8	8.4	7	8.1	7.7	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	44	0
Future Vol, veh/h	0	8	44	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	48	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	348	0	0	0	402	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	348	0	0	0	402	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	378	0	0	0	437	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.2	13.7
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	348	0	0	0	0	402	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	348	0	0	0	0	402	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	378	0	0	0	0	437	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.498	0	0	0	0	0.572	0
Departure Headway (Hd)	5.344	4.743	4.743	6.428	6.428	4.71	4.71	4.71
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	674	749	0	0	0	0	756	0
Service Time	3.044	2.542	2.542	4.128	4.128	2.496	2.496	2.496
HCM Lane V/C Ratio	0.001	0.505	0	0	0	0	0.578	0
HCM Control Delay	8.1	12.2	7.5	9.1	9.1	7.5	13.7	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.8	0	0	0	0	3.7	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	77	0	0	58	0
Future Vol, veh/h	0	0	0	0	0	0	0	77	0	0	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	84	0	0	63	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	147	147	63	147	147	84	63	0	0	84	0	0
Stage 1	63	63	-	84	84	-	-	-	-	-	-	-
Stage 2	84	84	-	63	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	821	744	1002	821	744	975	1540	-	-	1513	-	-
Stage 1	948	842	-	924	825	-	-	-	-	-	-	-
Stage 2	924	825	-	948	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	821	744	1002	821	744	975	1540	-	-	1513	-	-
Mov Cap-2 Maneuver	821	744	-	821	744	-	-	-	-	-	-	-
Stage 1	948	842	-	924	825	-	-	-	-	-	-	-
Stage 2	924	825	-	948	842	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1540	-	-	-	-	-	-	-	-	1513	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	11	19	135	59	2
Future Vol, veh/h	4	11	19	135	59	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	21	147	64	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	180	33	66	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	792	1033	1534	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	1033	1534	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1534	-	951	-	-
HCM Lane V/C Ratio	0.013	-	0.017	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	792	104	66	657	6	114	1	46	52	3	123
Future Volume (veh/h)	121	792	104	66	657	6	114	1	46	52	3	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	132	861	113	72	714	7	124	1	50	57	3	134
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1030	424	109	887	9	446	4	180	68	4	161
Arrive On Green	0.11	0.29	0.29	0.07	0.25	0.23	0.37	0.37	0.36	0.14	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3591	35	1216	10	490	482	25	1132
Grp Volume(v), veh/h	132	861	113	72	352	369	175	0	0	194	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1715	0	0	1639	0	0
Q Serve(g_s), s	9.4	27.4	7.1	5.2	22.4	22.4	8.6	0.0	0.0	13.8	0.0	0.0
Cycle Q Clear(g_c), s	9.4	27.4	7.1	5.2	22.4	22.4	8.6	0.0	0.0	13.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.71		0.29	0.29		0.69
Lane Grp Cap(c), veh/h	181	1030	424	109	437	459	630	0	0	233	0	0
V/C Ratio(X)	0.73	0.84	0.27	0.66	0.80	0.80	0.28	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	630	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.71	0.71	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.6	39.9	32.7	54.7	42.5	42.5	26.8	0.0	0.0	50.3	0.0	0.0
Incr Delay (d2), s/veh	11.2	3.5	0.3	10.0	4.7	4.5	1.1	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	13.9	2.9	2.6	11.5	12.1	4.3	0.0	0.0	6.7	0.0	0.0
LnGrp Delay(d),s/veh	62.9	43.4	33.0	64.7	47.2	47.0	27.9	0.0	0.0	57.9	0.0	0.0
LnGrp LOS	E	D	C	E	D	D	C			E		
Approach Vol, veh/h		1106			793			175			194	
Approach Delay, s/veh		44.7			48.7			27.9			57.9	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		48.1	12.0	38.9		21.0	17.3	33.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		10.6	7.2	29.4		15.8	11.4	24.4
Green Ext Time (p_c), s		0.3	0.0	3.6		0.6	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	760	140	9	560	12	89	14	26	22	10	42
Future Volume (veh/h)	37	760	140	9	560	12	89	14	26	22	10	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	40	826	152	10	609	13	97	15	28	24	11	46
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	970	178	43	762	16	712	286	534	41	25	103
Arrive On Green	0.14	0.33	0.31	0.03	0.21	0.20	0.44	0.49	0.49	0.02	0.08	0.07
Sat Flow, veh/h	1774	2982	549	1634	3542	76	1634	582	1086	1774	309	1294
Grp Volume(v), veh/h	40	490	488	10	304	318	97	0	43	24	0	57
Grp Sat Flow(s),veh/h/ln	1774	1770	1761	1634	1770	1848	1634	0	1667	1774	0	1603
Q Serve(g_s), s	2.4	31.0	31.1	0.7	19.5	19.6	4.3	0.0	1.6	1.6	0.0	4.1
Cycle Q Clear(g_c), s	2.4	31.0	31.1	0.7	19.5	19.6	4.3	0.0	1.6	1.6	0.0	4.1
Prop In Lane	1.00		0.31	1.00		0.04	1.00		0.65	1.00		0.81
Lane Grp Cap(c), veh/h	242	576	573	43	380	397	712	0	820	41	0	128
V/C Ratio(X)	0.17	0.85	0.85	0.23	0.80	0.80	0.14	0.00	0.05	0.58	0.00	0.45
Avail Cap(c_a), veh/h	242	900	895	82	811	847	712	0	820	136	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.8	37.8	38.1	57.3	44.6	44.7	20.3	0.0	16.0	58.0	0.0	52.9
Incr Delay (d2), s/veh	0.2	3.0	3.0	2.8	3.9	3.8	0.1	0.0	0.1	12.1	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	15.6	15.5	0.4	10.0	10.4	2.0	0.0	0.8	0.9	0.0	2.2
LnGrp Delay(d),s/veh	46.0	40.8	41.1	60.0	48.6	48.5	20.4	0.0	16.1	70.2	0.0	63.8
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1018			632			140			81	
Approach Delay, s/veh		41.1			48.7			19.1			65.7	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	63.0	7.1	43.0	56.3	13.6	20.4	29.8
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	3.6	3.6	2.7	33.1	6.3	6.1	4.4	21.6
Green Ext Time (p_c), s	0.0	0.4	0.0	4.0	0.1	0.1	2.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	606	80	117	508	40	119
Future Vol, veh/h	606	80	117	508	40	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	659	87	127	552	43	129

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	746	0	1232	373
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	858	-	169	624
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	858	-	144	624
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	26.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	-	-	858	-
HCM Lane V/C Ratio	0.51	-	-	0.148	-
HCM Control Delay (s)	26.2	-	-	9.9	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.8	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	723	6	22	652	5	22
Future Vol, veh/h	723	6	22	652	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	786	7	24	709	5	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	792	0	1191	396
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	824	-	180	603
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	824	-	175	603
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	740	-	-	824	-
HCM Lane V/C Ratio	0.04	-	-	0.029	-
HCM Control Delay (s)	10.1	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	403	100	87	327	82	94	524	62	55	482	208
Future Volume (veh/h)	228	403	100	87	327	82	94	524	62	55	482	208
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	248	438	109	95	355	89	102	570	67	60	524	226
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	983	405	309	967	399	160	1019	420	110	621	267
Arrive On Green	0.19	0.28	0.28	0.19	0.27	0.27	0.10	0.29	0.29	0.07	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2413	1037
Grp Volume(v), veh/h	248	438	109	95	355	89	102	570	67	60	384	366
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	13.0	9.2	3.6	4.5	7.3	4.3	5.4	12.3	1.7	3.2	18.5	18.7
Cycle Q Clear(g_c), s	13.0	9.2	3.6	4.5	7.3	4.3	5.4	12.3	1.7	3.2	18.5	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	316	983	405	309	967	399	160	1019	420	110	455	432
V/C Ratio(X)	0.78	0.45	0.27	0.31	0.37	0.22	0.64	0.56	0.16	0.55	0.84	0.85
Avail Cap(c_a), veh/h	436	983	405	309	967	399	163	1019	420	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	26.8	11.7	31.4	26.4	25.3	39.0	27.2	7.2	40.6	31.7	32.4
Incr Delay (d2), s/veh	6.3	1.5	1.6	0.6	1.1	1.3	7.0	0.6	0.2	4.2	12.7	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	4.7	1.6	2.1	3.7	1.9	2.7	6.1	0.7	1.6	10.7	10.3
LnGrp Delay(d),s/veh	40.8	28.2	13.3	32.0	27.5	26.6	46.0	27.8	7.3	44.8	44.4	46.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		795			539			739			810	
Approach Delay, s/veh		30.1			28.1			28.5			45.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	29.9	21.0	29.0	12.8	27.2	21.4	28.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.2	14.3	6.5	11.2	7.4	20.7	15.0	9.3
Green Ext Time (p_c), s	0.0	3.6	1.3	1.8	0.0	0.4	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	635	8	6	368	1	34	0	23	1	0	0
Future Vol, veh/h	0	635	8	6	368	1	34	0	23	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	690	9	7	400	1	37	0	25	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	690	0	0	1104	1104	690	1117	1104	401
Stage 1	-	-	-	-	-	-	690	690	-	414	414	-
Stage 2	-	-	-	-	-	-	414	414	-	703	690	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1158	-	-	905	-	-	188	211	445	185	211	649
Stage 1	-	-	-	-	-	-	435	446	-	616	593	-
Stage 2	-	-	-	-	-	-	616	593	-	428	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1158	-	-	905	-	-	187	209	445	173	209	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	209	-	173	209	-
Stage 1	-	-	-	-	-	-	435	446	-	616	587	-
Stage 2	-	-	-	-	-	-	610	587	-	404	446	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	24.7	25.9
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	244	1158	-	-	905	-	-	173
HCM Lane V/C Ratio	0.254	-	-	-	0.007	-	-	0.006
HCM Control Delay (s)	24.7	0	-	-	9	0	-	25.9
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	625	0	1	398	1	0	0	1	1	0	0
Future Vol, veh/h	0	625	0	1	398	1	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	679	0	1	433	1	0	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	434	0	0	679	0	0	1114	1115	679	1115	1114	433
Stage 1	-	-	-	-	-	-	679	679	-	435	435	-
Stage 2	-	-	-	-	-	-	435	436	-	680	679	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1126	-	-	913	-	-	185	208	452	185	208	623
Stage 1	-	-	-	-	-	-	441	451	-	600	580	-
Stage 2	-	-	-	-	-	-	600	580	-	441	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1126	-	-	913	-	-	185	208	452	184	208	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	208	-	184	208	-
Stage 1	-	-	-	-	-	-	441	451	-	600	579	-
Stage 2	-	-	-	-	-	-	599	579	-	440	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13	24.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	452	1126	-	-	913	-	-	184
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	-	0.006
HCM Control Delay (s)	13	0	-	-	8.9	0	-	24.7
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	38.4
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	534	99	0	47	308	6	0	83	74	124
Future Vol, veh/h	0	8	534	99	0	47	308	6	0	83	74	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	580	108	0	51	335	7	0	90	80	135
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	61.1	22.7	13.7
HCM LOS	F	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	0%	1%	13%	13%
Vol Thru, %	47%	0%	83%	85%	80%
Vol Right, %	0%	100%	15%	2%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	124	641	361	76
LT Vol	83	0	8	47	10
Through Vol	74	0	534	308	61
RT Vol	0	124	99	6	5
Lane Flow Rate	171	135	697	392	83
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.37	0.256	1	0.695	0.18
Departure Headway (Hd)	7.813	6.849	5.957	6.373	7.837
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	461	524	606	569	457
Service Time	5.557	4.593	4.025	4.414	5.905
HCM Lane V/C Ratio	0.371	0.258	1.15	0.689	0.182
HCM Control Delay	15.1	11.9	61.1	22.7	12.6
HCM Lane LOS	C	B	F	C	B
HCM 95th-tile Q	1.7	1	15	5.4	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	61	5
Future Vol, veh/h	0	10	61	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	66	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.6
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	683	15	14	479	0	9	0	7	0	0	0
Future Vol, veh/h	0	683	15	14	479	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	742	16	15	521	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	521	0	0	759	0	0	1302	1302	751	1305	1310	521
Stage 1	-	-	-	-	-	-	751	751	-	551	551	-
Stage 2	-	-	-	-	-	-	551	551	-	754	759	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1045	-	-	852	-	-	138	161	411	137	159	555
Stage 1	-	-	-	-	-	-	403	418	-	519	515	-
Stage 2	-	-	-	-	-	-	519	515	-	401	415	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1045	-	-	852	-	-	135	157	411	132	155	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	157	-	132	155	-
Stage 1	-	-	-	-	-	-	403	418	-	519	502	-
Stage 2	-	-	-	-	-	-	506	502	-	394	415	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	25.7	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	191	1045	-	-	852	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	0.018	-	-	-
HCM Control Delay (s)	25.7	0	-	-	9.3	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	420	126	143	474	0	60	0	48	0	0	0
Future Vol, veh/h	0	420	126	143	474	0	60	0	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	457	137	155	515	0	65	0	52	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	593	0	0	1351	1351	525	1377	1419	515
Stage 1	-	-	-	-	-	-	525	525	-	826	826	-
Stage 2	-	-	-	-	-	-	826	826	-	551	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1051	-	-	983	-	-	127	150	552	122	137	560
Stage 1	-	-	-	-	-	-	536	529	-	366	387	-
Stage 2	-	-	-	-	-	-	366	387	-	519	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	983	-	-	105	117	552	92	107	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	117	-	92	107	-
Stage 1	-	-	-	-	-	-	536	529	-	366	301	-
Stage 2	-	-	-	-	-	-	285	301	-	470	493	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	68.6	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	164	1051	-	-	983	-	-	-
HCM Lane V/C Ratio	0.716	-	-	-	0.158	-	-	-
HCM Control Delay (s)	68.6	0	-	-	9.3	0	-	0
HCM Lane LOS	F	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	4.3	0	-	-	0.6	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	680	466	0	0	0
Future Vol, veh/h	0	680	466	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	739	507	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	507	0	-	0	1246	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	739	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1058	-	-	-	192	566
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	472	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1058	-	-	-	192	566
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	472	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1058	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	639	126	198	386	29	107	99	211	31	65	30
Future Volume (veh/h)	27	639	126	198	386	29	107	99	211	31	65	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	29	695	137	215	420	32	116	108	229	34	71	33
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	742	578	191	889	694	166	1097	448	68	885	361
Arrive On Green	0.04	0.40	0.40	0.12	0.48	0.48	0.03	0.10	0.10	0.04	0.25	0.25
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1447	1634	3539	1444
Grp Volume(v), veh/h	29	695	137	215	420	32	116	108	229	34	71	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1447	1634	1770	1444
Q Serve(g_s), s	2.1	43.0	5.0	14.0	18.3	1.4	8.4	3.3	12.3	2.4	1.8	2.1
Cycle Q Clear(g_c), s	2.1	43.0	5.0	14.0	18.3	1.4	8.4	3.3	12.3	2.4	1.8	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	742	578	191	889	694	166	1097	448	68	885	361
V/C Ratio(X)	0.47	0.94	0.24	1.13	0.47	0.05	0.70	0.10	0.51	0.50	0.08	0.09
Avail Cap(c_a), veh/h	82	761	593	191	889	694	177	1097	448	109	885	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	34.7	10.6	53.0	21.2	16.8	56.1	38.7	21.3	56.3	34.4	34.5
Incr Delay (d2), s/veh	5.5	18.8	0.2	103.7	0.4	0.0	8.8	0.1	3.4	5.5	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	25.9	2.0	11.8	9.4	0.6	4.2	1.7	5.4	1.2	0.9	0.9
LnGrp Delay(d),s/veh	62.0	53.5	10.8	156.7	21.6	16.8	65.0	38.8	24.7	61.8	34.6	35.0
LnGrp LOS	E	D	B	F	C	B	E	D	C	E	C	D
Approach Vol, veh/h		861			667			453			138	
Approach Delay, s/veh		47.0			64.9			38.4			41.4	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	41.2	18.0	51.8	16.2	34.0	8.5	61.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	4.4	14.3	16.0	45.0	10.4	4.1	4.1	20.3
Green Ext Time (p_c), s	0.0	1.6	0.0	0.8	0.0	1.7	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	50.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	889	52	38	591	26	34
Future Vol, veh/h	889	52	38	591	26	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	966	57	41	642	28	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1023	0	1720	995
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	725	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	679	-	98	297
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	679	-	89	297
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	47.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	-	-	679	-
HCM Lane V/C Ratio	0.441	-	-	0.061	-
HCM Control Delay (s)	47.2	-	-	10.6	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	2	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	584	108	396	460	42	80	458	176	79	391	98
Future Volume (veh/h)	219	584	108	396	460	42	80	458	176	79	391	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	238	635	117	430	500	46	87	498	191	86	425	107
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	836	344	535	813	335	130	955	364	132	1072	268
Arrive On Green	0.18	0.24	0.24	0.17	0.23	0.23	0.16	0.76	0.73	0.08	0.38	0.37
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2507	956	1634	2808	701
Grp Volume(v), veh/h	238	635	117	430	500	46	87	351	338	86	266	266
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1694	1634	1770	1739
Q Serve(g_s), s	16.9	20.0	8.0	15.7	15.2	3.0	6.0	9.4	10.1	6.1	13.2	13.5
Cycle Q Clear(g_c), s	16.9	20.0	8.0	15.7	15.2	3.0	6.0	9.4	10.1	6.1	13.2	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	286	836	344	535	813	335	130	674	646	132	676	664
V/C Ratio(X)	0.83	0.76	0.34	0.80	0.61	0.14	0.67	0.52	0.52	0.65	0.39	0.40
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	674	646	136	676	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	42.7	38.1	47.9	41.5	36.8	48.9	9.9	10.8	53.5	27.0	27.4
Incr Delay (d2), s/veh	15.9	2.6	0.6	5.9	0.6	0.2	9.2	2.3	2.5	10.2	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	10.1	3.3	7.3	7.5	1.2	3.0	4.9	4.9	3.1	6.8	6.8
LnGrp Delay(d),s/veh	63.7	45.3	38.6	53.9	42.1	36.9	58.1	12.3	13.3	63.8	28.7	29.2
LnGrp LOS	E	D	D	D	D	D	E	B	B	E	C	C
Approach Vol, veh/h		990			976			776			618	
Approach Delay, s/veh		48.9			47.0			17.9			33.8	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	49.7	24.3	32.3	13.6	49.8	25.0	31.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	8.1	12.1	17.7	22.0	8.0	15.5	18.9	17.2
Green Ext Time (p_c), s	0.0	4.7	0.6	4.3	0.0	4.5	0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	351	100	354	418	88	167	634	89	87	507	90
Future Volume (veh/h)	246	351	100	354	418	88	167	634	89	87	507	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	267	382	109	385	454	96	182	689	97	95	551	98
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	523	216	457	817	337	778	1378	568	158	686	283
Arrive On Green	0.20	0.15	0.15	0.28	0.23	0.23	0.25	0.39	0.39	0.05	0.19	0.19
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	267	382	109	385	454	96	182	689	97	95	551	98
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	18.8	12.4	8.3	26.7	13.6	6.5	5.5	17.7	2.0	3.5	17.8	4.4
Cycle Q Clear(g_c), s	18.8	12.4	8.3	26.7	13.6	6.5	5.5	17.7	2.0	3.5	17.8	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	523	216	457	817	337	778	1378	568	158	686	283
V/C Ratio(X)	0.83	0.73	0.51	0.84	0.56	0.29	0.23	0.50	0.17	0.60	0.80	0.35
Avail Cap(c_a), veh/h	490	752	310	558	900	371	778	1378	568	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	48.8	47.1	40.7	40.7	38.0	36.2	27.8	3.4	55.8	46.2	16.7
Incr Delay (d2), s/veh	4.7	1.3	1.2	9.6	0.6	0.5	0.2	1.3	0.7	6.1	9.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	6.1	3.4	13.2	6.7	2.7	2.4	8.9	0.9	1.7	9.6	2.0
LnGrp Delay(d),s/veh	51.0	50.2	48.2	50.3	41.3	38.4	36.4	29.1	4.1	61.9	55.8	20.1
LnGrp LOS	D	D	D	D	D	D	D	C	A	E	E	C
Approach Vol, veh/h		758			935			968			744	
Approach Delay, s/veh		50.2			44.7			28.0			51.9	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.7	37.5	21.7	33.5	27.3	27.6	31.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	15.5	19.7	28.7	14.4	7.5	19.8	20.8	15.6
Green Ext Time (p_c), s	0.0	3.0	2.9	1.4	0.2	1.4	0.7	3.2

Intersection Summary		
HCM 2010 Ctrl Delay		42.7
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	57	55	118	0	60	11	49	0	29	192	120	0	32	153	14
Future Vol, veh/h	0	57	55	118	0	60	11	49	0	29	192	120	0	32	153	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	60	128	0	65	12	53	0	32	209	130	0	35	166	15
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.3	10.2	14.2	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	25%	100%	0%	16%
Vol Thru, %	56%	24%	0%	18%	77%
Vol Right, %	35%	51%	0%	82%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	230	60	60	199
LT Vol	29	57	60	0	32
Through Vol	192	55	0	11	153
RT Vol	120	118	0	49	14
Lane Flow Rate	371	250	65	65	216
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.537	0.39	0.128	0.108	0.339
Departure Headway (Hd)	5.22	5.623	7.05	5.957	5.635
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	689	637	507	599	636
Service Time	3.271	3.683	4.818	3.725	3.694
HCM Lane V/C Ratio	0.538	0.392	0.128	0.109	0.34
HCM Control Delay	14.2	12.3	10.9	9.5	11.6
HCM Lane LOS	B	B	B	A	B
HCM 95th-tile Q	3.2	1.8	0.4	0.4	1.5

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	254	5	58	166	56	5	144	57	32	10	16
Future Vol, veh/h	33	254	5	58	166	56	5	144	57	32	10	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	276	5	63	180	61	5	157	62	35	11	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	282	0	0	573	718	141	625	690	121
Stage 1	-	-	-	-	-	-	351	351	-	337	337	-
Stage 2	-	-	-	-	-	-	222	367	-	288	353	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1323	-	-	1277	-	-	402	353	881	369	367	908
Stage 1	-	-	-	-	-	-	639	631	-	651	640	-
Stage 2	-	-	-	-	-	-	760	621	-	695	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1277	-	-	363	326	881	203	339	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	326	-	203	339	-
Stage 1	-	-	-	-	-	-	622	614	-	633	608	-
Stage 2	-	-	-	-	-	-	696	590	-	468	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	24.4	21.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	363	397	1323	-	-	1277	-	-	283
HCM Lane V/C Ratio	0.015	0.55	0.027	-	-	0.049	-	-	0.223
HCM Control Delay (s)	15.1	24.6	7.8	-	-	8	-	-	21.3
HCM Lane LOS	C	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	3.2	0.1	-	-	0.2	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	147	212	156	127	28	218	437	286	34	386	41
Future Volume (veh/h)	44	147	212	156	127	28	218	437	286	34	386	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	160	230	170	138	30	237	475	311	37	420	45
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	177	254	177	465	101	204	854	669	72	704	551
Arrive On Green	0.05	0.26	0.24	0.11	0.31	0.30	0.17	0.61	0.61	0.06	0.50	0.50
Sat Flow, veh/h	1634	692	995	1634	1483	322	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	48	0	390	170	0	168	237	475	311	37	420	45
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1806	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.4	0.0	26.9	12.4	0.0	8.5	15.0	18.1	8.6	2.6	19.2	1.9
Cycle Q Clear(g_c), s	3.4	0.0	26.9	12.4	0.0	8.5	15.0	18.1	8.6	2.6	19.2	1.9
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	431	177	0	566	204	854	669	72	704	551
V/C Ratio(X)	0.58	0.00	0.90	0.96	0.00	0.30	1.16	0.56	0.46	0.51	0.60	0.08
Avail Cap(c_a), veh/h	144	0	436	177	0	566	204	854	669	82	704	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.92	0.92	0.92
Uniform Delay (d), s/veh	55.7	0.0	43.7	53.2	0.0	31.3	50.0	16.2	5.8	55.2	23.4	19.1
Incr Delay (d2), s/veh	6.3	0.0	21.9	55.9	0.0	0.3	108.9	2.3	2.0	5.1	3.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	15.2	8.4	0.0	4.3	12.9	9.7	3.8	1.3	10.5	0.8
LnGrp Delay(d),s/veh	62.0	0.0	65.6	109.1	0.0	31.6	158.9	18.5	7.8	60.4	26.8	19.3
LnGrp LOS	E		E	F		C	F	B	A	E	C	B
Approach Vol, veh/h		438			338			1023			502	
Approach Delay, s/veh		65.2			70.6			47.8			28.6	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	59.0	17.0	34.7	19.0	49.3	10.1	41.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.6	20.1	14.4	28.9	17.0	21.2	5.4	10.5
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.0	5.0	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	50.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	72	305	133	0	17	205	34	0	80	27	16	0	35	92	41
Future Vol, veh/h	0	72	305	133	0	17	205	34	0	80	27	16	0	35	92	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	332	145	0	18	223	37	0	87	29	17	0	38	100	45
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.1	11.1	12.6	13.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	72	203	235	17	137	102	168
LT Vol	80	72	0	0	17	0	0	35
Through Vol	27	0	203	102	0	137	68	92
RT Vol	16	0	0	133	0	0	34	41
Lane Flow Rate	134	78	221	255	18	149	111	183
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.267	0.144	0.375	0.404	0.036	0.267	0.192	0.344
Departure Headway (Hd)	7.179	6.618	6.108	5.704	6.972	6.462	6.224	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	540	586	627	511	553	573	528
Service Time	4.955	4.381	3.871	3.466	4.746	4.235	3.997	4.547
HCM Lane V/C Ratio	0.269	0.144	0.377	0.407	0.035	0.269	0.194	0.347
HCM Control Delay	12.6	10.5	12.5	12.3	10	11.6	10.5	13.1
HCM Lane LOS	B	B	B	B	A	B	B	B
HCM 95th-tile Q	1.1	0.5	1.7	2	0.1	1.1	0.7	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	185	64	126	130	22	63	770	185	29	657	33
Future Volume (veh/h)	57	185	64	126	130	22	63	770	185	29	657	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	62	201	70	137	141	24	68	837	201	32	714	36
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	261	205	142	309	242	112	1699	408	65	1958	99
Arrive On Green	0.06	0.14	0.14	0.09	0.17	0.17	0.07	0.60	0.58	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2832	680	1634	3429	173
Grp Volume(v), veh/h	62	201	70	137	141	24	68	523	515	32	368	382
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1743	1634	1770	1832
Q Serve(g_s), s	4.4	12.5	5.2	10.0	8.2	1.7	4.9	20.1	20.4	2.3	0.0	0.0
Cycle Q Clear(g_c), s	4.4	12.5	5.2	10.0	8.2	1.7	4.9	20.1	20.4	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.09
Lane Grp Cap(c), veh/h	100	261	205	142	309	242	112	1061	1045	65	1011	1046
V/C Ratio(X)	0.62	0.77	0.34	0.97	0.46	0.10	0.61	0.49	0.49	0.49	0.36	0.36
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1061	1045	82	1011	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14	0.82	0.82	0.82
Uniform Delay (d), s/veh	55.0	49.7	46.6	54.6	45.2	42.4	54.3	13.6	13.9	54.0	0.0	0.0
Incr Delay (d2), s/veh	9.7	8.8	1.0	65.5	1.1	0.2	0.8	0.2	0.2	4.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.1	2.2	7.1	4.3	0.7	2.2	9.8	9.9	1.1	0.2	0.2
LnGrp Delay(d),s/veh	64.7	58.5	47.6	120.1	46.2	42.6	55.1	13.9	14.2	58.7	0.8	0.8
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		333			302			1106			782	
Approach Delay, s/veh		57.4			79.5			16.5			3.2	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	76.0	14.4	20.8	12.2	72.5	11.3	23.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.3	22.4	12.0	14.5	6.9	2.0	6.4	10.2
Green Ext Time (p_c), s	0.0	8.7	0.0	0.7	0.1	8.8	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	199	222	83	119	123	180	678	87	133	761	44
Future Volume (veh/h)	73	199	222	83	119	123	180	678	87	133	761	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	79	216	241	90	129	134	196	737	95	145	827	48
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	721	297	95	658	271	246	1716	707	195	1606	662
Arrive On Green	0.08	0.20	0.20	0.06	0.19	0.19	0.15	0.48	0.48	0.12	0.45	0.45
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	79	216	241	90	129	134	196	737	95	145	827	48
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	5.6	6.2	18.9	6.6	3.7	9.9	13.9	16.3	4.3	10.3	20.0	2.2
Cycle Q Clear(g_c), s	5.6	6.2	18.9	6.6	3.7	9.9	13.9	16.3	4.3	10.3	20.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	721	297	95	658	271	246	1716	707	195	1606	662
V/C Ratio(X)	0.64	0.30	0.81	0.94	0.20	0.49	0.80	0.43	0.13	0.74	0.51	0.07
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1716	707	259	1606	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	53.8	40.5	45.6	56.3	41.3	43.8	49.2	20.1	17.0	51.0	23.4	18.5
Incr Delay (d2), s/veh	5.3	0.2	11.9	71.9	0.1	1.3	11.6	0.8	0.4	5.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.1	8.6	4.9	1.8	4.1	7.1	8.1	1.8	4.9	9.9	0.9
LnGrp Delay(d),s/veh	59.1	40.7	57.5	128.3	41.4	45.1	60.7	20.9	17.4	56.2	24.1	18.6
LnGrp LOS	E	D	E	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		536			353			1028			1020	
Approach Delay, s/veh		51.0			64.9			28.2			28.4	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	62.2	11.0	28.5	22.1	58.5	13.1	26.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.3	18.3	8.6	20.9	15.9	22.0	7.6	11.9
Green Ext Time (p_c), s	0.2	8.8	0.0	1.5	0.2	8.2	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	326	208	46	180	25	81	357	123	94	557	45
Future Volume (veh/h)	50	326	208	46	180	25	81	357	123	94	557	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	354	226	50	196	27	88	388	134	102	605	49
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	422	265	82	689	284	123	442	346	617	1005	787
Arrive On Green	0.06	0.20	0.19	0.05	0.19	0.19	0.15	0.47	0.47	0.38	0.54	0.54
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	54	299	281	50	196	27	88	388	134	102	605	49
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.9	19.5	20.0	3.6	5.7	0.7	6.2	22.5	5.7	5.0	26.6	1.9
Cycle Q Clear(g_c), s	3.9	19.5	20.0	3.6	5.7	0.7	6.2	22.5	5.7	5.0	26.6	1.9
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	358	330	82	689	284	123	442	346	617	1005	787
V/C Ratio(X)	0.58	0.84	0.85	0.61	0.28	0.10	0.72	0.88	0.39	0.17	0.60	0.06
Avail Cap(c_a), veh/h	109	367	339	82	689	284	123	855	670	617	1005	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.93	0.93	0.93	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	46.0	46.9	55.9	41.2	6.6	49.8	30.0	16.7	24.8	18.8	13.2
Incr Delay (d2), s/veh	4.9	13.8	16.7	11.9	0.2	0.1	15.8	18.7	2.8	0.1	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.9	10.5	1.9	2.8	0.3	3.3	13.7	2.5	2.3	14.4	0.8
LnGrp Delay(d),s/veh	60.1	59.7	63.7	67.7	41.4	6.7	65.6	48.7	19.5	24.9	21.5	13.3
LnGrp LOS	E	E	E	E	D	A	E	D	B	C	C	B
Approach Vol, veh/h		634			273			610			756	
Approach Delay, s/veh		61.5			42.8			44.7			21.4	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	32.5	10.0	28.3	13.0	68.7	10.9	27.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	7.7	24.5	5.6	22.0	8.2	28.6	5.9	7.7
Green Ext Time (p_c), s	2.1	1.9	0.0	0.3	0.0	3.0	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	308	84	99	143	147	141	689	167	178	464	47
Future Volume (veh/h)	88	308	84	99	143	147	141	689	167	178	464	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	96	335	91	108	155	160	153	749	182	193	504	51
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	474	195	160	526	217	200	1730	713	238	1814	748
Arrive On Green	0.08	0.13	0.13	0.10	0.15	0.15	0.24	0.98	0.98	0.29	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	96	335	91	108	155	160	153	749	182	193	504	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.6	10.9	5.1	7.7	4.7	12.6	10.4	1.0	0.3	13.1	0.0	0.0
Cycle Q Clear(g_c), s	6.6	10.9	5.1	7.7	4.7	12.6	10.4	1.0	0.3	13.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	474	195	160	526	217	200	1730	713	238	1814	748
V/C Ratio(X)	0.49	0.71	0.47	0.68	0.29	0.74	0.77	0.43	0.26	0.81	0.28	0.07
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1730	713	354	1814	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	0.73	0.83	0.83	0.83	0.83	0.83	0.83	0.58	0.58	0.58
Uniform Delay (d), s/veh	49.7	49.7	26.5	52.3	45.5	48.9	43.7	0.7	0.3	40.9	0.0	0.0
Incr Delay (d2), s/veh	1.4	1.4	1.3	7.2	0.3	4.0	5.0	0.7	0.7	5.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.4	2.1	3.8	2.3	5.3	5.0	0.4	0.2	6.2	0.1	0.0
LnGrp Delay(d),s/veh	51.1	51.1	27.8	59.4	45.7	52.9	48.8	1.3	1.0	46.0	0.2	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		522			423			1084			748	
Approach Delay, s/veh		47.1			52.0			8.0			12.0	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	62.7	15.7	20.1	18.7	65.5	14.0	21.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	15.1	3.0	9.7	12.9	12.4	2.0	8.6	14.6
Green Ext Time (p_c), s	0.4	7.5	0.2	1.2	0.3	7.5	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	385	147	122	300	125	125	1306	87	91	1001	351
Future Volume (veh/h)	523	385	147	122	300	125	125	1306	87	91	1001	351
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	568	418	160	133	326	136	136	1420	95	99	1088	382
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	723	298	235	543	224	150	1846	761	109	1758	724
Arrive On Green	0.13	0.20	0.20	0.07	0.15	0.15	0.09	0.52	0.52	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	568	418	160	133	326	136	136	1420	95	99	1088	382
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	12.8	11.8	4.9	10.3	10.4	9.9	38.5	4.0	7.2	26.8	21.4
Cycle Q Clear(g_c), s	15.0	12.8	11.8	4.9	10.3	10.4	9.9	38.5	4.0	7.2	26.8	21.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	723	298	235	543	224	150	1846	761	109	1758	724
V/C Ratio(X)	1.43	0.58	0.54	0.57	0.60	0.61	0.91	0.77	0.12	0.91	0.62	0.53
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1846	761	109	1758	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.80	0.80	0.80	0.90	0.90	0.90
Uniform Delay (d), s/veh	52.5	43.1	42.7	53.7	47.4	47.4	54.0	22.9	14.7	55.6	22.0	20.6
Incr Delay (d2), s/veh	206.8	0.6	1.3	2.1	1.1	2.7	40.9	2.5	0.3	54.4	1.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	6.3	4.8	2.2	5.1	4.4	6.2	19.4	1.7	4.9	13.4	9.1
LnGrp Delay(d),s/veh	259.3	43.7	43.9	55.8	48.4	50.1	94.9	25.5	15.0	110.0	23.4	23.1
LnGrp LOS	F	D	D	E	D	D	F	C	B	F	C	C
Approach Vol, veh/h		1146			595			1651			1569	
Approach Delay, s/veh		150.6			50.5			30.6			28.8	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.6	12.9	28.5	15.0	63.6	19.0	22.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	19.2	40.5	6.9	14.8	11.9	28.8	17.0	12.4
Green Ext Time (p_c), s	0.0	6.8	0.1	4.0	0.0	12.7	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.1
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	5	42	74	4	9	30	1069	29	20	1408	39
Future Volume (veh/h)	39	5	42	74	4	9	30	1069	29	20	1408	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	5	46	80	4	10	33	1162	32	22	1530	42
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	106	83	121	40	101	67	2483	1023	56	3532	1013
Arrive On Green	0.05	0.06	0.06	0.07	0.09	0.07	0.04	0.70	0.70	0.03	0.69	0.69
Sat Flow, veh/h	1634	1863	1458	1634	473	1182	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	42	5	46	80	0	14	33	1162	32	22	1530	42
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1654	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	3.0	0.3	3.2	5.7	0.0	0.9	2.4	17.5	0.3	1.6	15.8	1.1
Cycle Q Clear(g_c), s	3.0	0.3	3.2	5.7	0.0	0.9	2.4	17.5	0.3	1.6	15.8	1.1
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	106	83	121	0	141	67	2483	1023	56	3532	1013
V/C Ratio(X)	0.56	0.05	0.55	0.66	0.00	0.10	0.49	0.47	0.03	0.40	0.43	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	455	82	2483	1023	82	3532	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	53.5	40.4	54.1	0.0	51.2	56.3	8.0	0.9	56.8	8.0	5.8
Incr Delay (d2), s/veh	6.5	0.2	5.7	9.6	0.0	0.3	5.5	0.6	0.1	4.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.2	1.4	2.9	0.0	0.4	1.2	8.6	0.1	0.8	7.5	0.5
LnGrp Delay(d),s/veh	62.5	53.7	46.0	63.7	0.0	51.5	61.8	8.6	1.0	61.3	8.4	5.8
LnGrp LOS	E	D	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		93			94			1227			1594	
Approach Delay, s/veh		53.9			61.9			9.8			9.1	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	88.2	12.9	10.8	8.9	87.4	9.5	14.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.6	19.5	7.7	5.2	4.4	17.8	5.0	2.9
Green Ext Time (p_c), s	0.0	19.2	0.0	0.1	0.0	19.7	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	61	631	108	83	878
Future Volume (veh/h)	66	61	631	108	83	878
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	72	66	686	117	90	954
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	125	111	1386	1085	130	1596
Arrive On Green	0.08	0.08	0.74	0.74	0.16	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	72	66	686	117	90	954
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	5.1	5.3	17.9	2.7	6.2	0.0
Cycle Q Clear(g_c), s	5.1	5.3	17.9	2.7	6.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	125	111	1386	1085	130	1596
V/C Ratio(X)	0.58	0.59	0.49	0.11	0.69	0.60
Avail Cap(c_a), veh/h	268	239	1386	1085	150	1596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.79	0.79	1.00	1.00	0.75	0.75
Uniform Delay (d), s/veh	53.5	53.6	6.2	4.3	49.1	0.0
Incr Delay (d2), s/veh	3.3	3.9	1.3	0.2	8.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.2	9.6	1.1	3.1	0.6
LnGrp Delay(d),s/veh	56.9	57.5	7.5	4.5	57.3	1.3
LnGrp LOS	E	E	A	A	E	A
Approach Vol, veh/h	138		803			1044
Approach Delay, s/veh	57.2		7.1			6.1
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.6	93.3				106.8		13.2
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	19.9	19.9				2.0		7.3
Green Ext Time (p_c), s	0.0	10.5				10.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	59	79	44	56	97	85	924	91	70	627	39
Future Volume (veh/h)	66	59	79	44	56	97	85	924	91	70	627	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	72	64	86	48	61	105	92	1004	99	76	682	42
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	108	146	83	80	138	137	1931	190	119	1972	121
Arrive On Green	0.07	0.15	0.14	0.05	0.13	0.12	0.17	1.00	1.00	0.15	1.00	1.00
Sat Flow, veh/h	1634	722	970	1634	616	1060	1634	3255	321	1634	3387	208
Grp Volume(v), veh/h	72	0	150	48	0	166	92	546	557	76	356	368
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1676	1634	1770	1806	1634	1770	1826
Q Serve(g_s), s	5.1	0.0	10.0	3.4	0.0	11.5	6.3	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	10.0	3.4	0.0	11.5	6.3	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	116	0	254	83	0	218	137	1050	1071	119	1030	1063
V/C Ratio(X)	0.62	0.00	0.59	0.58	0.00	0.76	0.67	0.52	0.52	0.64	0.35	0.35
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	1050	1071	163	1030	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	0.87	0.87	0.87	0.94	0.94	0.94
Uniform Delay (d), s/veh	54.2	0.0	48.0	55.7	0.0	50.9	48.4	0.0	0.0	49.8	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	2.1	6.3	0.0	5.4	4.9	1.6	1.6	5.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	4.8	1.7	0.0	5.6	3.0	0.5	0.5	2.5	0.2	0.2
LnGrp Delay(d),s/veh	59.4	0.0	50.1	62.0	0.0	56.4	53.3	1.6	1.6	55.1	0.9	0.8
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		222			214			1195			800	
Approach Delay, s/veh		53.1			57.6			5.6			6.0	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	75.2	10.1	22.0	14.0	73.9	12.5	19.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	7.3	2.0	5.4	12.0	8.3	2.0	7.1	13.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.7	0.1	9.0	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	48.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	72	4	265	0	125	508	0	0	0	804	196
Future Vol, veh/h	0	0	0	0	0	72	4	265	0	125	508	0	0	0	804	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	78	4	288	0	136	552	0	0	0	874	213
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	17.7	55.4	55.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	508	76	265	804	196
LT Vol	125	0	72	0	0	0
Through Vol	0	508	4	0	804	0
RT Vol	0	0	0	265	0	196
Lane Flow Rate	136	552	83	288	874	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.282	1	0.191	0.572	1	0.368
Departure Headway (Hd)	7.468	6.968	8.319	7.147	6.913	6.212
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	525	434	507	533	579
Service Time	5.2	4.7	6.027	4.856	4.643	3.942
HCM Lane V/C Ratio	0.282	1.051	0.191	0.568	1.64	0.368
HCM Control Delay	13.1	65.8	13	19	65.5	12.5
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	1.1	13.9	0.7	3.5	13.9	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	132	362	231	773	0	0	905	167
Future Volume (veh/h)	0	0	0	490	132	362	231	773	0	0	905	167
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				533	143	393	251	840	0	0	984	182
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				991	565	442	571	2201	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.24	0.83	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				533	143	393	251	840	0	0	984	182
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.3	7.0	30.9	8.1	7.2	0.0	0.0	14.4	3.8
Cycle Q Clear(g_c), s				16.3	7.0	30.9	8.1	7.2	0.0	0.0	14.4	3.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				991	565	442	571	2201	0	0	1430	589
V/C Ratio(X)				0.54	0.25	0.89	0.44	0.38	0.00	0.00	0.69	0.31
Avail Cap(c_a), veh/h				1185	675	529	571	2201	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.72	0.72	0.72	0.90	0.90	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				34.8	31.6	39.9	40.5	4.5	0.0	0.0	8.2	7.2
Incr Delay (d2), s/veh				0.3	0.2	11.4	0.5	0.5	0.0	0.0	2.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	3.6	13.8	3.6	3.6	0.0	0.0	7.1	1.6
LnGrp Delay(d),s/veh				35.1	31.7	51.3	40.9	5.0	0.0	0.0	10.8	8.5
LnGrp LOS				D	C	D	D	A			B	A
Approach Vol, veh/h					1069			1091			1166	
Approach Delay, s/veh					40.6			13.3			10.4	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.1			26.1	53.0		40.9
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.2			10.1	16.4		32.9
Green Ext Time (p_c), s		5.3			2.0	5.7		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	493	324	266	1109	0	0	1049	281
Future Volume (veh/h)	0	0	0	381	493	324	266	1109	0	0	1049	281
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				414	536	352	289	1205	0	0	1140	305
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				820	915	377	325	2388	0	0	1565	645
Arrive On Green				0.26	0.26	0.26	0.40	1.00	0.00	0.00	0.44	0.44
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				414	536	352	289	1205	0	0	1140	305
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.4	15.9	28.3	19.8	0.0	0.0	0.0	31.8	17.7
Cycle Q Clear(g_c), s				13.4	15.9	28.3	19.8	0.0	0.0	0.0	31.8	17.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				820	915	377	325	2388	0	0	1565	645
V/C Ratio(X)				0.51	0.59	0.93	0.89	0.50	0.00	0.00	0.73	0.47
Avail Cap(c_a), veh/h				822	917	378	340	2388	0	0	1565	645
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.78	0.78	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				37.9	38.9	43.5	34.9	0.0	0.0	0.0	27.5	23.6
Incr Delay (d2), s/veh				0.5	1.0	29.9	19.0	0.6	0.0	0.0	2.1	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	7.9	14.5	10.5	0.2	0.0	0.0	16.0	7.4
LnGrp Delay(d),s/veh				38.4	39.8	73.4	53.8	0.6	0.0	0.0	29.7	25.4
LnGrp LOS				D	D	E	D	A			C	C
Approach Vol, veh/h					1302			1494			1445	
Approach Delay, s/veh					48.4			10.9			28.8	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.0			27.9	57.1		35.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			21.8	33.8		30.3
Green Ext Time (p_c), s		23.2			0.1	11.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	36.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	242	1	190	0	0	0	0	0	0	350	58	0	467	321	0
Future Vol, veh/h	0	242	1	190	0	0	0	0	0	0	350	58	0	467	321	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	263	1	207	0	0	0	0	0	0	380	63	0	508	349	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	18.8	29.6	50.2
HCM LOS	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	350	58	243	190	467	321
LT Vol	0	0	242	0	467	0
Through Vol	350	0	1	0	0	321
RT Vol	0	58	0	190	0	0
Lane Flow Rate	380	63	264	207	508	349
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.788	0.118	0.598	0.399	1	0.678
Departure Headway (Hd)	7.46	6.759	8.145	6.949	7.513	7
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	529	444	518	482	513
Service Time	5.22	4.519	5.887	4.691	5.282	4.769
HCM Lane V/C Ratio	0.787	0.119	0.595	0.4	1.054	0.68
HCM Control Delay	32.8	10.4	22.3	14.3	68.7	23.4
HCM Lane LOS	D	B	C	B	F	C
HCM 95th-tile Q	7.1	0.4	3.8	1.9	13.3	5.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	136	256	0	0	0	0	827	456	413	973	0
Future Volume (veh/h)	225	136	256	0	0	0	0	827	456	413	973	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	245	148	278				0	899	496	449	1058	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	360	780	321				0	2586	742	542	2524	0
Arrive On Green	0.22	0.22	0.22				0.00	0.51	0.51	0.34	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	245	148	278				0	899	496	449	1058	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	16.5	4.1	22.0				0.0	12.7	30.4	15.6	0.0	0.0
Cycle Q Clear(g_c), s	16.5	4.1	22.0				0.0	12.7	30.4	15.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	360	780	321				0	2586	742	542	2524	0
V/C Ratio(X)	0.68	0.19	0.87				0.00	0.35	0.67	0.83	0.42	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2586	742	660	2524	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	42.9	38.1	45.1				0.0	17.6	22.0	37.8	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.1	15.0				0.0	0.4	4.7	5.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.0	10.2				0.0	6.0	13.1	7.2	0.1	0.0
LnGrp Delay(d),s/veh	45.9	38.2	60.0				0.0	18.0	26.7	43.5	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		671						1395			1507	
Approach Delay, s/veh		50.1						21.1			13.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	24.5	65.0		30.4		89.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	17.6	32.4		24.0		2.0		
Green Ext Time (p_c), s	0.9	10.2		1.8		19.4		

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	539	279	0	0	0	0	940	326	415	1116	0
Future Volume (veh/h)	356	539	279	0	0	0	0	940	326	415	1116	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	387	586	303				0	1022	354	451	1213	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1924	793	553	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.54	0.54	0.35	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	387	586	303				0	1022	354	451	1213	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.7	19.5	21.8				0.0	22.2	17.6	15.5	0.0	0.0
Cycle Q Clear(g_c), s	13.7	19.5	21.8				0.0	22.2	17.6	15.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1924	793	553	2660	0
V/C Ratio(X)	0.67	0.91	1.14				0.00	0.53	0.45	0.81	0.46	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1924	793	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.80	0.80	0.80				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	45.8	48.2	49.1				0.0	17.6	16.5	37.3	0.0	0.0
Incr Delay (d2), s/veh	2.4	14.5	94.3				0.0	1.1	1.8	3.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	10.8	15.7				0.0	11.1	7.5	7.0	0.1	0.0
LnGrp Delay(d),s/veh	48.2	62.7	143.4				0.0	18.6	18.3	40.4	0.4	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1276						1376			1664	
Approach Delay, s/veh		77.5						18.5			11.2	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.0	69.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	17.5	24.2		23.8		2.0		
Green Ext Time (p_c), s	1.4	16.1		0.0		22.3		

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	75	0	0	57
Future Vol, veh/h	0	0	75	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	144	82	0	0	82	0
Stage 1	82	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	849	978	-	-	1515	-
Stage 1	941	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	978	-	-	1515	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	961	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1515	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	573	350	101	0	33
Future Vol, veh/h	0	573	350	101	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	623	380	110	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	490	0	-	0	1058	435
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	623	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1073	-	-	-	249	621
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1073	-	-	-	249	621
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1073	-	-	-	621
HCM Lane V/C Ratio	-	-	-	-	0.058
HCM Control Delay (s)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	55	39	118	15	16	117
Future Vol, veh/h	55	39	118	15	16	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	42	128	16	17	127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	290	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	701	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	693	922	-	-	1458	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	693	922	1458	-
HCM Lane V/C Ratio	-	-	0.086	0.046	0.012	-
HCM Control Delay (s)	-	-	10.7	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	34	22	122	12	11	126
Future Vol, veh/h	34	22	122	12	11	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	24	133	13	12	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	294	133	0	0	133	0
Stage 1	133	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	697	916	-	-	1452	-
Stage 1	893	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	916	-	-	1452	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	691	916	1452	-
HCM Lane V/C Ratio	-	-	0.053	0.026	0.008	-
HCM Control Delay (s)	-	-	10.5	9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	27	115	5	0	118
Future Vol, veh/h	0	27	115	5	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	125	5	0	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	926	-	-	1462	-
Stage 1	901	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	736	926	-	-	1462	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	898	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	926	1462	-
HCM Lane V/C Ratio	-	-	-	0.032	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	113	115	6	13	14
Future Vol, veh/h	4	113	115	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	123	125	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	257	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1462	-	-	-	732	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	730	926
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1462	-	-	-	730	926
HCM Lane V/C Ratio	0.003	-	-	-	0.019	0.016
HCM Control Delay (s)	7.5	-	-	-	10	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	116	117	9	23	26
Future Vol, veh/h	8	116	117	9	23	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	126	127	10	25	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	270	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	719	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1459	-	-	-	715	923
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1459	-	-	-	715	923
HCM Lane V/C Ratio	0.006	-	-	-	0.035	0.031
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	115	128	5	15	20
Future Vol, veh/h	7	115	128	5	15	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	125	139	5	16	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	139	0	-	0	279	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1445	-	-	-	711	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1445	-	-	-	707	909
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1445	-	-	-	707	909
HCM Lane V/C Ratio	0.005	-	-	-	0.023	0.024
HCM Control Delay (s)	7.5	-	-	-	10.2	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

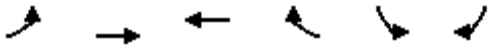
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	106	14	20	100	6	4
Future Vol, veh/h	106	14	20	100	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	15	22	109	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	115	0	267	115
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1474	-	722	937
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1474	-	711	937
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	711	937	-	-	1474	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.015	-
HCM Control Delay (s)	10.1	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	267	211	0	293	35
Future Volume (veh/h)	0	267	211	0	293	35
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	290	229	0	318	38
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	427	427	0	2470	1136
Arrive On Green	0.00	0.12	0.12	0.00	0.78	0.78
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	290	229	0	318	38
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	9.4	7.3	0.0	3.0	0.7
Cycle Q Clear(g_c), s	0.0	9.4	7.3	0.0	3.0	0.7
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	427	427	0	2470	1136
V/C Ratio(X)	0.00	0.68	0.54	0.00	0.13	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2470	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.5	49.6	0.0	3.2	3.0
Incr Delay (d2), s/veh	0.0	1.9	0.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	3.6	0.0	1.3	0.3
LnGrp Delay(d),s/veh	0.0	52.4	50.3	0.0	3.4	3.1
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		290	229		356	
Approach Delay, s/veh		52.4	50.3		3.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				20.5		99.5		20.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				11.4		5.0		9.3
Green Ext Time (p_c), s				3.1		1.2		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	524	0	0	485	261	40	0	256	0	0	0
Future Volume (veh/h)	42	524	0	0	485	261	40	0	256	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	46	570	0	0	527	284	43	0	278			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1190	0	0	918	378	1811	0	833			
Arrive On Green	0.03	0.34	0.00	0.00	0.26	0.26	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	46	570	0	0	527	284	43	0	278			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.6	16.6	0.0	0.0	16.8	23.3	0.8	0.0	13.1			
Cycle Q Clear(g_c), s	3.6	16.6	0.0	0.0	16.8	23.3	0.8	0.0	13.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1190	0	0	918	378	1811	0	833			
V/C Ratio(X)	0.91	0.48	0.00	0.00	0.57	0.75	0.02	0.00	0.33			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1811	0	833			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.59	0.59	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.8	34.1	0.0	0.0	41.9	44.3	12.1	0.0	14.8			
Incr Delay (d2), s/veh	91.8	0.3	0.0	0.0	0.3	1.8	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.9	8.1	0.0	0.0	8.2	9.6	0.3	0.0	5.3			
LnGrp Delay(d),s/veh	154.6	34.4	0.0	0.0	42.2	46.1	12.1	0.0	15.0			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		616			811			321				
Approach Delay, s/veh		43.4			43.6			14.6				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.3		49.7			10.0	39.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		15.1		18.6			5.6	25.3
Green Ext Time (p_c), s		0.0		8.8			0.0	8.4

Intersection Summary	
HCM 2010 Ctrl Delay	38.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	184	327	57	0	11	241	55	0	41	19	15	0	60	17	138
Future Vol, veh/h	0	184	327	57	0	11	241	55	0	41	19	15	0	60	17	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	200	355	62	0	12	262	60	0	45	21	16	0	65	18	150
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	13.8	13	11.6	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	66%	0%	100%	59%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	34%	0%	0%	41%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	184	218	166	11	161	135	60	11	144
LT Vol	41	0	184	0	0	11	0	0	60	0	0
Through Vol	0	19	0	218	109	0	161	80	0	11	6
RT Vol	0	15	0	0	57	0	0	55	0	0	138
Lane Flow Rate	45	37	200	237	180	12	175	147	65	12	156
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.104	0.078	0.393	0.432	0.317	0.026	0.349	0.282	0.147	0.026	0.3
Departure Headway (Hd)	8.403	7.594	7.189	6.684	6.442	7.706	7.201	6.913	8.093	7.59	6.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	473	504	543	561	466	501	522	445	473	522
Service Time	6.126	5.317	4.889	4.384	4.142	5.422	4.917	4.629	5.81	5.307	4.631
HCM Lane V/C Ratio	0.105	0.078	0.397	0.436	0.321	0.026	0.349	0.282	0.146	0.025	0.299
HCM Control Delay	12.1	11	14.5	14.4	12.1	10.6	13.7	12.3	12.2	10.5	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.3	1.9	2.2	1.4	0.1	1.5	1.1	0.5	0.1	1.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	641	325	0	0	0
Future Vol, veh/h	0	641	325	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	697	353	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	1050	353
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	697	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1206	-	-	-	252	691
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1206	-	-	-	252	691
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	494	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1206	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	75	0	0	57
Future Vol, veh/h	0	0	75	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	144	82	0	0	82	0
Stage 1	82	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	849	978	-	-	1515	-
Stage 1	941	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	978	-	-	1515	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	961	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1515	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	22	11	70	33	77	12	648	57	85	811	4
Future Volume (veh/h)	5	22	11	70	33	77	12	648	57	85	811	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	5	24	12	76	36	84	13	704	62	92	882	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	656	641	321	736	272	634	26	920	81	121	1219	6
Arrive On Green	0.55	0.55	0.54	0.55	0.55	0.54	0.02	0.28	0.28	0.07	0.34	0.33
Sat Flow, veh/h	1166	1173	586	1259	497	1161	1634	3292	290	1634	3613	16
Grp Volume(v), veh/h	5	0	36	76	0	120	13	378	388	92	432	454
Grp Sat Flow(s),veh/h/ln	1166	0	1759	1259	0	1658	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.3	0.0	1.1	3.6	0.0	4.3	0.9	23.5	23.5	6.6	25.7	25.7
Cycle Q Clear(g_c), s	4.5	0.0	1.1	4.7	0.0	4.3	0.9	23.5	23.5	6.6	25.7	25.7
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	656	0	962	736	0	906	26	495	506	121	597	628
V/C Ratio(X)	0.01	0.00	0.04	0.10	0.00	0.13	0.50	0.76	0.77	0.76	0.72	0.72
Avail Cap(c_a), veh/h	656	0	962	736	0	906	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	12.6	13.7	0.0	13.4	58.6	39.6	39.7	54.5	34.8	34.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.3	14.1	2.5	2.5	9.5	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.3	0.0	2.0	0.5	11.8	12.1	3.3	12.8	13.4
LnGrp Delay(d),s/veh	14.4	0.0	12.7	14.0	0.0	13.7	72.7	42.1	42.1	64.1	36.5	36.4
LnGrp LOS	B		B	B		B	E	D	D	E	D	D
Approach Vol, veh/h		41			196			779			978	
Approach Delay, s/veh		12.9			13.8			42.6			39.1	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	37.5		69.6	5.9	44.5		69.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.6	25.5		6.5	2.9	27.7		6.7
Green Ext Time (p_c), s	0.1	7.5		0.6	0.0	7.5		0.6

Intersection Summary		
HCM 2010 Ctrl Delay	37.4	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	6	33	210	24	13
Future Vol, veh/h	154	6	33	210	24	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	167	7	36	228	26	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	471	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	551	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	535	873
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	619	-	-	1403	-
HCM Lane V/C Ratio	0.065	-	-	0.026	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	125	41	0	247	195	12	0	57	18	281
Future Vol, veh/h	0	4	125	41	0	247	195	12	0	57	18	281
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	4	136	45	0	268	212	13	0	62	20	305
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	11.8	33.7	16.6
HCM LOS	B	D	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	9%
Vol Thru, %	5%	74%	44%	0%	82%
Vol Right, %	79%	24%	0%	100%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	170	442	12	22
LT Vol	57	4	247	0	2
Through Vol	18	125	195	0	18
RT Vol	281	41	0	12	2
Lane Flow Rate	387	185	480	13	24
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.597	0.309	0.844	0.019	0.046
Departure Headway (Hd)	5.551	6.023	6.322	5.328	6.925
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	646	593	572	669	520
Service Time	3.628	4.106	4.08	3.086	4.925
HCM Lane V/C Ratio	0.599	0.312	0.839	0.019	0.046
HCM Control Delay	16.6	11.8	34.4	8.2	10.3
HCM Lane LOS	C	B	D	A	B
HCM 95th-tile Q	4	1.3	9	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	18	2
Future Vol, veh/h	0	2	18	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	20	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	171	250	319	36	38	120
Future Vol, veh/h	171	250	319	36	38	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	272	347	39	41	130

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	386	0	-	0	1009	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1172	-	-	-	266	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1172	-	-	-	216	679
Mov Cap-2 Maneuver	-	-	-	-	216	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	425	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1172	-	-	-	448
HCM Lane V/C Ratio	0.159	-	-	-	0.383
HCM Control Delay (s)	8.7	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	0	14	6	89	0	536	6	73	820	3
Future Vol, veh/h	0	8	0	14	6	89	0	536	6	73	820	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	15	7	97	0	583	7	79	891	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1641	447	1195	1639	295	895	0	0	589	0	0
Stage 1	1052	1052	-	586	586	-	-	-	-	-	-	-
Stage 2	295	589	-	609	1053	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	110	99	559	142	99	701	754	-	-	982	-	-
Stage 1	242	302	-	463	495	-	-	-	-	-	-	-
Stage 2	689	494	-	449	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	91	559	124	91	701	754	-	-	982	-	-
Mov Cap-2 Maneuver	84	91	-	124	91	-	-	-	-	-	-	-
Stage 1	242	278	-	463	495	-	-	-	-	-	-	-
Stage 2	586	494	-	400	277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.7	20.1	0	0.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	754	-	-	91	356	982	-	-
HCM Lane V/C Ratio	-	-	-	0.096	0.333	0.081	-	-
HCM Control Delay (s)	0	-	-	48.7	20.1	9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	100	3	1	102	1	0
Future Vol, veh/h	100	3	1	102	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	3	1	111	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	223	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1478	-	765	943
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	764	943
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	764	-	-	1478	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	84	0	0	107	0	0
Future Vol, veh/h	84	0	0	107	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	91	0	0	116	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	207	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	781	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	781	967
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	909	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1504	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	61	31	31	93	7	26	30	5	1	38	2
Future Vol, veh/h	3	61	31	31	93	7	26	30	5	1	38	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	66	34	34	101	8	28	33	5	1	41	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	100	0	0	284	266	83	281	279	105
Stage 1	-	-	-	-	-	-	90	90	-	172	172	-
Stage 2	-	-	-	-	-	-	194	176	-	109	107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1493	-	-	668	640	976	671	629	949
Stage 1	-	-	-	-	-	-	917	820	-	830	756	-
Stage 2	-	-	-	-	-	-	808	753	-	896	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1481	-	-	1493	-	-	620	623	976	628	613	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	620	623	-	628	613	-
Stage 1	-	-	-	-	-	-	915	818	-	828	738	-
Stage 2	-	-	-	-	-	-	743	735	-	854	805	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.8	11.3	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	641	1481	-	-	1493	-	-	624
HCM Lane V/C Ratio	0.103	0.002	-	-	0.023	-	-	0.071
HCM Control Delay (s)	11.3	7.4	0	-	7.5	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	0	120	0	0
Future Vol, veh/h	60	0	0	120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	0	130	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	195	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	794	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	794	999
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	896	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	51	0	0	103	0	0
Future Vol, veh/h	51	0	0	103	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	0	0	112	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	167	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	823	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	823	1012
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	913	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	0	120	0	0
Future Vol, veh/h	60	0	0	120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	0	130	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	65	65	130	65
Stage 1	-	-	0	0	65	-
Stage 2	-	-	65	65	65	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	941	826	864	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	958	841	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	941	0	864	999
Mov Cap-2 Maneuver	-	-	941	0	864	-
Stage 1	-	-	-	0	958	-
Stage 2	-	-	958	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	53	20	50	88	46	58
Future Vol, veh/h	53	20	50	88	46	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	22	54	96	50	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	272	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	717	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	690	995
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	832	-	-	1519	-
HCM Lane V/C Ratio	0.136	-	-	0.036	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	39	44	65	300	214	79
Future Vol, veh/h	39	44	65	300	214	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	48	71	326	233	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	743	276	318	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	383	763	1242	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	763	1242	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	496	-	-
HCM Lane V/C Ratio	0.057	-	0.182	-	-
HCM Control Delay (s)	8.1	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	51	0	0	79
Future Vol, veh/h	0	0	51	0	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	55	0	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	55	0	0	55	0
Stage 1	55	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	852	1012	-	-	1550	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	1012	-	-	1550	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	155	60	0
Future Vol, veh/h	0	0	0	155	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	168	65	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	33	65	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	828	1033	1535	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	828	1033	1535	-	-	-
Mov Cap-2 Maneuver	828	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	930	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	52	66	320	39	31	226
Future Vol, veh/h	52	66	320	39	31	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	72	348	42	34	246

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	348	0	0	348	0
Stage 1	348	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	427	695	-	-	1211	-
Stage 1	715	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	695	-	-	1211	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	717	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	413	695	1211	-
HCM Lane V/C Ratio	-	-	0.137	0.103	0.028	-
HCM Control Delay (s)	-	-	15.1	10.8	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	51	0	0	79
Future Vol, veh/h	0	0	51	0	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	55	0	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	55	0	0	55	0
Stage 1	55	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	852	1012	-	-	1550	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	1012	-	-	1550	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	16	0	11	0	0	107	48
Future Vol, veh/h	0	0	0	0	0	16	0	11	0	0	107	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	17	0	12	0	0	116	52
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8	7.8
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	71	84	0	0	16	11	10	25	25
LT Vol	0	0	0	0	0	16	0	10	0	0
Through Vol	0	71	36	0	0	0	0	0	25	25
RT Vol	0	0	48	0	0	0	11	0	0	0
Lane Flow Rate	0	78	91	0	0	17	12	11	27	27
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.101	0.108	0	0	0.027	0.015	0.016	0.037	0.024
Departure Headway (Hd)	4.677	4.677	4.275	5.158	5.158	5.591	4.391	5.431	4.93	3.193
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	761	831	0	0	644	819	662	730	1126
Service Time	2.439	2.439	2.037	2.865	2.865	3.295	2.095	3.136	2.635	0.897
HCM Lane V/C Ratio	0	0.102	0.11	0	0	0.026	0.015	0.017	0.037	0.024
HCM Control Delay	7.4	8	7.6	7.9	7.9	8.5	7.2	8.2	7.8	6
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.4	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	50	0
Future Vol, veh/h	0	10	50	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	54	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	321	0	0	0	307	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	321	0	0	0	307	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	349	0	0	0	334	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.4	11.1
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	321	0	0	0	0	307	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	321	0	0	0	0	307	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	349	0	0	0	0	334	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.455	0	0	0	0	0.436	0
Departure Headway (Hd)	4.694	4.694	4.694	6.147	6.147	4.701	4.701	4.701
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	761	0	0	0	0	757	0
Service Time	2.469	2.469	2.469	3.847	3.847	2.479	2.479	2.479
HCM Lane V/C Ratio	0	0.459	0	0	0	0	0.441	0
HCM Control Delay	7.5	11.4	7.5	8.8	8.8	7.5	11.1	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.4	0	0	0	0	2.2	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	51	0	0	79	0
Future Vol, veh/h	0	0	0	0	0	0	0	51	0	0	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	55	0	0	86	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	141	141	86	141	141	55	86	0	0	55	0	0
Stage 1	86	86	-	55	55	-	-	-	-	-	-	-
Stage 2	55	55	-	86	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	829	750	973	829	750	1012	1510	-	-	1550	-	-
Stage 1	922	824	-	957	849	-	-	-	-	-	-	-
Stage 2	957	849	-	922	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	750	973	829	750	1012	1510	-	-	1550	-	-
Mov Cap-2 Maneuver	829	750	-	829	750	-	-	-	-	-	-	-
Stage 1	922	824	-	957	849	-	-	-	-	-	-	-
Stage 2	957	849	-	922	824	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	-	-	-	-	-	-	1550	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	13	23	155	60	6
Future Vol, veh/h	5	13	23	155	60	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	14	25	168	65	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	202	36	72	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	768	1029	1526	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	1029	1526	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	934	-	-
HCM Lane V/C Ratio	0.016	-	0.021	-	-
HCM Control Delay (s)	7.4	0.1	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	549	108	72	719	14	110	0	37	5	3	24
Future Volume (veh/h)	193	549	108	72	719	14	110	0	37	5	3	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	210	597	117	78	782	15	120	0	40	5	3	26
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	766	316	262	924	18	578	0	193	10	6	53
Arrive On Green	0.12	0.22	0.22	0.16	0.26	0.24	0.45	0.00	0.44	0.04	0.04	0.04
Sat Flow, veh/h	1634	3539	1458	1634	3552	68	1292	0	431	240	144	1247
Grp Volume(v), veh/h	210	597	117	78	390	407	160	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1722	0	0	1631	0	0
Q Serve(g_s), s	14.0	19.1	8.2	5.1	25.1	25.1	6.8	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	14.0	19.1	8.2	5.1	25.1	25.1	6.8	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.15		0.76
Lane Grp Cap(c), veh/h	191	766	316	262	460	481	770	0	0	70	0	0
V/C Ratio(X)	1.10	0.78	0.37	0.30	0.85	0.85	0.21	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	262	560	586	770	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	44.3	40.0	44.4	42.1	42.2	20.3	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	92.4	1.6	0.7	0.4	6.5	6.3	0.6	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.5	3.4	2.3	13.1	13.6	3.4	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	145.4	45.9	40.7	44.8	48.6	48.4	20.9	0.0	0.0	61.6	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		924			875			160			34	
Approach Delay, s/veh		67.9			48.2			20.9			61.6	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		57.7	23.2	30.0		9.1	18.0	35.2
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		8.8	7.1	21.1		4.5	16.0	27.1
Green Ext Time (p_c), s		0.3	0.0	2.9		0.1	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	549	52	6	642	8	84	4	5	3	1	39
Future Volume (veh/h)	30	549	52	6	642	8	84	4	5	3	1	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	33	597	57	7	698	9	91	4	5	3	1	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	859	82	39	856	11	828	430	538	14	3	111
Arrive On Green	0.05	0.26	0.25	0.02	0.24	0.22	0.51	0.57	0.57	0.01	0.07	0.07
Sat Flow, veh/h	1774	3263	311	1634	3577	46	1634	753	941	1774	36	1518
Grp Volume(v), veh/h	33	323	331	7	345	362	91	0	9	3	0	43
Grp Sat Flow(s),veh/h/ln	1774	1770	1804	1634	1770	1854	1634	0	1694	1774	0	1555
Q Serve(g_s), s	2.2	19.8	19.9	0.5	22.1	22.1	3.5	0.0	0.3	0.2	0.0	3.2
Cycle Q Clear(g_c), s	2.2	19.8	19.9	0.5	22.1	22.1	3.5	0.0	0.3	0.2	0.0	3.2
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.56	1.00		0.98
Lane Grp Cap(c), veh/h	84	466	475	39	423	444	828	0	968	14	0	114
V/C Ratio(X)	0.39	0.69	0.70	0.18	0.82	0.82	0.11	0.00	0.01	0.21	0.00	0.38
Avail Cap(c_a), veh/h	177	900	917	82	811	850	828	0	968	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	39.9	40.1	57.4	43.1	43.2	15.4	0.0	11.1	59.1	0.0	53.3
Incr Delay (d2), s/veh	2.4	1.5	1.5	2.2	3.9	3.7	0.1	0.0	0.0	6.9	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.9	10.1	0.3	11.3	11.8	1.6	0.0	0.1	0.1	0.0	1.7
LnGrp Delay(d),s/veh	57.8	41.4	41.6	59.7	47.0	46.9	15.5	0.0	11.2	66.0	0.0	62.7
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		687			714			100			46	
Approach Delay, s/veh		42.3			47.1			15.1			62.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	72.6	6.8	35.6	64.8	12.8	9.7	32.7
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	2.5	21.9	5.5	5.2	4.2	24.1
Green Ext Time (p_c), s	0.0	0.3	0.0	2.5	0.1	0.1	1.4	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	43.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	443	40	29	568	56	73
Future Vol, veh/h	443	40	29	568	56	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	9	9
Mvmt Flow	482	43	32	617	61	79

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	525	0	875	263
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1038	-	289	735
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1038	-	280	735
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	-	-	1038	-
HCM Lane V/C Ratio	0.325	-	-	0.03	-
HCM Control Delay (s)	17.3	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	481	7	14	604	4	7
Future Vol, veh/h	481	7	14	604	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	523	8	15	657	4	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	530	0	886	265
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1033	-	284	733
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	280	733
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	770	-	-	1033	-
HCM Lane V/C Ratio	0.016	-	-	0.015	-
HCM Control Delay (s)	9.7	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	178	97	71	309	39	60	340	44	29	503	198
Future Volume (veh/h)	201	178	97	71	309	39	60	340	44	29	503	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	218	193	105	77	336	42	65	370	48	32	547	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	983	405	350	1119	461	116	1004	414	76	644	253
Arrive On Green	0.18	0.28	0.28	0.21	0.32	0.32	0.07	0.28	0.28	0.05	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2486	974
Grp Volume(v), veh/h	218	193	105	77	336	42	65	370	48	32	389	373
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	11.4	3.7	3.6	3.5	6.5	1.8	3.5	7.5	1.1	1.7	18.8	18.9
Cycle Q Clear(g_c), s	11.4	3.7	3.6	3.5	6.5	1.8	3.5	7.5	1.1	1.7	18.8	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	287	983	405	350	1119	461	116	1004	414	76	459	438
V/C Ratio(X)	0.76	0.20	0.26	0.22	0.30	0.09	0.56	0.37	0.12	0.42	0.85	0.85
Avail Cap(c_a), veh/h	436	983	405	350	1119	461	163	1004	414	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	24.8	13.0	29.2	23.2	21.7	40.4	25.8	6.3	41.7	31.6	32.3
Incr Delay (d2), s/veh	4.1	0.4	1.5	0.3	0.7	0.4	3.9	0.2	0.1	3.6	13.3	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.9	1.6	1.6	3.2	0.8	1.7	3.7	0.5	0.9	10.9	10.6
LnGrp Delay(d),s/veh	39.4	25.3	14.5	29.5	23.9	22.1	44.4	26.0	6.4	45.3	44.9	46.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		516			455			483			794	
Approach Delay, s/veh		29.1			24.7			26.5			45.6	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	29.5	23.3	29.0	10.4	27.3	19.8	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.7	9.5	5.5	5.7	5.5	20.9	13.4	8.5
Green Ext Time (p_c), s	0.0	3.9	1.2	1.0	0.0	0.4	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	270	25	12	478	0	6	1	4	2	0	0
Future Vol, veh/h	0	270	25	12	478	0	6	1	4	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	293	27	13	520	0	7	1	4	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	293	0	0	839	839	293	842	839	520
Stage 1	-	-	-	-	-	-	293	293	-	546	546	-
Stage 2	-	-	-	-	-	-	546	546	-	296	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1046	-	-	1269	-	-	285	302	746	284	302	556
Stage 1	-	-	-	-	-	-	715	670	-	522	518	-
Stage 2	-	-	-	-	-	-	522	518	-	712	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1046	-	-	1269	-	-	282	298	746	279	298	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	298	-	279	298	-
Stage 1	-	-	-	-	-	-	715	670	-	522	511	-
Stage 2	-	-	-	-	-	-	515	511	-	707	670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	15.1	18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	1046	-	-	1269	-	-	279
HCM Lane V/C Ratio	0.033	-	-	-	0.01	-	-	0.008
HCM Control Delay (s)	15.1	0	-	-	7.9	0	-	18
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	24.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	183	75	0	112	416	4	0	97	44	32
Future Vol, veh/h	0	10	183	75	0	112	416	4	0	97	44	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	199	82	0	122	452	4	0	105	48	35
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	13.9	36.4	13.1
HCM LOS	B	E	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	32	268	532	102
LT Vol	97	0	10	112	0
Through Vol	44	0	183	416	100
RT Vol	0	32	75	4	2
Lane Flow Rate	153	35	291	578	111
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.324	0.063	0.467	0.884	0.217
Departure Headway (Hd)	7.606	6.536	5.887	5.504	7.062
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	475	551	615	653	511
Service Time	5.311	4.24	3.887	3.599	5.072
HCM Lane V/C Ratio	0.322	0.064	0.473	0.885	0.217
HCM Control Delay	13.9	9.7	13.9	36.4	12
HCM Lane LOS	B	A	B	E	B
HCM 95th-tile Q	1.4	0.2	2.5	10.7	0.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	100	2
Future Vol, veh/h	0	0	100	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	109	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	195	13	10	92	0	5	0	3	0	0	0
Future Vol, veh/h	0	195	13	10	92	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	212	14	11	100	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	100	0	0	226	0	0	341	341	219	343	348	100
Stage 1	-	-	-	-	-	-	219	219	-	122	122	-
Stage 2	-	-	-	-	-	-	122	122	-	221	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1493	-	-	1342	-	-	613	581	821	611	576	956
Stage 1	-	-	-	-	-	-	783	722	-	882	795	-
Stage 2	-	-	-	-	-	-	882	795	-	781	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1493	-	-	1342	-	-	609	576	821	604	571	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	576	-	604	571	-
Stage 1	-	-	-	-	-	-	783	722	-	882	788	-
Stage 2	-	-	-	-	-	-	874	788	-	778	717	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	1493	-	-	1342	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	0.008	-	-	-
HCM Control Delay (s)	10.4	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	120	49	377	75	0	17	0	12	0	0	0
Future Vol, veh/h	0	120	49	377	75	0	17	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	130	53	410	82	0	18	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	184	0	0	1058	1058	157	1065	1085	82
Stage 1	-	-	-	-	-	-	157	157	-	901	901	-
Stage 2	-	-	-	-	-	-	901	901	-	164	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1391	-	-	203	225	889	200	217	978
Stage 1	-	-	-	-	-	-	845	768	-	333	357	-
Stage 2	-	-	-	-	-	-	333	357	-	838	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1391	-	-	154	155	889	150	150	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	155	-	150	150	-
Stage 1	-	-	-	-	-	-	845	768	-	333	247	-
Stage 2	-	-	-	-	-	-	230	247	-	826	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.2	22.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1515	-	-	1391	-	-	-
HCM Lane V/C Ratio	0.135	-	-	-	0.295	-	-	-
HCM Control Delay (s)	22.8	0	-	-	8.7	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	1.2	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	120	457	0	0	0
Future Vol, veh/h	0	120	457	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	130	497	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	497	0	-	0	627	497
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1067	-	-	-	447	573
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	447	573
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	896	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1067	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	203	18	183	451	47	52	95	93	16	128	32
Future Volume (veh/h)	39	203	18	183	451	47	52	95	93	16	128	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	221	20	199	490	51	57	103	101	17	139	35
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	302	235	304	559	435	97	1725	707	51	1624	666
Arrive On Green	0.05	0.16	0.16	0.19	0.30	0.30	0.10	0.81	0.81	0.03	0.46	0.46
Sat Flow, veh/h	1634	1863	1445	1634	1863	1451	1634	3539	1451	1634	3539	1450
Grp Volume(v), veh/h	42	221	20	199	490	51	57	103	101	17	139	35
Grp Sat Flow(s),veh/h/ln	1634	1863	1445	1634	1863	1451	1634	1770	1451	1634	1770	1450
Q Serve(g_s), s	3.0	13.5	1.1	13.5	30.0	3.1	4.0	0.7	0.8	1.2	2.7	1.6
Cycle Q Clear(g_c), s	3.0	13.5	1.1	13.5	30.0	3.1	4.0	0.7	0.8	1.2	2.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	302	235	304	559	435	97	1725	707	51	1624	666
V/C Ratio(X)	0.53	0.73	0.09	0.66	0.88	0.12	0.59	0.06	0.14	0.33	0.09	0.05
Avail Cap(c_a), veh/h	82	761	590	304	885	689	177	1725	707	109	1624	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	47.8	28.0	45.3	39.9	30.5	52.6	5.8	1.2	56.9	18.3	18.0
Incr Delay (d2), s/veh	6.1	3.4	0.2	5.0	6.2	0.1	5.4	0.1	0.4	3.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.3	0.5	6.6	16.3	1.2	1.9	0.3	0.4	0.6	1.3	0.7
LnGrp Delay(d),s/veh	61.9	51.2	28.1	50.3	46.1	30.6	58.0	5.9	1.6	60.7	18.4	18.1
LnGrp LOS	E	D	C	D	D	C	E	A	A	E	B	B
Approach Vol, veh/h		283			740			261			191	
Approach Delay, s/veh		51.1			46.1			15.6			22.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	62.5	26.3	23.5	11.1	59.1	9.8	40.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.2	2.8	15.5	15.5	6.0	4.7	5.0	32.0
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.0	1.4	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	347	22	21	692	20	17
Future Vol, veh/h	347	22	21	692	20	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	377	24	23	752	22	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	1187	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	798	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1158	-	208	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	201	659
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	428	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	1158	-
HCM Lane V/C Ratio	0.136	-	-	0.02	-
HCM Control Delay (s)	19.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	234	88	228	470	46	58	338	82	30	376	144
Future Volume (veh/h)	103	234	88	228	470	46	58	338	82	30	376	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	112	254	96	248	511	50	63	367	89	33	409	157
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	644	266	361	696	287	104	1500	360	67	1273	483
Arrive On Green	0.10	0.18	0.18	0.11	0.20	0.20	0.13	1.00	1.00	0.04	0.51	0.49
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2833	679	1634	2511	953
Grp Volume(v), veh/h	112	254	96	248	511	50	63	228	228	33	287	279
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1695
Q Serve(g_s), s	8.0	7.6	6.9	9.0	16.3	3.4	4.4	0.0	0.0	2.4	11.4	11.8
Cycle Q Clear(g_c), s	8.0	7.6	6.9	9.0	16.3	3.4	4.4	0.0	0.0	2.4	11.4	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	162	644	266	361	696	287	104	937	923	67	897	859
V/C Ratio(X)	0.69	0.39	0.36	0.69	0.73	0.17	0.61	0.24	0.25	0.49	0.32	0.32
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	937	923	136	897	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	43.2	43.0	51.1	45.2	40.1	51.0	0.0	0.0	56.3	17.4	17.8
Incr Delay (d2), s/veh	5.1	0.4	0.8	2.1	1.4	0.3	5.4	0.6	0.6	5.5	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.7	2.8	4.1	8.1	1.4	2.1	0.2	0.2	1.2	5.8	5.7
LnGrp Delay(d),s/veh	57.4	43.6	43.8	53.2	46.6	40.3	56.3	0.6	0.6	61.8	18.3	18.8
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		462			809			519			599	
Approach Delay, s/veh		47.0			48.3			7.4			21.0	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	67.5	17.7	25.9	11.6	64.9	15.9	27.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	2.0	11.0	9.6	6.4	13.8	10.0	18.3
Green Ext Time (p_c), s	0.0	3.9	0.7	3.8	0.0	3.7	0.2	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	234	77	109	275	44	56	315	46	70	301	50
Future Volume (veh/h)	81	234	77	109	275	44	56	315	46	70	301	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	254	84	118	299	48	61	342	50	76	327	54
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	393	162	188	504	208	1613	2090	861	158	467	192
Arrive On Green	0.08	0.11	0.11	0.12	0.14	0.14	0.51	0.59	0.59	0.05	0.13	0.13
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	88	254	84	118	299	48	61	342	50	76	327	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	6.3	8.2	6.5	8.3	9.5	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Cycle Q Clear(g_c), s	6.3	8.2	6.5	8.3	9.5	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	393	162	188	504	208	1613	2090	861	158	467	192
V/C Ratio(X)	0.64	0.65	0.52	0.63	0.59	0.23	0.04	0.16	0.06	0.48	0.70	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1613	2090	861	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	51.1	50.3	50.6	48.2	45.6	14.8	11.1	2.3	55.5	49.8	29.2
Incr Delay (d2), s/veh	4.7	1.7	2.4	3.4	1.1	0.6	0.0	0.2	0.1	2.2	8.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.1	2.7	3.9	4.7	1.4	0.5	2.6	0.4	1.3	5.7	1.5
LnGrp Delay(d),s/veh	57.9	52.8	52.8	54.0	49.3	46.2	14.8	11.3	2.5	57.7	58.3	32.8
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		426			465			453			457	
Approach Delay, s/veh		53.8			50.2			10.8			55.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.9	17.8	17.3	65.0	19.8	14.0	21.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.3	7.3	10.3	10.2	3.2	12.6	8.3	11.5
Green Ext Time (p_c), s	0.0	1.7	1.8	1.1	0.8	1.2	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	4	29	0	174	29	65	0	59	87	78	0	16	229	42
Future Vol, veh/h	0	7	4	29	0	174	29	65	0	59	87	78	0	16	229	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	4	32	0	189	32	71	0	64	95	85	0	17	249	46
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.1	11.5	11.1	12.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	17%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	72%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	40	174	94	287
LT Vol	59	7	174	0	16
Through Vol	87	4	0	29	229
RT Vol	78	29	0	65	42
Lane Flow Rate	243	43	189	102	312
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.353	0.068	0.345	0.158	0.45
Departure Headway (Hd)	5.215	5.651	6.558	5.56	5.192
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	689	632	548	645	693
Service Time	3.25	3.7	4.292	3.294	3.224
HCM Lane V/C Ratio	0.353	0.068	0.345	0.158	0.45
HCM Control Delay	11.1	9.1	12.7	9.3	12.4
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.6	0.2	1.5	0.6	2.3

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	132	8	49	237	22	7	205	59	44	19	39
Future Vol, veh/h	16	132	8	49	237	22	7	205	59	44	19	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	143	9	53	258	24	8	223	64	48	21	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	152	0	0	429	571	76	594	563	141
Stage 1	-	-	-	-	-	-	183	183	-	376	376	-
Stage 2	-	-	-	-	-	-	246	388	-	218	187	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1277	-	-	1426	-	-	510	429	970	389	434	881
Stage 1	-	-	-	-	-	-	801	747	-	617	615	-
Stage 2	-	-	-	-	-	-	736	607	-	764	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1426	-	-	449	408	970	199	412	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	408	-	199	412	-
Stage 1	-	-	-	-	-	-	790	737	-	609	592	-
Stage 2	-	-	-	-	-	-	651	584	-	491	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	23.7	21.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	469	1277	-	-	1426	-	-	327
HCM Lane V/C Ratio	0.017	0.612	0.014	-	-	0.037	-	-	0.339
HCM Control Delay (s)	13.2	24	7.9	-	-	7.6	-	-	21.6
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	4	0	-	-	0.1	-	-	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	65	231	244	184	34	110	219	105	14	481	33
Future Volume (veh/h)	19	65	231	244	184	34	110	219	105	14	481	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	21	71	251	265	200	37	120	238	114	15	523	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	81	287	177	463	86	165	938	734	49	805	630
Arrive On Green	0.03	0.23	0.21	0.11	0.30	0.29	0.20	1.00	1.00	0.04	0.57	0.57
Sat Flow, veh/h	1634	361	1276	1634	1530	283	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	21	0	322	265	0	237	120	238	114	15	523	36
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.5	0.0	22.8	13.0	0.0	12.6	8.2	0.0	0.0	1.1	22.9	1.3
Cycle Q Clear(g_c), s	1.5	0.0	22.8	13.0	0.0	12.6	8.2	0.0	0.0	1.1	22.9	1.3
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	0	369	177	0	549	165	938	734	49	805	630
V/C Ratio(X)	0.42	0.00	0.87	1.50	0.00	0.43	0.73	0.25	0.16	0.31	0.65	0.06
Avail Cap(c_a), veh/h	144	0	423	177	0	549	204	938	734	82	805	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.1	0.0	45.5	53.5	0.0	33.7	46.3	0.0	0.0	56.4	19.4	14.8
Incr Delay (d2), s/veh	5.4	0.0	16.3	251.0	0.0	0.5	9.4	0.6	0.4	3.3	3.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.0	18.2	0.0	6.4	4.1	0.2	0.1	0.5	12.5	0.6
LnGrp Delay(d),s/veh	62.4	0.0	61.8	304.5	0.0	34.2	55.7	0.6	0.4	59.8	23.2	14.9
LnGrp LOS	E		E	F		C	E	A	A	E	C	B
Approach Vol, veh/h		343			502			472			574	
Approach Delay, s/veh		61.9			176.9			14.6			23.6	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	64.4	17.0	31.0	16.1	55.8	7.7	40.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.1	2.0	15.0	24.8	10.2	24.9	3.5	14.6
Green Ext Time (p_c), s	0.0	3.6	0.0	0.5	0.1	3.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	69.0
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Future Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	177	86	0	16	295	16	0	96	20	23	0	40	91	88
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.4	11.3	11.8	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	17%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	13	109	133	15	181	105	202
LT Vol	88	13	0	0	15	0	0	37
Through Vol	18	0	109	54	0	181	90	84
RT Vol	21	0	0	79	0	0	15	81
Lane Flow Rate	138	14	118	145	16	196	114	220
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.258	0.026	0.204	0.233	0.03	0.335	0.192	0.376
Departure Headway (Hd)	6.732	6.733	6.223	5.8	6.649	6.14	6.038	6.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	530	575	617	538	585	593	582
Service Time	4.491	4.489	3.979	3.555	4.401	3.891	3.79	3.925
HCM Lane V/C Ratio	0.259	0.026	0.205	0.235	0.03	0.335	0.192	0.378
HCM Control Delay	11.8	9.7	10.6	10.3	9.6	12	10.2	12.6
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	1	0.1	0.8	0.9	0.1	1.5	0.7	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	83	43	177	166	20	51	466	93	23	617	40
Future Volume (veh/h)	33	83	43	177	166	20	51	466	93	23	617	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	90	47	192	180	22	55	507	101	25	671	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	158	123	142	243	190	96	1944	385	58	2151	138
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.06	0.66	0.64	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2945	584	1634	3378	216
Grp Volume(v), veh/h	36	90	47	192	180	22	55	304	304	25	351	363
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	2.6	5.6	3.7	10.4	11.2	1.6	3.9	8.5	8.7	1.8	0.0	0.0
Cycle Q Clear(g_c), s	2.6	5.6	3.7	10.4	11.2	1.6	3.9	8.5	8.7	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	67	158	123	142	243	190	96	1168	1161	58	1127	1162
V/C Ratio(X)	0.54	0.57	0.38	1.36	0.74	0.12	0.57	0.26	0.26	0.43	0.31	0.31
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1168	1161	82	1127	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.4	52.8	52.0	54.8	50.2	46.1	55.0	8.4	8.5	54.6	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.2	1.9	199.1	4.4	0.3	4.7	0.5	0.5	4.6	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	1.5	12.5	6.0	0.7	1.9	4.3	4.4	0.9	0.2	0.2
LnGrp Delay(d),s/veh	63.0	56.1	53.9	253.9	54.7	46.3	59.8	8.9	9.0	59.2	0.7	0.6
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			394			663			739	
Approach Delay, s/veh		56.9			151.3			13.2			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	83.2	14.4	14.1	11.0	80.4	8.9	19.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	13.2	10.7	12.4	7.6	5.9	2.0	4.6	13.2
Green Ext Time (p_c), s	0.0	5.5	0.0	0.9	0.1	5.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	108	147	90	101	84	169	566	98	134	601	75
Future Volume (veh/h)	43	108	147	90	101	84	169	566	98	134	601	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	117	160	98	110	91	184	615	107	146	653	82
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.14	0.54	0.54	0.12	0.51	0.51
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	47	117	160	98	110	91	184	615	107	146	653	82
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Cycle Q Clear(g_c), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
V/C Ratio(X)	0.55	0.22	0.73	1.03	0.20	0.40	0.78	0.32	0.14	0.74	0.36	0.11
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1903	784	259	1820	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	55.5	44.8	48.6	56.5	44.1	45.5	49.6	15.5	13.8	51.0	17.4	15.0
Incr Delay (d2), s/veh	5.4	0.2	4.6	97.2	0.2	1.1	10.0	0.5	0.4	5.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	5.3	5.7	1.6	2.8	6.5	5.8	1.8	4.9	6.5	1.4
LnGrp Delay(d),s/veh	60.9	45.0	53.2	154.2	44.2	46.6	59.5	16.0	14.2	56.1	17.7	15.2
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		324			299			906			881	
Approach Delay, s/veh		51.4			81.0			24.6			23.8	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	68.5	11.0	22.1	21.2	65.7	10.3	22.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.4	13.7	9.0	14.6	15.0	15.2	5.4	8.7
Green Ext Time (p_c), s	0.2	7.2	0.0	1.5	0.2	7.0	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	116	102	80	211	58	175	455	74	33	478	81
Future Volume (veh/h)	30	116	102	80	211	58	175	455	74	33	478	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	33	126	111	87	229	63	190	495	80	36	520	88
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	218	177	82	448	185	123	539	422	669	1162	910
Arrive On Green	0.04	0.12	0.10	0.05	0.13	0.13	0.15	0.58	0.58	0.41	0.62	0.62
Sat Flow, veh/h	1634	1857	1509	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	33	120	117	87	229	63	190	495	80	36	520	88
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	7.7	8.5	6.0	7.3	2.0	9.0	28.6	2.5	1.6	17.5	2.9
Cycle Q Clear(g_c), s	2.4	7.7	8.5	6.0	7.3	2.0	9.0	28.6	2.5	1.6	17.5	2.9
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	208	188	82	448	185	123	539	422	669	1162	910
V/C Ratio(X)	0.49	0.57	0.63	1.06	0.51	0.34	1.55	0.92	0.19	0.05	0.45	0.10
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	669	1162	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	50.1	51.4	57.0	48.9	8.3	51.0	24.0	11.6	21.4	11.8	9.0
Incr Delay (d2), s/veh	5.1	2.3	3.2	115.1	0.8	1.0	271.0	16.0	0.6	0.0	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.9	3.9	5.3	3.6	0.8	13.2	16.7	1.0	0.7	9.4	1.2
LnGrp Delay(d),s/veh	61.5	52.4	54.5	173.2	49.8	9.3	322.0	40.0	12.2	21.4	13.0	9.2
LnGrp LOS	E	D	D	F	D	A	F	D	B	C	B	A
Approach Vol, veh/h		270			379			765			644	
Approach Delay, s/veh		54.4			71.4			107.1			13.0	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	38.8	10.0	18.1	13.0	78.9	8.9	19.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.3	30.6	8.0	10.5	11.0	19.5	4.4	9.3
Green Ext Time (p_c), s	2.0	2.1	0.0	1.6	0.0	2.5	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	64.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	146	38	96	197	65	148	278	70	258	534	114
Future Volume (veh/h)	36	146	38	96	197	65	148	278	70	258	534	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	159	41	104	214	71	161	302	76	280	580	124
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	289	119	155	462	191	207	1754	723	318	1995	822
Arrive On Green	0.05	0.08	0.08	0.09	0.13	0.13	0.25	0.99	0.99	0.39	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	39	159	41	104	214	71	161	302	76	280	580	124
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.7	5.2	2.4	7.4	6.7	5.3	11.0	0.1	0.0	19.1	0.0	0.0
Cycle Q Clear(g_c), s	2.7	5.2	2.4	7.4	6.7	5.3	11.0	0.1	0.0	19.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	289	119	155	462	191	207	1754	723	318	1995	822
V/C Ratio(X)	0.29	0.55	0.34	0.67	0.46	0.37	0.78	0.17	0.11	0.88	0.29	0.15
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1754	723	354	1995	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.87	0.87	0.87	0.98	0.98	0.98	0.53	0.53	0.53
Uniform Delay (d), s/veh	53.8	53.0	29.5	52.5	48.3	47.7	43.2	0.3	0.1	35.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.6	7.0	0.6	1.0	6.0	0.2	0.3	12.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.6	1.0	3.7	3.3	2.2	5.3	0.1	0.1	9.6	0.1	0.0
LnGrp Delay(d),s/veh	54.9	54.5	31.1	59.5	48.9	48.7	49.2	0.5	0.4	47.3	0.2	0.2
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		239			389			539			984	
Approach Delay, s/veh		50.6			51.7			15.0			13.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	63.5	15.3	13.8	19.2	71.6	9.5	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.4	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	21.1	2.1	9.4	7.2	13.0	2.0	4.7	8.7
Green Ext Time (p_c), s	0.3	4.9	0.3	0.6	0.3	4.9	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	352	112	79	233	51	62	610	60	143	1389	401
Future Volume (veh/h)	186	352	112	79	233	51	62	610	60	143	1389	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	383	122	86	253	55	67	663	65	155	1510	436
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	586	242	183	449	185	110	2040	841	109	2038	840
Arrive On Green	0.10	0.17	0.17	0.06	0.13	0.13	0.07	0.58	0.58	0.07	0.58	0.58
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	202	383	122	86	253	55	67	663	65	155	1510	436
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.4	12.2	9.1	3.2	8.1	4.1	4.8	11.7	2.4	8.0	37.9	21.7
Cycle Q Clear(g_c), s	7.4	12.2	9.1	3.2	8.1	4.1	4.8	11.7	2.4	8.0	37.9	21.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	586	242	183	449	185	110	2040	841	109	2038	840
V/C Ratio(X)	0.66	0.65	0.51	0.47	0.56	0.30	0.61	0.32	0.08	1.42	0.74	0.52
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2040	841	109	2038	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.3	46.8	45.6	54.7	49.3	47.5	54.4	13.2	11.3	56.0	18.8	15.4
Incr Delay (d2), s/veh	2.1	1.0	1.3	1.9	1.1	0.9	5.2	0.4	0.2	231.1	2.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.0	3.8	1.4	4.0	1.7	2.3	5.8	1.0	10.6	19.1	9.2
LnGrp Delay(d),s/veh	54.4	47.9	46.9	56.6	50.4	48.4	59.6	13.6	11.4	287.1	21.0	17.4
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	B
Approach Vol, veh/h		707			394			795			2101	
Approach Delay, s/veh		49.6			51.5			17.3			39.9	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	73.2	10.9	23.9	12.1	73.1	15.6	19.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	13.7	5.2	14.2	6.8	39.9	9.4	10.1
Green Ext Time (p_c), s	0.0	18.4	0.1	3.1	0.0	4.7	0.2	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	7	31	0	7	16	1159	81	17	1026	30
Future Volume (veh/h)	24	0	7	31	0	7	16	1159	81	17	1026	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	26	0	8	34	0	8	17	1260	88	18	1115	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
Arrive On Green	0.03	0.00	0.04	0.04	0.00	0.03	0.03	0.76	0.76	0.03	0.76	0.76
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	26	0	8	34	0	8	17	1260	88	18	1115	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
V/C Ratio(X)	0.48	0.00	0.14	0.53	0.00	0.11	0.33	0.47	0.08	0.35	0.29	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2677	1103	82	3849	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	42.0	56.5	0.0	55.8	56.9	5.5	0.7	56.9	4.5	3.6
Incr Delay (d2), s/veh	6.3	0.0	1.1	6.5	0.0	0.7	3.8	0.6	0.1	3.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.2	0.0	0.3	0.6	7.9	0.3	0.6	3.9	0.3
LnGrp Delay(d),s/veh	63.2	0.0	43.1	63.1	0.0	56.5	60.7	6.1	0.8	60.8	4.7	3.7
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		34			42			1365			1166	
Approach Delay, s/veh		58.5			61.8			6.5			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	94.8	8.7	8.7	7.7	94.8	8.0	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	18.2	4.4	2.6	3.2	10.2	3.9	2.6
Green Ext Time (p_c), s	0.0	16.8	0.0	0.0	0.0	18.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	83	888	64	49	715
Future Volume (veh/h)	179	83	888	64	49	715
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	195	90	965	70	53	777
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	216	1300	1018	88	1463
Arrive On Green	0.15	0.15	0.70	0.70	0.11	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	195	90	965	70	53	777
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	13.9	6.7	38.9	1.8	3.7	0.0
Cycle Q Clear(g_c), s	13.9	6.7	38.9	1.8	3.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	216	1300	1018	88	1463
V/C Ratio(X)	0.81	0.42	0.74	0.07	0.60	0.53
Avail Cap(c_a), veh/h	268	239	1300	1018	150	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	0.69	0.69
Uniform Delay (d), s/veh	49.4	46.4	11.4	5.7	52.3	0.0
Incr Delay (d2), s/veh	13.3	1.1	3.9	0.1	4.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	2.8	21.2	0.8	1.8	0.4
LnGrp Delay(d),s/veh	62.7	47.5	15.2	5.9	56.9	1.0
LnGrp LOS	E	D	B	A	E	A
Approach Vol, veh/h	285		1035			830
Approach Delay, s/veh	57.9		14.6			4.5
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.5	87.8				98.2		21.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.7	40.9				2.0		15.9
Green Ext Time (p_c), s	0.0	10.6				11.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	44	120	76	62	55	65	388	26	32	774	36
Future Volume (veh/h)	66	44	120	76	62	55	65	388	26	32	774	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	72	48	130	83	67	60	71	422	28	35	841	39
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	63	170	125	95	85	114	2046	135	69	1997	93
Arrive On Green	0.11	0.14	0.13	0.08	0.10	0.09	0.14	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	445	1205	1634	907	812	1634	3370	223	1634	3444	160
Grp Volume(v), veh/h	72	0	178	83	0	127	71	221	229	35	432	448
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1719	1634	1770	1823	1634	1770	1835
Q Serve(g_s), s	4.9	0.0	12.5	5.9	0.0	8.6	4.9	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	12.5	5.9	0.0	8.6	4.9	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	184	0	233	125	0	180	114	1074	1107	69	1026	1064
V/C Ratio(X)	0.39	0.00	0.76	0.67	0.00	0.70	0.63	0.21	0.21	0.51	0.42	0.42
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1074	1107	163	1026	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Delay (d), s/veh	49.5	0.0	50.2	53.9	0.0	52.3	50.2	0.0	0.0	53.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	5.1	9.1	0.0	4.9	5.2	0.4	0.4	5.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	6.0	3.0	0.0	4.3	2.4	0.1	0.1	1.2	0.3	0.3
LnGrp Delay(d),s/veh	50.8	0.0	55.3	63.0	0.0	57.2	55.4	0.4	0.4	59.0	1.2	1.2
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		250			210			521			915	
Approach Delay, s/veh		54.0			59.5			7.9			3.4	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	76.8	13.1	20.9	12.3	73.6	17.5	16.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	14.5	2.0	7.9	14.5	6.9	2.0	6.9	10.6
Green Ext Time (p_c), s	0.0	5.5	0.0	0.7	0.1	5.5	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	58.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	39	1	460	0	183	435	0	0	0	592	408
Future Vol, veh/h	0	0	0	0	0	39	1	460	0	183	435	0	0	0	592	408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	42	1	500	0	199	473	0	0	0	643	443
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	64.3	54.9	58
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	435	40	460	592	408
LT Vol	183	0	39	0	0	0
Through Vol	0	435	1	0	592	0
RT Vol	0	0	0	460	0	408
Lane Flow Rate	199	473	43	500	643	443
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	1	0.105	1	1	0.872
Departure Headway (Hd)	8.391	7.892	8.734	7.548	7.777	7.077
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	463	411	480	470	514
Service Time	6.107	5.608	6.479	5.294	5.483	4.784
HCM Lane V/C Ratio	0.461	1.022	0.105	1.042	1.368	0.862
HCM Control Delay	18.2	70.3	12.5	68.8	69.7	41.1
HCM Lane LOS	C	F	B	F	F	E
HCM 95th-tile Q	2.4	13.1	0.3	13.3	13.2	9.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	505	185	346	138	494	0	0	651	199
Future Volume (veh/h)	0	0	0	505	185	346	138	494	0	0	651	199
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				549	201	376	150	537	0	0	708	216
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				962	549	429	599	2232	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.63	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				549	201	376	150	537	0	0	708	216
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.1	10.2	29.4	4.8	7.9	0.0	0.0	7.7	4.8
Cycle Q Clear(g_c), s				17.1	10.2	29.4	4.8	7.9	0.0	0.0	7.7	4.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				962	549	429	599	2232	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.25	0.24	0.00	0.00	0.49	0.37
Avail Cap(c_a), veh/h				1185	675	529	599	2232	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.96	0.96	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				35.9	33.5	40.2	41.4	9.7	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.2	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	5.3	12.9	2.1	4.0	0.0	0.0	3.8	2.1
LnGrp Delay(d),s/veh				36.3	33.8	49.5	41.6	9.9	0.0	0.0	8.7	8.9
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1126			687			924	
Approach Delay, s/veh					40.2			16.8			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.2			27.2	53.0		39.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.9			6.8	9.7		31.4
Green Ext Time (p_c), s		3.0			1.8	4.2		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	456	181	235	583	0	0	1149	452
Future Volume (veh/h)	0	0	0	256	456	181	235	583	0	0	1149	452
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				278	496	197	255	634	0	0	1249	491
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	648	267	304	2655	0	0	1879	774
Arrive On Green				0.18	0.18	0.18	0.19	0.75	0.00	0.00	0.53	0.53
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				278	496	197	255	634	0	0	1249	491
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	16.0	15.3	18.1	6.5	0.0	0.0	30.7	28.6
Cycle Q Clear(g_c), s				9.4	16.0	15.3	18.1	6.5	0.0	0.0	30.7	28.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	648	267	304	2655	0	0	1879	774
V/C Ratio(X)				0.48	0.77	0.74	0.84	0.24	0.00	0.00	0.66	0.63
Avail Cap(c_a), veh/h				822	917	378	340	2655	0	0	1879	774
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.94	0.94	0.00	0.00	0.58	0.58
Uniform Delay (d), s/veh				43.9	46.6	46.3	47.1	4.6	0.0	0.0	20.4	19.9
Incr Delay (d2), s/veh				0.6	2.5	4.5	14.6	0.2	0.0	0.0	1.1	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.0	6.5	9.4	3.2	0.0	0.0	15.2	11.9
LnGrp Delay(d),s/veh				44.5	49.0	50.8	61.7	4.8	0.0	0.0	21.5	22.2
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					971			889			1740	
Approach Delay, s/veh					48.1			21.1			21.7	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.0			26.3	67.7		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		8.5			20.1	32.7		18.0
Green Ext Time (p_c), s		18.3			0.2	10.6		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	170	1	73	0	0	0	0	0	0	396	79	0	300	251	0
Future Vol, veh/h	0	170	1	73	0	0	0	0	0	0	396	79	0	300	251	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	1	79	0	0	0	0	0	0	430	86	0	326	273	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	14.2	24.1	17.4
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	79	171	73	300	251
LT Vol	0	0	170	0	300	0
Through Vol	396	0	1	0	0	251
RT Vol	0	79	0	73	0	0
Lane Flow Rate	430	86	186	79	326	273
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.764	0.136	0.403	0.145	0.612	0.474
Departure Headway (Hd)	6.393	5.681	7.799	6.577	6.761	6.252
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	564	628	461	543	532	573
Service Time	4.158	3.445	5.568	4.345	4.525	4.015
HCM Lane V/C Ratio	0.762	0.137	0.403	0.145	0.613	0.476
HCM Control Delay	27.1	9.3	15.8	10.5	19.7	14.6
HCM Lane LOS	D	A	C	B	C	B
HCM 95th-tile Q	6.9	0.5	1.9	0.5	4.1	2.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	101	190	0	0	0	0	508	410	292	832	0
Future Volume (veh/h)	160	101	190	0	0	0	0	508	410	292	832	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	174	110	207				0	552	446	317	904	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	281	609	251				0	3027	868	421	2695	0
Arrive On Green	0.17	0.17	0.17				0.00	0.60	0.60	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	174	110	207				0	552	446	317	904	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.8	3.2	16.4				0.0	5.9	21.4	11.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	3.2	16.4				0.0	5.9	21.4	11.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	609	251				0	3027	868	421	2695	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.18	0.51	0.75	0.34	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3027	868	660	2695	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	46.0	42.5	47.9				0.0	11.0	14.2	42.3	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.1	7.5				0.0	0.1	2.2	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.6	7.1				0.0	2.8	9.1	4.9	0.1	0.0
LnGrp Delay(d),s/veh	48.3	42.6	55.4				0.0	11.2	16.3	44.7	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		491						998			1221	
Approach Delay, s/veh		50.0						13.5			11.8	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.9	75.4		24.6		95.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.8	23.4		18.4		2.0		
Green Ext Time (p_c), s	0.9	9.8		1.6		11.9		

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	447	120	0	0	0	0	613	374	529	892	0
Future Volume (veh/h)	167	447	120	0	0	0	0	613	374	529	892	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	182	486	130				0	666	407	575	970	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	521	581	240				0	1861	767	666	2722	0
Arrive On Green	0.16	0.16	0.16				0.00	0.53	0.53	0.42	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	182	486	130				0	666	407	575	970	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.1	16.0	9.8				0.0	13.2	22.0	19.8	0.0	0.0
Cycle Q Clear(g_c), s	6.1	16.0	9.8				0.0	13.2	22.0	19.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	521	581	240				0	1861	767	666	2722	0
V/C Ratio(X)	0.35	0.84	0.54				0.00	0.36	0.53	0.86	0.36	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1861	767	792	2722	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.88	0.88	0.88				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	44.5	48.6	46.0				0.0	16.6	18.7	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.7	1.7				0.0	0.5	2.6	6.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.5	4.1				0.0	6.5	9.4	9.2	0.1	0.0
LnGrp Delay(d),s/veh	44.8	56.3	47.7				0.0	17.2	21.3	39.5	0.3	0.0
LnGrp LOS	D	E	D					B	C	D	A	
Approach Vol, veh/h		798						1073			1545	
Approach Delay, s/veh		52.3						18.7			14.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.2	67.1		23.7		96.3		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.2	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.8	24.0		18.0		2.0		
Green Ext Time (p_c), s	1.4	11.5		1.2		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	56	0	0	78
Future Vol, veh/h	0	0	56	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	61	0	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	61	0	0	61	0
Stage 1	61	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	846	1004	-	-	1542	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1004	-	-	1542	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1542	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	205	85	0	0	0
Future Vol, veh/h	0	205	85	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	92	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	315	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1503	-	-	-	678	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	678	965
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	99	78	87	122
Future Vol, veh/h	11	13	99	78	87	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	108	85	95	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	430	108	0	0	108	0
Stage 1	108	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	946	-	-	1483	-
Stage 1	916	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	946	-	-	1483	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	545	946	1483	-
HCM Lane V/C Ratio	-	-	0.022	0.015	0.064	-
HCM Control Delay (s)	-	-	11.8	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	18	115	90	92	127
Future Vol, veh/h	15	18	115	90	92	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	20	125	98	100	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	463	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	557	926	-	-	1462	-
Stage 1	901	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	519	926	-	-	1462	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	519	926	1462	-
HCM Lane V/C Ratio	-	-	0.031	0.021	0.068	-
HCM Control Delay (s)	-	-	12.2	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	115	68	0	127
Future Vol, veh/h	0	20	115	68	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	125	74	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	726	926	-	-	1462	-
Stage 1	901	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	926	-	-	1462	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	889	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	926	1462	-
HCM Lane V/C Ratio	-	-	-	0.023	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	70	76	68	47	12	13
Future Vol, veh/h	70	76	68	47	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	83	74	51	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	309	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	683	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	649	988
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	649	988
HCM Lane V/C Ratio	0.05	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	69	71	58	62	9	8
Future Vol, veh/h	69	71	58	62	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	77	63	67	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	290	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	701	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	667	1002
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1540	-	-	-	667	1002
HCM Lane V/C Ratio	0.049	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	47	71	62	52	4	5
Future Vol, veh/h	47	71	62	52	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	77	67	57	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	246	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	742	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	717	997
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	717	997
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

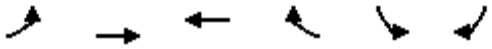
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	68	24	34	55	6	9
Future Vol, veh/h	68	24	34	55	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	26	37	60	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	208	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1526	-	780	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	761	988
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	761	988	-	-	1526	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	159	169	0	230	50
Future Volume (veh/h)	0	159	169	0	230	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	173	184	0	250	54
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	297	297	0	2587	1190
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	173	184	0	250	54
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.6	6.0	0.0	1.9	0.8
Cycle Q Clear(g_c), s	0.0	5.6	6.0	0.0	1.9	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	297	297	0	2587	1190
V/C Ratio(X)	0.00	0.58	0.62	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2587	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.70	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.9	53.1	0.0	2.2	2.1
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	3.0	0.0	0.8	0.4
LnGrp Delay(d),s/veh	0.0	54.7	54.6	0.0	2.3	2.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		173	184		304	
Approach Delay, s/veh		54.7	54.6		2.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.1		103.9		16.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.6		3.9		8.0
Green Ext Time (p_c), s				2.1		1.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	371	0	0	419	297	31	0	272	0	0	0
Future Volume (veh/h)	23	371	0	0	419	297	31	0	272	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	25	403	0	0	455	323	34	0	296			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	30	1191	0	0	963	397	1811	0	833			
Arrive On Green	0.02	0.34	0.00	0.00	0.27	0.27	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	25	403	0	0	455	323	34	0	296			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.0	11.1	0.0	0.0	14.0	26.9	0.6	0.0	14.2			
Cycle Q Clear(g_c), s	2.0	11.1	0.0	0.0	14.0	26.9	0.6	0.0	14.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	30	1191	0	0	963	397	1811	0	833			
V/C Ratio(X)	0.84	0.34	0.00	0.00	0.47	0.81	0.02	0.00	0.36			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1811	0	833			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.51	0.51	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.6	32.3	0.0	0.0	39.5	44.2	12.1	0.0	15.0			
Incr Delay (d2), s/veh	41.5	0.2	0.0	0.0	0.2	2.6	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	5.5	0.0	0.0	6.8	11.1	0.3	0.0	5.7			
LnGrp Delay(d),s/veh	105.1	32.5	0.0	0.0	39.7	46.8	12.1	0.0	15.3			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		428			778			330				
Approach Delay, s/veh		36.7			42.7			14.9				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.3		49.7			8.4	41.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		16.2		13.1			4.0	28.9
Green Ext Time (p_c), s		0.0		7.0			0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	63	163	14	0	8	246	23	0	63	10	19	0	65	11	144
Future Vol, veh/h	0	63	163	14	0	8	246	23	0	63	10	19	0	65	11	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	177	15	0	9	267	25	0	68	11	21	0	71	12	157
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.5	11.3	10.6	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	80%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	20%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	63	109	68	8	164	105	65	7	148
LT Vol	63	0	63	0	0	8	0	0	65	0	0
Through Vol	0	10	0	109	54	0	164	82	0	7	4
RT Vol	0	19	0	0	14	0	0	23	0	0	144
Lane Flow Rate	68	32	68	118	74	9	178	114	71	8	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.055	0.131	0.209	0.129	0.016	0.312	0.195	0.137	0.014	0.259
Departure Headway (Hd)	7.248	6.289	6.882	6.379	6.234	6.803	6.299	6.145	7.004	6.503	5.819
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	568	520	562	574	526	570	583	512	549	615
Service Time	5.005	4.046	4.633	4.129	3.985	4.552	4.048	3.893	4.757	4.256	3.572
HCM Lane V/C Ratio	0.138	0.056	0.131	0.21	0.129	0.017	0.312	0.196	0.139	0.015	0.262
HCM Control Delay	11.2	9.4	10.7	10.8	9.9	9.7	11.9	10.4	10.9	9.3	10.6
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.4	0	1.3	0.7	0.5	0	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	205	85	0	0	0
Future Vol, veh/h	0	205	85	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	92	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	315	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1503	-	-	-	678	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	678	965
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	56	0	0	78
Future Vol, veh/h	0	0	56	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	61	0	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	61	0	0	61	0
Stage 1	61	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	846	1004	-	-	1542	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1004	-	-	1542	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1542	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	26	11	33	17	69	13	327	57	68	373	5
Future Volume (veh/h)	4	26	11	33	17	69	13	327	57	68	373	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	28	12	36	18	75	14	355	62	74	405	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	849	842	361	903	215	894	27	480	83	100	729	9
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.02	0.16	0.16	0.06	0.20	0.20
Sat Flow, veh/h	1195	1238	531	1254	316	1315	1634	3018	522	1634	3580	44
Grp Volume(v), veh/h	4	0	40	36	0	93	14	207	210	74	200	210
Grp Sat Flow(s),veh/h/ln	1195	0	1769	1254	0	1631	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.9	1.2	0.0	2.3	1.0	13.3	13.6	5.3	12.2	12.2
Cycle Q Clear(g_c), s	2.5	0.0	0.9	2.1	0.0	2.3	1.0	13.3	13.6	5.3	12.2	12.2
Prop In Lane	1.00		0.30	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	849	0	1203	903	0	1109	27	282	282	100	360	378
V/C Ratio(X)	0.00	0.00	0.03	0.04	0.00	0.08	0.52	0.73	0.75	0.74	0.56	0.56
Avail Cap(c_a), veh/h	849	0	1203	903	0	1109	101	1062	1062	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	6.3	6.6	0.0	6.6	58.5	48.0	48.2	55.4	42.9	42.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.1	14.4	3.7	3.9	10.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.4	0.0	1.1	0.6	6.8	7.0	2.7	6.1	6.4
LnGrp Delay(d),s/veh	7.0	0.0	6.4	6.7	0.0	6.7	72.9	51.7	52.1	65.7	44.2	44.2
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		44			129			431			484	
Approach Delay, s/veh		6.4			6.7			52.6			47.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	23.1		85.6	6.0	28.4		85.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.3	15.6		4.5	3.0	14.2		4.3
Green Ext Time (p_c), s	0.1	3.0		0.4	0.0	3.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	6	33	210	24	13
Future Vol, veh/h	154	6	33	210	24	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	167	7	36	228	26	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	471	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	551	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	535	873
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	619	-	-	1403	-
HCM Lane V/C Ratio	0.065	-	-	0.026	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	125	41	0	247	195	12	0	57	18	281
Future Vol, veh/h	0	4	125	41	0	247	195	12	0	57	18	281
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	4	136	45	0	268	212	13	0	62	20	305
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	11.8	33.7	16.6
HCM LOS	B	D	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	9%
Vol Thru, %	5%	74%	44%	0%	82%
Vol Right, %	79%	24%	0%	100%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	170	442	12	22
LT Vol	57	4	247	0	2
Through Vol	18	125	195	0	18
RT Vol	281	41	0	12	2
Lane Flow Rate	387	185	480	13	24
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.597	0.309	0.844	0.019	0.046
Departure Headway (Hd)	5.551	6.023	6.322	5.328	6.925
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	646	593	572	669	520
Service Time	3.628	4.106	4.08	3.086	4.925
HCM Lane V/C Ratio	0.599	0.312	0.839	0.019	0.046
HCM Control Delay	16.6	11.8	34.4	8.2	10.3
HCM Lane LOS	C	B	D	A	B
HCM 95th-tile Q	4	1.3	9	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	18	2
Future Vol, veh/h	0	2	18	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	20	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	171	250	319	36	38	120
Future Vol, veh/h	171	250	319	36	38	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	272	347	39	41	130

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	386	0	-	0	1009	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1172	-	-	-	266	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1172	-	-	-	216	679
Mov Cap-2 Maneuver	-	-	-	-	216	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	425	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1172	-	-	-	448
HCM Lane V/C Ratio	0.159	-	-	-	0.383
HCM Control Delay (s)	8.7	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	0	14	6	89	0	536	6	73	820	3
Future Vol, veh/h	0	8	0	14	6	89	0	536	6	73	820	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	15	7	97	0	583	7	79	891	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1641	447	1195	1639	295	895	0	0	589	0	0
Stage 1	1052	1052	-	586	586	-	-	-	-	-	-	-
Stage 2	295	589	-	609	1053	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	110	99	559	142	99	701	754	-	-	982	-	-
Stage 1	242	302	-	463	495	-	-	-	-	-	-	-
Stage 2	689	494	-	449	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	91	559	124	91	701	754	-	-	982	-	-
Mov Cap-2 Maneuver	84	91	-	124	91	-	-	-	-	-	-	-
Stage 1	242	278	-	463	495	-	-	-	-	-	-	-
Stage 2	586	494	-	400	277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.7	20.1	0	0.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	754	-	-	91	356	982	-	-
HCM Lane V/C Ratio	-	-	-	0.096	0.333	0.081	-	-
HCM Control Delay (s)	0	-	-	48.7	20.1	9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	100	3	1	102	1	0
Future Vol, veh/h	100	3	1	102	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	3	1	111	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	223	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1478	-	765	943
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	764	943
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	764	-	-	1478	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	84	0	0	107	0	0
Future Vol, veh/h	84	0	0	107	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	91	0	0	116	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	207	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	781	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	781	967
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	909	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1504	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	19

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	88	387	60	78	430	6	101	0	46	6	1	9
Future Vol, veh/h	88	387	60	78	430	6	101	0	46	6	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	421	65	85	467	7	110	0	50	7	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	474	0	0	486	0	0	1291	1288	453	1310	1317	471
Stage 1	-	-	-	-	-	-	645	645	-	640	640	-
Stage 2	-	-	-	-	-	-	646	643	-	670	677	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1088	-	-	1077	-	-	140	164	607	136	157	593
Stage 1	-	-	-	-	-	-	461	467	-	464	470	-
Stage 2	-	-	-	-	-	-	460	468	-	446	452	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1077	-	-	114	129	607	104	123	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	129	-	104	123	-
Stage 1	-	-	-	-	-	-	405	410	-	407	420	-
Stage 2	-	-	-	-	-	-	403	418	-	359	397	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	1.3	144.1	24.9
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	1088	-	-	1077	-	-	198
HCM Lane V/C Ratio	1.044	0.088	-	-	0.079	-	-	0.088
HCM Control Delay (s)	144.1	8.6	0	-	8.6	0	-	24.9
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	8.2	0.3	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	0	120	0	0
Future Vol, veh/h	60	0	0	120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	0	130	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	195	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	794	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	794	999
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	896	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	51	0	0	103	0	0
Future Vol, veh/h	51	0	0	103	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	0	0	112	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	167	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	823	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	823	1012
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	913	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	0	120	0	0
Future Vol, veh/h	60	0	0	120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	0	130	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	65	65	130	65
Stage 1	-	-	0	0	65	-
Stage 2	-	-	65	65	65	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	941	826	864	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	958	841	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	941	0	864	999
Mov Cap-2 Maneuver	-	-	941	0	864	-
Stage 1	-	-	-	0	958	-
Stage 2	-	-	958	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	53	20	50	88	46	58
Future Vol, veh/h	53	20	50	88	46	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	22	54	96	50	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	272	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	717	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	690	995
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	832	-	-	1519	-
HCM Lane V/C Ratio	0.136	-	-	0.036	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	39	44	65	300	214	79
Future Vol, veh/h	39	44	65	300	214	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	48	71	326	233	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	743	276	318	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	383	763	1242	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	763	1242	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	496	-	-
HCM Lane V/C Ratio	0.057	-	0.182	-	-
HCM Control Delay (s)	8.1	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	51	0	0	79
Future Vol, veh/h	0	0	51	0	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	55	0	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	55	0	0	55	0
Stage 1	55	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	852	1012	-	-	1550	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	1012	-	-	1550	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	155	60	0
Future Vol, veh/h	0	0	0	155	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	168	65	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	33	65	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	828	1033	1535	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	828	1033	1535	-	-	-
Mov Cap-2 Maneuver	828	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	930	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	52	66	320	39	31	226
Future Vol, veh/h	52	66	320	39	31	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	72	348	42	34	246

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	348	0	0	348	0
Stage 1	348	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	427	695	-	-	1211	-
Stage 1	715	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	695	-	-	1211	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	717	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	413	695	1211	-
HCM Lane V/C Ratio	-	-	0.137	0.103	0.028	-
HCM Control Delay (s)	-	-	15.1	10.8	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	51	0	0	79
Future Vol, veh/h	0	0	51	0	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	55	0	0	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	55	0	0	55	0
Stage 1	55	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	852	1012	-	-	1550	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	1012	-	-	1550	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	937	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	16	0	11	0	0	107	48
Future Vol, veh/h	0	0	0	0	0	16	0	11	0	0	107	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	17	0	12	0	0	116	52
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8	7.8
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	71	84	0	0	16	11	10	25	25
LT Vol	0	0	0	0	0	16	0	10	0	0
Through Vol	0	71	36	0	0	0	0	0	25	25
RT Vol	0	0	48	0	0	0	11	0	0	0
Lane Flow Rate	0	78	91	0	0	17	12	11	27	27
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.101	0.108	0	0	0.027	0.015	0.016	0.037	0.024
Departure Headway (Hd)	4.677	4.677	4.275	5.158	5.158	5.591	4.391	5.431	4.93	3.193
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	761	831	0	0	644	819	662	730	1126
Service Time	2.439	2.439	2.037	2.865	2.865	3.295	2.095	3.136	2.635	0.897
HCM Lane V/C Ratio	0	0.102	0.11	0	0	0.026	0.015	0.017	0.037	0.024
HCM Control Delay	7.4	8	7.6	7.9	7.9	8.5	7.2	8.2	7.8	6
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.4	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	50	0
Future Vol, veh/h	0	10	50	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	54	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	321	0	0	0	307	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	321	0	0	0	307	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	349	0	0	0	334	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.4	11.1
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	321	0	0	0	0	307	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	321	0	0	0	0	307	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	349	0	0	0	0	334	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.455	0	0	0	0	0.436	0
Departure Headway (Hd)	4.694	4.694	4.694	6.147	6.147	4.701	4.701	4.701
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	761	0	0	0	0	757	0
Service Time	2.469	2.469	2.469	3.847	3.847	2.479	2.479	2.479
HCM Lane V/C Ratio	0	0.459	0	0	0	0	0.441	0
HCM Control Delay	7.5	11.4	7.5	8.8	8.8	7.5	11.1	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.4	0	0	0	0	2.2	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	51	0	0	79	0
Future Vol, veh/h	0	0	0	0	0	0	0	51	0	0	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	55	0	0	86	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	141	141	86	141	141	55	86	0	0	55	0	0
Stage 1	86	86	-	55	55	-	-	-	-	-	-	-
Stage 2	55	55	-	86	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	829	750	973	829	750	1012	1510	-	-	1550	-	-
Stage 1	922	824	-	957	849	-	-	-	-	-	-	-
Stage 2	957	849	-	922	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	750	973	829	750	1012	1510	-	-	1550	-	-
Mov Cap-2 Maneuver	829	750	-	829	750	-	-	-	-	-	-	-
Stage 1	922	824	-	957	849	-	-	-	-	-	-	-
Stage 2	957	849	-	922	824	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	-	-	-	-	-	-	1550	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	13	23	155	60	6
Future Vol, veh/h	5	13	23	155	60	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	14	25	168	65	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	202	36	72	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	768	1029	1526	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	1029	1526	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	934	-	-
HCM Lane V/C Ratio	0.016	-	0.021	-	-
HCM Control Delay (s)	7.4	0.1	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	549	108	72	719	14	110	0	37	5	3	24
Future Volume (veh/h)	193	549	108	72	719	14	110	0	37	5	3	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	210	597	117	78	782	15	120	0	40	5	3	26
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	766	316	262	924	18	578	0	193	10	6	53
Arrive On Green	0.12	0.22	0.22	0.16	0.26	0.24	0.45	0.00	0.44	0.04	0.04	0.04
Sat Flow, veh/h	1634	3539	1458	1634	3552	68	1292	0	431	240	144	1247
Grp Volume(v), veh/h	210	597	117	78	390	407	160	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1722	0	0	1631	0	0
Q Serve(g_s), s	14.0	19.1	8.2	5.1	25.1	25.1	6.8	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	14.0	19.1	8.2	5.1	25.1	25.1	6.8	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.15		0.76
Lane Grp Cap(c), veh/h	191	766	316	262	460	481	770	0	0	70	0	0
V/C Ratio(X)	1.10	0.78	0.37	0.30	0.85	0.85	0.21	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	262	560	586	770	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	44.3	40.0	44.4	42.1	42.2	20.3	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	92.4	1.6	0.7	0.4	6.5	6.3	0.6	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.5	3.4	2.3	13.1	13.6	3.4	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	145.4	45.9	40.7	44.8	48.6	48.4	20.9	0.0	0.0	61.6	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		924			875			160			34	
Approach Delay, s/veh		67.9			48.2			20.9			61.6	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		57.7	23.2	30.0		9.1	18.0	35.2
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		8.8	7.1	21.1		4.5	16.0	27.1
Green Ext Time (p_c), s		0.3	0.0	2.9		0.1	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	549	52	6	642	8	84	4	5	3	1	39
Future Volume (veh/h)	30	549	52	6	642	8	84	4	5	3	1	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	33	597	57	7	698	9	91	4	5	3	1	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	859	82	39	856	11	828	430	538	14	3	111
Arrive On Green	0.05	0.26	0.25	0.02	0.24	0.22	0.51	0.57	0.57	0.01	0.07	0.07
Sat Flow, veh/h	1774	3263	311	1634	3577	46	1634	753	941	1774	36	1518
Grp Volume(v), veh/h	33	323	331	7	345	362	91	0	9	3	0	43
Grp Sat Flow(s),veh/h/ln	1774	1770	1804	1634	1770	1854	1634	0	1694	1774	0	1555
Q Serve(g_s), s	2.2	19.8	19.9	0.5	22.1	22.1	3.5	0.0	0.3	0.2	0.0	3.2
Cycle Q Clear(g_c), s	2.2	19.8	19.9	0.5	22.1	22.1	3.5	0.0	0.3	0.2	0.0	3.2
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.56	1.00		0.98
Lane Grp Cap(c), veh/h	84	466	475	39	423	444	828	0	968	14	0	114
V/C Ratio(X)	0.39	0.69	0.70	0.18	0.82	0.82	0.11	0.00	0.01	0.21	0.00	0.38
Avail Cap(c_a), veh/h	177	900	917	82	811	850	828	0	968	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	39.9	40.1	57.4	43.1	43.2	15.4	0.0	11.1	59.1	0.0	53.3
Incr Delay (d2), s/veh	2.4	1.5	1.5	2.2	3.9	3.7	0.1	0.0	0.0	6.9	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.9	10.1	0.3	11.3	11.8	1.6	0.0	0.1	0.1	0.0	1.7
LnGrp Delay(d),s/veh	57.8	41.4	41.6	59.7	47.0	46.9	15.5	0.0	11.2	66.0	0.0	62.7
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		687			714			100			46	
Approach Delay, s/veh		42.3			47.1			15.1			62.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	72.6	6.8	35.6	64.8	12.8	9.7	32.7
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	2.5	21.9	5.5	5.2	4.2	24.1
Green Ext Time (p_c), s	0.0	0.3	0.0	2.5	0.1	0.1	1.4	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	43.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	443	40	29	568	56	73
Future Vol, veh/h	443	40	29	568	56	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	482	43	32	617	61	79

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	525	0	875	263
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1038	-	289	735
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1038	-	280	735
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	-	-	1038	-
HCM Lane V/C Ratio	0.325	-	-	0.03	-
HCM Control Delay (s)	17.3	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	481	7	14	604	4	7
Future Vol, veh/h	481	7	14	604	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	523	8	15	657	4	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	530	0	886	265
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1033	-	284	733
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	280	733
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	770	-	-	1033	-
HCM Lane V/C Ratio	0.016	-	-	0.015	-
HCM Control Delay (s)	9.7	-	-	8.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	178	97	71	309	39	60	340	44	29	503	198
Future Volume (veh/h)	201	178	97	71	309	39	60	340	44	29	503	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	218	193	105	77	336	42	65	370	48	32	547	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	983	405	350	1119	461	116	1004	414	76	644	253
Arrive On Green	0.18	0.28	0.28	0.21	0.32	0.32	0.07	0.28	0.28	0.05	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2486	974
Grp Volume(v), veh/h	218	193	105	77	336	42	65	370	48	32	389	373
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	11.4	3.7	3.6	3.5	6.5	1.8	3.5	7.5	1.1	1.7	18.8	18.9
Cycle Q Clear(g_c), s	11.4	3.7	3.6	3.5	6.5	1.8	3.5	7.5	1.1	1.7	18.8	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	287	983	405	350	1119	461	116	1004	414	76	459	438
V/C Ratio(X)	0.76	0.20	0.26	0.22	0.30	0.09	0.56	0.37	0.12	0.42	0.85	0.85
Avail Cap(c_a), veh/h	436	983	405	350	1119	461	163	1004	414	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	24.8	13.0	29.2	23.2	21.7	40.4	25.8	6.3	41.7	31.6	32.3
Incr Delay (d2), s/veh	4.1	0.4	1.5	0.3	0.7	0.4	3.9	0.2	0.1	3.6	13.3	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.9	1.6	1.6	3.2	0.8	1.7	3.7	0.5	0.9	10.9	10.6
LnGrp Delay(d),s/veh	39.4	25.3	14.5	29.5	23.9	22.1	44.4	26.0	6.4	45.3	44.9	46.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		516			455			483			794	
Approach Delay, s/veh		29.1			24.7			26.5			45.6	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	29.5	23.3	29.0	10.4	27.3	19.8	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.7	9.5	5.5	5.7	5.5	20.9	13.4	8.5
Green Ext Time (p_c), s	0.0	3.9	1.2	1.0	0.0	0.4	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	270	25	12	478	0	6	1	4	2	0	0
Future Vol, veh/h	0	270	25	12	478	0	6	1	4	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	293	27	13	520	0	7	1	4	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	293	0	0	839	839	293	842	839	520
Stage 1	-	-	-	-	-	-	293	293	-	546	546	-
Stage 2	-	-	-	-	-	-	546	546	-	296	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1046	-	-	1269	-	-	285	302	746	284	302	556
Stage 1	-	-	-	-	-	-	715	670	-	522	518	-
Stage 2	-	-	-	-	-	-	522	518	-	712	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1046	-	-	1269	-	-	282	298	746	279	298	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	298	-	279	298	-
Stage 1	-	-	-	-	-	-	715	670	-	522	511	-
Stage 2	-	-	-	-	-	-	515	511	-	707	670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	15.1	18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	1046	-	-	1269	-	-	279
HCM Lane V/C Ratio	0.033	-	-	-	0.01	-	-	0.008
HCM Control Delay (s)	15.1	0	-	-	7.9	0	-	18
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	24.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	183	75	0	112	416	4	0	97	44	32
Future Vol, veh/h	0	10	183	75	0	112	416	4	0	97	44	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	199	82	0	122	452	4	0	105	48	35
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	13.9	36.4	13.1
HCM LOS	B	E	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	32	268	532	102
LT Vol	97	0	10	112	0
Through Vol	44	0	183	416	100
RT Vol	0	32	75	4	2
Lane Flow Rate	153	35	291	578	111
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.324	0.063	0.467	0.884	0.217
Departure Headway (Hd)	7.606	6.536	5.887	5.504	7.062
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	475	551	615	653	511
Service Time	5.311	4.24	3.887	3.599	5.072
HCM Lane V/C Ratio	0.322	0.064	0.473	0.885	0.217
HCM Control Delay	13.9	9.7	13.9	36.4	12
HCM Lane LOS	B	A	B	E	B
HCM 95th-tile Q	1.4	0.2	2.5	10.7	0.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	100	2
Future Vol, veh/h	0	0	100	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	109	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	195	13	10	92	0	5	0	3	0	0	0
Future Vol, veh/h	0	195	13	10	92	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	212	14	11	100	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	100	0	0	226	0	0	341	341	219	343	348	100
Stage 1	-	-	-	-	-	-	219	219	-	122	122	-
Stage 2	-	-	-	-	-	-	122	122	-	221	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1493	-	-	1342	-	-	613	581	821	611	576	956
Stage 1	-	-	-	-	-	-	783	722	-	882	795	-
Stage 2	-	-	-	-	-	-	882	795	-	781	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1493	-	-	1342	-	-	609	576	821	604	571	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	576	-	604	571	-
Stage 1	-	-	-	-	-	-	783	722	-	882	788	-
Stage 2	-	-	-	-	-	-	874	788	-	778	717	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	1493	-	-	1342	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	0.008	-	-	-
HCM Control Delay (s)	10.4	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	120	49	377	75	0	17	0	12	0	0	0
Future Vol, veh/h	0	120	49	377	75	0	17	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	130	53	410	82	0	18	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	184	0	0	1058	1058	157	1065	1085	82
Stage 1	-	-	-	-	-	-	157	157	-	901	901	-
Stage 2	-	-	-	-	-	-	901	901	-	164	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1391	-	-	203	225	889	200	217	978
Stage 1	-	-	-	-	-	-	845	768	-	333	357	-
Stage 2	-	-	-	-	-	-	333	357	-	838	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1391	-	-	154	155	889	150	150	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	155	-	150	150	-
Stage 1	-	-	-	-	-	-	845	768	-	333	247	-
Stage 2	-	-	-	-	-	-	230	247	-	826	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.2	22.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1515	-	-	1391	-	-	-
HCM Lane V/C Ratio	0.135	-	-	-	0.295	-	-	-
HCM Control Delay (s)	22.8	0	-	-	8.7	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	1.2	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	120	457	0	0	0
Future Vol, veh/h	0	120	457	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	130	497	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	497	0	-	0	627	497
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1067	-	-	-	447	573
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	447	573
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	896	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1067	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	203	18	183	451	47	52	95	93	16	128	32
Future Volume (veh/h)	39	203	18	183	451	47	52	95	93	16	128	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	221	20	199	490	51	57	103	101	17	139	35
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	302	235	304	559	435	97	1725	707	51	1624	666
Arrive On Green	0.05	0.16	0.16	0.19	0.30	0.30	0.10	0.81	0.81	0.03	0.46	0.46
Sat Flow, veh/h	1634	1863	1445	1634	1863	1451	1634	3539	1451	1634	3539	1450
Grp Volume(v), veh/h	42	221	20	199	490	51	57	103	101	17	139	35
Grp Sat Flow(s),veh/h/ln	1634	1863	1445	1634	1863	1451	1634	1770	1451	1634	1770	1450
Q Serve(g_s), s	3.0	13.5	1.1	13.5	30.0	3.1	4.0	0.7	0.8	1.2	2.7	1.6
Cycle Q Clear(g_c), s	3.0	13.5	1.1	13.5	30.0	3.1	4.0	0.7	0.8	1.2	2.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	302	235	304	559	435	97	1725	707	51	1624	666
V/C Ratio(X)	0.53	0.73	0.09	0.66	0.88	0.12	0.59	0.06	0.14	0.33	0.09	0.05
Avail Cap(c_a), veh/h	82	761	590	304	885	689	177	1725	707	109	1624	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	47.8	28.0	45.3	39.9	30.5	52.6	5.8	1.2	56.9	18.3	18.0
Incr Delay (d2), s/veh	6.1	3.4	0.2	5.0	6.2	0.1	5.4	0.1	0.4	3.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.3	0.5	6.6	16.3	1.2	1.9	0.3	0.4	0.6	1.3	0.7
LnGrp Delay(d),s/veh	61.9	51.2	28.1	50.3	46.1	30.6	58.0	5.9	1.6	60.7	18.4	18.1
LnGrp LOS	E	D	C	D	D	C	E	A	A	E	B	B
Approach Vol, veh/h		283			740			261			191	
Approach Delay, s/veh		51.1			46.1			15.6			22.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	62.5	26.3	23.5	11.1	59.1	9.8	40.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.2	2.8	15.5	15.5	6.0	4.7	5.0	32.0
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.0	1.4	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	347	22	21	692	20	17
Future Vol, veh/h	347	22	21	692	20	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	377	24	23	752	22	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	1187	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	798	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1158	-	208	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	201	659
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	428	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	1158	-
HCM Lane V/C Ratio	0.136	-	-	0.02	-
HCM Control Delay (s)	19.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	234	88	228	470	46	58	338	82	30	376	144
Future Volume (veh/h)	103	234	88	228	470	46	58	338	82	30	376	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	112	254	96	248	511	50	63	367	89	33	409	157
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	644	266	361	696	287	104	1500	360	67	1273	483
Arrive On Green	0.10	0.18	0.18	0.11	0.20	0.20	0.13	1.00	1.00	0.04	0.51	0.49
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2833	679	1634	2511	953
Grp Volume(v), veh/h	112	254	96	248	511	50	63	228	228	33	287	279
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1695
Q Serve(g_s), s	8.0	7.6	6.9	9.0	16.3	3.4	4.4	0.0	0.0	2.4	11.4	11.8
Cycle Q Clear(g_c), s	8.0	7.6	6.9	9.0	16.3	3.4	4.4	0.0	0.0	2.4	11.4	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	162	644	266	361	696	287	104	937	923	67	897	859
V/C Ratio(X)	0.69	0.39	0.36	0.69	0.73	0.17	0.61	0.24	0.25	0.49	0.32	0.32
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	937	923	136	897	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	43.2	43.0	51.1	45.2	40.1	51.0	0.0	0.0	56.3	17.4	17.8
Incr Delay (d2), s/veh	5.1	0.4	0.8	2.1	1.4	0.3	5.4	0.6	0.6	5.5	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.7	2.8	4.1	8.1	1.4	2.1	0.2	0.2	1.2	5.8	5.7
LnGrp Delay(d),s/veh	57.4	43.6	43.8	53.2	46.6	40.3	56.3	0.6	0.6	61.8	18.3	18.8
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		462			809			519			599	
Approach Delay, s/veh		47.0			48.3			7.4			21.0	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	67.5	17.7	25.9	11.6	64.9	15.9	27.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	2.0	11.0	9.6	6.4	13.8	10.0	18.3
Green Ext Time (p_c), s	0.0	3.9	0.7	3.8	0.0	3.7	0.2	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	234	77	109	275	44	56	315	46	70	301	50
Future Volume (veh/h)	81	234	77	109	275	44	56	315	46	70	301	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	254	84	118	299	48	61	342	50	76	327	54
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	393	162	188	504	208	1613	2090	861	158	467	192
Arrive On Green	0.08	0.11	0.11	0.12	0.14	0.14	0.51	0.59	0.59	0.05	0.13	0.13
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	88	254	84	118	299	48	61	342	50	76	327	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	6.3	8.2	6.5	8.3	9.5	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Cycle Q Clear(g_c), s	6.3	8.2	6.5	8.3	9.5	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	393	162	188	504	208	1613	2090	861	158	467	192
V/C Ratio(X)	0.64	0.65	0.52	0.63	0.59	0.23	0.04	0.16	0.06	0.48	0.70	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1613	2090	861	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	51.1	50.3	50.6	48.2	45.6	14.8	11.1	2.3	55.5	49.8	29.2
Incr Delay (d2), s/veh	4.7	1.7	2.4	3.4	1.1	0.6	0.0	0.2	0.1	2.2	8.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.1	2.7	3.9	4.7	1.4	0.5	2.6	0.4	1.3	5.7	1.5
LnGrp Delay(d),s/veh	57.9	52.8	52.8	54.0	49.3	46.2	14.8	11.3	2.5	57.7	58.3	32.8
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		426			465			453			457	
Approach Delay, s/veh		53.8			50.2			10.8			55.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.9	17.8	17.3	65.0	19.8	14.0	21.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.3	7.3	10.3	10.2	3.2	12.6	8.3	11.5
Green Ext Time (p_c), s	0.0	1.7	1.8	1.1	0.8	1.2	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	4	29	0	174	29	65	0	59	87	78	0	16	229	42
Future Vol, veh/h	0	7	4	29	0	174	29	65	0	59	87	78	0	16	229	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	4	32	0	189	32	71	0	64	95	85	0	17	249	46
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.1	11.5	11.1	12.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	17%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	72%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	40	174	94	287
LT Vol	59	7	174	0	16
Through Vol	87	4	0	29	229
RT Vol	78	29	0	65	42
Lane Flow Rate	243	43	189	102	312
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.353	0.068	0.345	0.158	0.45
Departure Headway (Hd)	5.215	5.651	6.558	5.56	5.192
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	689	632	548	645	693
Service Time	3.25	3.7	4.292	3.294	3.224
HCM Lane V/C Ratio	0.353	0.068	0.345	0.158	0.45
HCM Control Delay	11.1	9.1	12.7	9.3	12.4
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.6	0.2	1.5	0.6	2.3

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	132	8	49	237	22	7	205	59	44	19	39
Future Vol, veh/h	16	132	8	49	237	22	7	205	59	44	19	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	143	9	53	258	24	8	223	64	48	21	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	152	0	0	429	571	76	594	563	141
Stage 1	-	-	-	-	-	-	183	183	-	376	376	-
Stage 2	-	-	-	-	-	-	246	388	-	218	187	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1277	-	-	1426	-	-	510	429	970	389	434	881
Stage 1	-	-	-	-	-	-	801	747	-	617	615	-
Stage 2	-	-	-	-	-	-	736	607	-	764	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1426	-	-	449	408	970	199	412	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	408	-	199	412	-
Stage 1	-	-	-	-	-	-	790	737	-	609	592	-
Stage 2	-	-	-	-	-	-	651	584	-	491	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	23.7	21.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	469	1277	-	-	1426	-	-	327
HCM Lane V/C Ratio	0.017	0.612	0.014	-	-	0.037	-	-	0.339
HCM Control Delay (s)	13.2	24	7.9	-	-	7.6	-	-	21.6
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	4	0	-	-	0.1	-	-	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	65	231	244	184	34	110	219	105	14	481	33
Future Volume (veh/h)	19	65	231	244	184	34	110	219	105	14	481	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	21	71	251	265	200	37	120	238	114	15	523	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	81	287	177	463	86	165	938	734	49	805	630
Arrive On Green	0.03	0.23	0.21	0.11	0.30	0.29	0.20	1.00	1.00	0.04	0.57	0.57
Sat Flow, veh/h	1634	361	1276	1634	1530	283	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	21	0	322	265	0	237	120	238	114	15	523	36
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.5	0.0	22.8	13.0	0.0	12.6	8.2	0.0	0.0	1.1	22.9	1.3
Cycle Q Clear(g_c), s	1.5	0.0	22.8	13.0	0.0	12.6	8.2	0.0	0.0	1.1	22.9	1.3
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	0	369	177	0	549	165	938	734	49	805	630
V/C Ratio(X)	0.42	0.00	0.87	1.50	0.00	0.43	0.73	0.25	0.16	0.31	0.65	0.06
Avail Cap(c_a), veh/h	144	0	423	177	0	549	204	938	734	82	805	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.1	0.0	45.5	53.5	0.0	33.7	46.3	0.0	0.0	56.4	19.4	14.8
Incr Delay (d2), s/veh	5.4	0.0	16.3	251.0	0.0	0.5	9.4	0.6	0.4	3.3	3.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.0	18.2	0.0	6.4	4.1	0.2	0.1	0.5	12.5	0.6
LnGrp Delay(d),s/veh	62.4	0.0	61.8	304.5	0.0	34.2	55.7	0.6	0.4	59.8	23.2	14.9
LnGrp LOS	E		E	F		C	E	A	A	E	C	B
Approach Vol, veh/h		343			502			472			574	
Approach Delay, s/veh		61.9			176.9			14.6			23.6	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	64.4	17.0	31.0	16.1	55.8	7.7	40.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.1	2.0	15.0	24.8	10.2	24.9	3.5	14.6
Green Ext Time (p_c), s	0.0	3.6	0.0	0.5	0.1	3.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	69.0
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Future Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	177	86	0	16	295	16	0	96	20	23	0	40	91	88
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.4	11.3	11.8	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	17%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	13	109	133	15	181	105	202
LT Vol	88	13	0	0	15	0	0	37
Through Vol	18	0	109	54	0	181	90	84
RT Vol	21	0	0	79	0	0	15	81
Lane Flow Rate	138	14	118	145	16	196	114	220
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.258	0.026	0.204	0.233	0.03	0.335	0.192	0.376
Departure Headway (Hd)	6.732	6.733	6.223	5.8	6.649	6.14	6.038	6.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	530	575	617	538	585	593	582
Service Time	4.491	4.489	3.979	3.555	4.401	3.891	3.79	3.925
HCM Lane V/C Ratio	0.259	0.026	0.205	0.235	0.03	0.335	0.192	0.378
HCM Control Delay	11.8	9.7	10.6	10.3	9.6	12	10.2	12.6
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	1	0.1	0.8	0.9	0.1	1.5	0.7	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	83	43	177	166	20	51	466	93	23	617	40
Future Volume (veh/h)	33	83	43	177	166	20	51	466	93	23	617	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	90	47	192	180	22	55	507	101	25	671	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	158	123	142	243	190	96	1944	385	58	2151	138
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.06	0.66	0.64	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2945	584	1634	3378	216
Grp Volume(v), veh/h	36	90	47	192	180	22	55	304	304	25	351	363
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	2.6	5.6	3.7	10.4	11.2	1.6	3.9	8.5	8.7	1.8	0.0	0.0
Cycle Q Clear(g_c), s	2.6	5.6	3.7	10.4	11.2	1.6	3.9	8.5	8.7	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	67	158	123	142	243	190	96	1168	1161	58	1127	1162
V/C Ratio(X)	0.54	0.57	0.38	1.36	0.74	0.12	0.57	0.26	0.26	0.43	0.31	0.31
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1168	1161	82	1127	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.4	52.8	52.0	54.8	50.2	46.1	55.0	8.4	8.5	54.6	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.2	1.9	199.1	4.4	0.3	4.7	0.5	0.5	4.6	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	1.5	12.5	6.0	0.7	1.9	4.3	4.4	0.9	0.2	0.2
LnGrp Delay(d),s/veh	63.0	56.1	53.9	253.9	54.7	46.3	59.8	8.9	9.0	59.2	0.7	0.6
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			394			663			739	
Approach Delay, s/veh		56.9			151.3			13.2			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	83.2	14.4	14.1	11.0	80.4	8.9	19.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	13.2	10.7	12.4	7.6	5.9	2.0	4.6	13.2
Green Ext Time (p_c), s	0.0	5.5	0.0	0.9	0.1	5.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	108	147	90	101	84	169	566	98	134	601	75
Future Volume (veh/h)	43	108	147	90	101	84	169	566	98	134	601	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	117	160	98	110	91	184	615	107	146	653	82
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.14	0.54	0.54	0.12	0.51	0.51
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	47	117	160	98	110	91	184	615	107	146	653	82
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Cycle Q Clear(g_c), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
V/C Ratio(X)	0.55	0.22	0.73	1.03	0.20	0.40	0.78	0.32	0.14	0.74	0.36	0.11
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1903	784	259	1820	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	55.5	44.8	48.6	56.5	44.1	45.5	49.6	15.5	13.8	51.0	17.4	15.0
Incr Delay (d2), s/veh	5.4	0.2	4.6	97.2	0.2	1.1	10.0	0.5	0.4	5.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	5.3	5.7	1.6	2.8	6.5	5.8	1.8	4.9	6.5	1.4
LnGrp Delay(d),s/veh	60.9	45.0	53.2	154.2	44.2	46.6	59.5	16.0	14.2	56.1	17.7	15.2
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		324			299			906			881	
Approach Delay, s/veh		51.4			81.0			24.6			23.8	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	68.5	11.0	22.1	21.2	65.7	10.3	22.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.4	13.7	9.0	14.6	15.0	15.2	5.4	8.7
Green Ext Time (p_c), s	0.2	7.2	0.0	1.5	0.2	7.0	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	116	102	80	211	58	175	455	74	33	478	81
Future Volume (veh/h)	30	116	102	80	211	58	175	455	74	33	478	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	33	126	111	87	229	63	190	495	80	36	520	88
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	218	177	82	448	185	123	539	422	669	1162	910
Arrive On Green	0.04	0.12	0.10	0.05	0.13	0.13	0.15	0.58	0.58	0.41	0.62	0.62
Sat Flow, veh/h	1634	1857	1509	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	33	120	117	87	229	63	190	495	80	36	520	88
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	7.7	8.5	6.0	7.3	2.0	9.0	28.6	2.5	1.6	17.5	2.9
Cycle Q Clear(g_c), s	2.4	7.7	8.5	6.0	7.3	2.0	9.0	28.6	2.5	1.6	17.5	2.9
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	208	188	82	448	185	123	539	422	669	1162	910
V/C Ratio(X)	0.49	0.57	0.63	1.06	0.51	0.34	1.55	0.92	0.19	0.05	0.45	0.10
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	669	1162	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	50.1	51.4	57.0	48.9	8.3	51.0	24.0	11.6	21.4	11.8	9.0
Incr Delay (d2), s/veh	5.1	2.3	3.2	115.1	0.8	1.0	271.0	16.0	0.6	0.0	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.9	3.9	5.3	3.6	0.8	13.2	16.7	1.0	0.7	9.4	1.2
LnGrp Delay(d),s/veh	61.5	52.4	54.5	173.2	49.8	9.3	322.0	40.0	12.2	21.4	13.0	9.2
LnGrp LOS	E	D	D	F	D	A	F	D	B	C	B	A
Approach Vol, veh/h		270			379			765			644	
Approach Delay, s/veh		54.4			71.4			107.1			13.0	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	38.8	10.0	18.1	13.0	78.9	8.9	19.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.3	30.6	8.0	10.5	11.0	19.5	4.4	9.3
Green Ext Time (p_c), s	2.0	2.1	0.0	1.6	0.0	2.5	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	64.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	146	38	96	197	65	148	278	70	258	534	114
Future Volume (veh/h)	36	146	38	96	197	65	148	278	70	258	534	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	159	41	104	214	71	161	302	76	280	580	124
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	289	119	155	462	191	207	1754	723	318	1995	822
Arrive On Green	0.05	0.08	0.08	0.09	0.13	0.13	0.25	0.99	0.99	0.39	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	39	159	41	104	214	71	161	302	76	280	580	124
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.7	5.2	2.4	7.4	6.7	5.3	11.0	0.1	0.0	19.1	0.0	0.0
Cycle Q Clear(g_c), s	2.7	5.2	2.4	7.4	6.7	5.3	11.0	0.1	0.0	19.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	289	119	155	462	191	207	1754	723	318	1995	822
V/C Ratio(X)	0.29	0.55	0.34	0.67	0.46	0.37	0.78	0.17	0.11	0.88	0.29	0.15
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1754	723	354	1995	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.87	0.87	0.87	0.98	0.98	0.98	0.53	0.53	0.53
Uniform Delay (d), s/veh	53.8	53.0	29.5	52.5	48.3	47.7	43.2	0.3	0.1	35.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.6	7.0	0.6	1.0	6.0	0.2	0.3	12.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.6	1.0	3.7	3.3	2.2	5.3	0.1	0.1	9.6	0.1	0.0
LnGrp Delay(d),s/veh	54.9	54.5	31.1	59.5	48.9	48.7	49.2	0.5	0.4	47.3	0.2	0.2
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		239			389			539			984	
Approach Delay, s/veh		50.6			51.7			15.0			13.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	63.5	15.3	13.8	19.2	71.6	9.5	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.4	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	21.1	2.1	9.4	7.2	13.0	2.0	4.7	8.7
Green Ext Time (p_c), s	0.3	4.9	0.3	0.6	0.3	4.9	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	352	112	79	233	51	62	610	60	143	1389	401
Future Volume (veh/h)	186	352	112	79	233	51	62	610	60	143	1389	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	383	122	86	253	55	67	663	65	155	1510	436
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	586	242	183	449	185	110	2040	841	109	2038	840
Arrive On Green	0.10	0.17	0.17	0.06	0.13	0.13	0.07	0.58	0.58	0.07	0.58	0.58
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	202	383	122	86	253	55	67	663	65	155	1510	436
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.4	12.2	9.1	3.2	8.1	4.1	4.8	11.7	2.4	8.0	37.9	21.7
Cycle Q Clear(g_c), s	7.4	12.2	9.1	3.2	8.1	4.1	4.8	11.7	2.4	8.0	37.9	21.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	586	242	183	449	185	110	2040	841	109	2038	840
V/C Ratio(X)	0.66	0.65	0.51	0.47	0.56	0.30	0.61	0.32	0.08	1.42	0.74	0.52
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2040	841	109	2038	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.3	46.8	45.6	54.7	49.3	47.5	54.4	13.2	11.3	56.0	18.8	15.4
Incr Delay (d2), s/veh	2.1	1.0	1.3	1.9	1.1	0.9	5.2	0.4	0.2	231.1	2.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.0	3.8	1.4	4.0	1.7	2.3	5.8	1.0	10.6	19.1	9.2
LnGrp Delay(d),s/veh	54.4	47.9	46.9	56.6	50.4	48.4	59.6	13.6	11.4	287.1	21.0	17.4
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	B
Approach Vol, veh/h		707			394			795			2101	
Approach Delay, s/veh		49.6			51.5			17.3			39.9	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	73.2	10.9	23.9	12.1	73.1	15.6	19.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	13.7	5.2	14.2	6.8	39.9	9.4	10.1
Green Ext Time (p_c), s	0.0	18.4	0.1	3.1	0.0	4.7	0.2	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	7	31	0	7	16	1159	81	17	1026	30
Future Volume (veh/h)	24	0	7	31	0	7	16	1159	81	17	1026	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	26	0	8	34	0	8	17	1260	88	18	1115	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
Arrive On Green	0.03	0.00	0.04	0.04	0.00	0.03	0.03	0.76	0.76	0.03	0.76	0.76
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	26	0	8	34	0	8	17	1260	88	18	1115	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
V/C Ratio(X)	0.48	0.00	0.14	0.53	0.00	0.11	0.33	0.47	0.08	0.35	0.29	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2677	1103	82	3849	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	42.0	56.5	0.0	55.8	56.9	5.5	0.7	56.9	4.5	3.6
Incr Delay (d2), s/veh	6.3	0.0	1.1	6.5	0.0	0.7	3.8	0.6	0.1	3.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.2	0.0	0.3	0.6	7.9	0.3	0.6	3.9	0.3
LnGrp Delay(d),s/veh	63.2	0.0	43.1	63.1	0.0	56.5	60.7	6.1	0.8	60.8	4.7	3.7
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		34			42			1365			1166	
Approach Delay, s/veh		58.5			61.8			6.5			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	94.8	8.7	8.7	7.7	94.8	8.0	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	18.2	4.4	2.6	3.2	10.2	3.9	2.6
Green Ext Time (p_c), s	0.0	16.8	0.0	0.0	0.0	18.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	83	888	64	49	715
Future Volume (veh/h)	179	83	888	64	49	715
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	195	90	965	70	53	777
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	216	1300	1018	88	1463
Arrive On Green	0.15	0.15	0.70	0.70	0.11	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	195	90	965	70	53	777
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	13.9	6.7	38.9	1.8	3.7	0.0
Cycle Q Clear(g_c), s	13.9	6.7	38.9	1.8	3.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	216	1300	1018	88	1463
V/C Ratio(X)	0.81	0.42	0.74	0.07	0.60	0.53
Avail Cap(c_a), veh/h	268	239	1300	1018	150	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	0.69	0.69
Uniform Delay (d), s/veh	49.4	46.4	11.4	5.7	52.3	0.0
Incr Delay (d2), s/veh	13.3	1.1	3.9	0.1	4.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	2.8	21.2	0.8	1.8	0.4
LnGrp Delay(d),s/veh	62.7	47.5	15.2	5.9	56.9	1.0
LnGrp LOS	E	D	B	A	E	A
Approach Vol, veh/h	285		1035			830
Approach Delay, s/veh	57.9		14.6			4.5
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.5	87.8				98.2		21.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.7	40.9				2.0		15.9
Green Ext Time (p_c), s	0.0	10.6				11.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	44	120	76	62	55	65	388	26	32	774	36
Future Volume (veh/h)	66	44	120	76	62	55	65	388	26	32	774	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	72	48	130	83	67	60	71	422	28	35	841	39
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	63	170	125	95	85	114	2046	135	69	1997	93
Arrive On Green	0.11	0.14	0.13	0.08	0.10	0.09	0.14	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	445	1205	1634	907	812	1634	3370	223	1634	3444	160
Grp Volume(v), veh/h	72	0	178	83	0	127	71	221	229	35	432	448
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1719	1634	1770	1823	1634	1770	1835
Q Serve(g_s), s	4.9	0.0	12.5	5.9	0.0	8.6	4.9	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	12.5	5.9	0.0	8.6	4.9	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	184	0	233	125	0	180	114	1074	1107	69	1026	1064
V/C Ratio(X)	0.39	0.00	0.76	0.67	0.00	0.70	0.63	0.21	0.21	0.51	0.42	0.42
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1074	1107	163	1026	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Delay (d), s/veh	49.5	0.0	50.2	53.9	0.0	52.3	50.2	0.0	0.0	53.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	5.1	9.1	0.0	4.9	5.2	0.4	0.4	5.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	6.0	3.0	0.0	4.3	2.4	0.1	0.1	1.2	0.3	0.3
LnGrp Delay(d),s/veh	50.8	0.0	55.3	63.0	0.0	57.2	55.4	0.4	0.4	59.0	1.2	1.2
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		250			210			521			915	
Approach Delay, s/veh		54.0			59.5			7.9			3.4	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	76.8	13.1	20.9	12.3	73.6	17.5	16.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	14.5	2.0	7.9	14.5	6.9	2.0	6.9	10.6
Green Ext Time (p_c), s	0.0	5.5	0.0	0.7	0.1	5.5	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	58.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	39	1	460	0	183	435	0	0	0	592	408
Future Vol, veh/h	0	0	0	0	0	39	1	460	0	183	435	0	0	0	592	408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	42	1	500	0	199	473	0	0	0	643	443
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	64.3	54.9	58
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	435	40	460	592	408
LT Vol	183	0	39	0	0	0
Through Vol	0	435	1	0	592	0
RT Vol	0	0	0	460	0	408
Lane Flow Rate	199	473	43	500	643	443
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	1	0.105	1	1	0.872
Departure Headway (Hd)	8.391	7.892	8.734	7.548	7.777	7.077
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	463	411	480	470	514
Service Time	6.107	5.608	6.479	5.294	5.483	4.784
HCM Lane V/C Ratio	0.461	1.022	0.105	1.042	1.368	0.862
HCM Control Delay	18.2	70.3	12.5	68.8	69.7	41.1
HCM Lane LOS	C	F	B	F	F	E
HCM 95th-tile Q	2.4	13.1	0.3	13.3	13.2	9.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	505	185	346	138	494	0	0	651	199
Future Volume (veh/h)	0	0	0	505	185	346	138	494	0	0	651	199
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				549	201	376	150	537	0	0	708	216
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				962	549	429	599	2232	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.63	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				549	201	376	150	537	0	0	708	216
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.1	10.2	29.4	4.8	7.9	0.0	0.0	7.7	4.8
Cycle Q Clear(g_c), s				17.1	10.2	29.4	4.8	7.9	0.0	0.0	7.7	4.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				962	549	429	599	2232	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.25	0.24	0.00	0.00	0.49	0.37
Avail Cap(c_a), veh/h				1185	675	529	599	2232	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.96	0.96	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				35.9	33.5	40.2	41.4	9.7	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.2	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	5.3	12.9	2.1	4.0	0.0	0.0	3.8	2.1
LnGrp Delay(d),s/veh				36.3	33.8	49.5	41.6	9.9	0.0	0.0	8.7	8.9
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1126			687			924	
Approach Delay, s/veh					40.2			16.8			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.2			27.2	53.0		39.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.9			6.8	9.7		31.4
Green Ext Time (p_c), s		3.0			1.8	4.2		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	456	181	235	583	0	0	1149	452
Future Volume (veh/h)	0	0	0	256	456	181	235	583	0	0	1149	452
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				278	496	197	255	634	0	0	1249	491
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	648	267	304	2655	0	0	1879	774
Arrive On Green				0.18	0.18	0.18	0.19	0.75	0.00	0.00	0.53	0.53
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				278	496	197	255	634	0	0	1249	491
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	16.0	15.3	18.1	6.5	0.0	0.0	30.7	28.6
Cycle Q Clear(g_c), s				9.4	16.0	15.3	18.1	6.5	0.0	0.0	30.7	28.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	648	267	304	2655	0	0	1879	774
V/C Ratio(X)				0.48	0.77	0.74	0.84	0.24	0.00	0.00	0.66	0.63
Avail Cap(c_a), veh/h				822	917	378	340	2655	0	0	1879	774
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.94	0.94	0.00	0.00	0.58	0.58
Uniform Delay (d), s/veh				43.9	46.6	46.3	47.1	4.6	0.0	0.0	20.4	19.9
Incr Delay (d2), s/veh				0.6	2.5	4.5	14.6	0.2	0.0	0.0	1.1	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.0	6.5	9.4	3.2	0.0	0.0	15.2	11.9
LnGrp Delay(d),s/veh				44.5	49.0	50.8	61.7	4.8	0.0	0.0	21.5	22.2
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					971			889			1740	
Approach Delay, s/veh					48.1			21.1			21.7	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.0			26.3	67.7		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		8.5			20.1	32.7		18.0
Green Ext Time (p_c), s		18.3			0.2	10.6		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	170	1	73	0	0	0	0	0	0	396	79	0	300	251	0
Future Vol, veh/h	0	170	1	73	0	0	0	0	0	0	396	79	0	300	251	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	1	79	0	0	0	0	0	0	430	86	0	326	273	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	14.2	24.1	17.4
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	79	171	73	300	251
LT Vol	0	0	170	0	300	0
Through Vol	396	0	1	0	0	251
RT Vol	0	79	0	73	0	0
Lane Flow Rate	430	86	186	79	326	273
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.764	0.136	0.403	0.145	0.612	0.474
Departure Headway (Hd)	6.393	5.681	7.799	6.577	6.761	6.252
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	564	628	461	543	532	573
Service Time	4.158	3.445	5.568	4.345	4.525	4.015
HCM Lane V/C Ratio	0.762	0.137	0.403	0.145	0.613	0.476
HCM Control Delay	27.1	9.3	15.8	10.5	19.7	14.6
HCM Lane LOS	D	A	C	B	C	B
HCM 95th-tile Q	6.9	0.5	1.9	0.5	4.1	2.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	101	190	0	0	0	0	508	410	292	832	0
Future Volume (veh/h)	160	101	190	0	0	0	0	508	410	292	832	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	174	110	207				0	552	446	317	904	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	281	609	251				0	3027	868	421	2695	0
Arrive On Green	0.17	0.17	0.17				0.00	0.60	0.60	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	174	110	207				0	552	446	317	904	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.8	3.2	16.4				0.0	5.9	21.4	11.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	3.2	16.4				0.0	5.9	21.4	11.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	609	251				0	3027	868	421	2695	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.18	0.51	0.75	0.34	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3027	868	660	2695	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	46.0	42.5	47.9				0.0	11.0	14.2	42.3	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.1	7.5				0.0	0.1	2.2	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.6	7.1				0.0	2.8	9.1	4.9	0.1	0.0
LnGrp Delay(d),s/veh	48.3	42.6	55.4				0.0	11.2	16.3	44.7	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		491						998			1221	
Approach Delay, s/veh		50.0						13.5			11.8	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.9	75.4		24.6		95.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.8	23.4		18.4		2.0		
Green Ext Time (p_c), s	0.9	9.8		1.6		11.9		

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	447	120	0	0	0	0	613	374	529	892	0
Future Volume (veh/h)	167	447	120	0	0	0	0	613	374	529	892	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	182	486	130				0	666	407	575	970	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	521	581	240				0	1861	767	666	2722	0
Arrive On Green	0.16	0.16	0.16				0.00	0.53	0.53	0.42	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	182	486	130				0	666	407	575	970	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.1	16.0	9.8				0.0	13.2	22.0	19.8	0.0	0.0
Cycle Q Clear(g_c), s	6.1	16.0	9.8				0.0	13.2	22.0	19.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	521	581	240				0	1861	767	666	2722	0
V/C Ratio(X)	0.35	0.84	0.54				0.00	0.36	0.53	0.86	0.36	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1861	767	792	2722	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.88	0.88	0.88				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	44.5	48.6	46.0				0.0	16.6	18.7	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.7	1.7				0.0	0.5	2.6	6.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.5	4.1				0.0	6.5	9.4	9.2	0.1	0.0
LnGrp Delay(d),s/veh	44.8	56.3	47.7				0.0	17.2	21.3	39.5	0.3	0.0
LnGrp LOS	D	E	D					B	C	D	A	
Approach Vol, veh/h		798						1073			1545	
Approach Delay, s/veh		52.3						18.7			14.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.2	67.1		23.7		96.3		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.2	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.8	24.0		18.0		2.0		
Green Ext Time (p_c), s	1.4	11.5		1.2		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	56	0	0	78
Future Vol, veh/h	0	0	56	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	61	0	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	61	0	0	61	0
Stage 1	61	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	846	1004	-	-	1542	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1004	-	-	1542	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1542	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	205	85	0	0	0
Future Vol, veh/h	0	205	85	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	92	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	315	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1503	-	-	-	678	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	678	965
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	99	78	87	122
Future Vol, veh/h	11	13	99	78	87	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	108	85	95	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	430	108	0	0	108	0
Stage 1	108	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	946	-	-	1483	-
Stage 1	916	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	946	-	-	1483	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	545	946	1483	-
HCM Lane V/C Ratio	-	-	0.022	0.015	0.064	-
HCM Control Delay (s)	-	-	11.8	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	18	115	90	92	127
Future Vol, veh/h	15	18	115	90	92	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	20	125	98	100	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	463	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	557	926	-	-	1462	-
Stage 1	901	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	519	926	-	-	1462	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	519	926	1462	-
HCM Lane V/C Ratio	-	-	0.031	0.021	0.068	-
HCM Control Delay (s)	-	-	12.2	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	115	68	0	127
Future Vol, veh/h	0	20	115	68	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	125	74	0	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	726	926	-	-	1462	-
Stage 1	901	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	926	-	-	1462	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	889	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	926	1462	-
HCM Lane V/C Ratio	-	-	-	0.023	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	70	76	68	47	12	13
Future Vol, veh/h	70	76	68	47	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	83	74	51	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	309	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	683	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	649	988
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	649	988
HCM Lane V/C Ratio	0.05	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	69	71	58	62	9	8
Future Vol, veh/h	69	71	58	62	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	77	63	67	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	290	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	701	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	667	1002
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1540	-	-	-	667	1002
HCM Lane V/C Ratio	0.049	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	47	71	62	52	4	5
Future Vol, veh/h	47	71	62	52	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	77	67	57	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	246	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	742	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	717	997
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	717	997
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

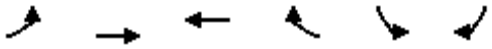
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	68	24	34	55	6	9
Future Vol, veh/h	68	24	34	55	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	26	37	60	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	208	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1526	-	780	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	761	988
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	761	988	-	-	1526	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	159	169	0	230	50
Future Volume (veh/h)	0	159	169	0	230	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	173	184	0	250	54
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	297	297	0	2587	1190
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	173	184	0	250	54
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.6	6.0	0.0	1.9	0.8
Cycle Q Clear(g_c), s	0.0	5.6	6.0	0.0	1.9	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	297	297	0	2587	1190
V/C Ratio(X)	0.00	0.58	0.62	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2587	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.70	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.9	53.1	0.0	2.2	2.1
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	3.0	0.0	0.8	0.4
LnGrp Delay(d),s/veh	0.0	54.7	54.6	0.0	2.3	2.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		173	184		304	
Approach Delay, s/veh		54.7	54.6		2.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.1		103.9		16.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.6		3.9		8.0
Green Ext Time (p_c), s				2.1		1.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	371	0	0	419	297	31	0	272	0	0	0
Future Volume (veh/h)	23	371	0	0	419	297	31	0	272	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	25	403	0	0	455	323	34	0	296			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	30	1191	0	0	963	397	1811	0	833			
Arrive On Green	0.02	0.34	0.00	0.00	0.27	0.27	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	25	403	0	0	455	323	34	0	296			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.0	11.1	0.0	0.0	14.0	26.9	0.6	0.0	14.2			
Cycle Q Clear(g_c), s	2.0	11.1	0.0	0.0	14.0	26.9	0.6	0.0	14.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	30	1191	0	0	963	397	1811	0	833			
V/C Ratio(X)	0.84	0.34	0.00	0.00	0.47	0.81	0.02	0.00	0.36			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1811	0	833			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.51	0.51	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.6	32.3	0.0	0.0	39.5	44.2	12.1	0.0	15.0			
Incr Delay (d2), s/veh	41.5	0.2	0.0	0.0	0.2	2.6	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	5.5	0.0	0.0	6.8	11.1	0.3	0.0	5.7			
LnGrp Delay(d),s/veh	105.1	32.5	0.0	0.0	39.7	46.8	12.1	0.0	15.3			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		428			778			330				
Approach Delay, s/veh		36.7			42.7			14.9				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.3		49.7			8.4	41.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		16.2		13.1			4.0	28.9
Green Ext Time (p_c), s		0.0		7.0			0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	63	163	14	0	8	246	23	0	63	10	19	0	65	11	144
Future Vol, veh/h	0	63	163	14	0	8	246	23	0	63	10	19	0	65	11	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	177	15	0	9	267	25	0	68	11	21	0	71	12	157
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.5	11.3	10.6	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	80%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	20%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	63	109	68	8	164	105	65	7	148
LT Vol	63	0	63	0	0	8	0	0	65	0	0
Through Vol	0	10	0	109	54	0	164	82	0	7	4
RT Vol	0	19	0	0	14	0	0	23	0	0	144
Lane Flow Rate	68	32	68	118	74	9	178	114	71	8	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.055	0.131	0.209	0.129	0.016	0.312	0.195	0.137	0.014	0.259
Departure Headway (Hd)	7.248	6.289	6.882	6.379	6.234	6.803	6.299	6.145	7.004	6.503	5.819
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	568	520	562	574	526	570	583	512	549	615
Service Time	5.005	4.046	4.633	4.129	3.985	4.552	4.048	3.893	4.757	4.256	3.572
HCM Lane V/C Ratio	0.138	0.056	0.131	0.21	0.129	0.017	0.312	0.196	0.139	0.015	0.262
HCM Control Delay	11.2	9.4	10.7	10.8	9.9	9.7	11.9	10.4	10.9	9.3	10.6
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.4	0	1.3	0.7	0.5	0	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	205	85	0	0	0
Future Vol, veh/h	0	205	85	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	92	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	315	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1503	-	-	-	678	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	678	965
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	814	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	56	0	0	78
Future Vol, veh/h	0	0	56	0	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	61	0	0	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	61	0	0	61	0
Stage 1	61	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	846	1004	-	-	1542	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1004	-	-	1542	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1542	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	31	12	55	23	83	14	842	80	92	695	6
Future Volume (veh/h)	9	31	12	55	23	83	14	842	80	92	695	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	10	34	13	60	25	90	15	915	87	100	755	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	571	612	234	635	169	610	28	1126	107	130	1462	14
Arrive On Green	0.48	0.48	0.47	0.48	0.48	0.47	0.02	0.34	0.34	0.08	0.41	0.40
Sat Flow, veh/h	1172	1285	491	1246	356	1281	1634	3267	311	1634	3593	33
Grp Volume(v), veh/h	10	0	47	60	0	115	15	496	506	100	372	390
Grp Sat Flow(s),veh/h/ln	1172	0	1776	1246	0	1637	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.6	0.0	1.7	3.3	0.0	4.8	1.1	30.6	30.6	7.2	18.9	18.9
Cycle Q Clear(g_c), s	5.4	0.0	1.7	5.0	0.0	4.8	1.1	30.6	30.6	7.2	18.9	18.9
Prop In Lane	1.00		0.28	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	571	0	845	635	0	779	28	610	623	130	720	755
V/C Ratio(X)	0.02	0.00	0.06	0.09	0.00	0.15	0.53	0.81	0.81	0.77	0.52	0.52
Avail Cap(c_a), veh/h	571	0	845	635	0	779	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	17.0	18.3	0.0	17.8	58.5	35.8	35.8	54.2	26.7	26.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.4	14.6	2.7	2.6	9.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.9	1.2	0.0	2.2	0.6	15.3	15.6	3.6	9.3	9.8
LnGrp Delay(d),s/veh	19.3	0.0	17.1	18.6	0.0	18.2	73.1	38.5	38.4	63.5	27.3	27.3
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		57			175			1017			862	
Approach Delay, s/veh		17.5			18.3			39.0			31.5	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.5	45.4		61.1	6.1	52.8		61.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	9.2	32.6		7.4	3.1	20.9		7.0
Green Ext Time (p_c), s	0.1	8.3		0.6	0.0	8.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	223	21	33	169	21	60
Future Vol, veh/h	223	21	33	169	21	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	242	23	36	184	23	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	509	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1299	-	524	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	508	785
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	688	-	-	1299	-
HCM Lane V/C Ratio	0.128	-	-	0.028	-
HCM Control Delay (s)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	21.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	249	52	0	260	151	4	0	44	10	234
Future Vol, veh/h	0	8	249	52	0	260	151	4	0	44	10	234
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	9	271	57	0	283	164	4	0	48	11	254
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	16.1	30.4	15
HCM LOS	C	D	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	3%	63%	0%	20%
Vol Thru, %	3%	81%	37%	0%	57%
Vol Right, %	81%	17%	0%	100%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	309	411	4	40
LT Vol	44	8	260	0	8
Through Vol	10	249	151	0	23
RT Vol	234	52	0	4	9
Lane Flow Rate	313	336	447	4	43
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.51	0.55	0.802	0.007	0.086
Departure Headway (Hd)	5.963	5.896	6.459	5.426	7.122
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	607	605	558	654	506
Service Time	3.963	3.993	4.242	3.209	5.122
HCM Lane V/C Ratio	0.516	0.555	0.801	0.006	0.085
HCM Control Delay	15	16.1	30.6	8.2	10.8
HCM Lane LOS	B	C	D	A	B
HCM 95th-tile Q	2.9	3.3	7.7	0	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	23	9
Future Vol, veh/h	0	8	23	9
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	25	10
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	124	381	256	26	48	160
Future Vol, veh/h	124	381	256	26	48	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	135	414	278	28	52	174

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	307	0	-	0	976	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	684	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1254	-	-	-	279	747
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1254	-	-	-	240	747
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1254	-	-	-	502
HCM Lane V/C Ratio	0.107	-	-	-	0.45
HCM Control Delay (s)	8.2	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	4	2	10	2	55	1	815	43	90	694	6
Future Vol, veh/h	2	4	2	10	2	55	1	815	43	90	694	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	2	11	2	60	1	886	47	98	754	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1888	380	1486	1868	466	761	0	0	933	0	0
Stage 1	953	953	-	911	911	-	-	-	-	-	-	-
Stage 2	446	935	-	575	957	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	70	618	86	72	543	847	-	-	729	-	-
Stage 1	278	336	-	295	351	-	-	-	-	-	-	-
Stage 2	561	342	-	470	334	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	61	618	73	62	543	847	-	-	729	-	-
Mov Cap-2 Maneuver	78	61	-	73	62	-	-	-	-	-	-	-
Stage 1	278	291	-	295	351	-	-	-	-	-	-	-
Stage 2	496	342	-	399	289	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	52.1	25.4	0	1.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	85	248	729	-	-
HCM Lane V/C Ratio	0.001	-	-	0.102	0.294	0.134	-	-
HCM Control Delay (s)	9.3	-	-	52.1	25.4	10.7	-	-
HCM Lane LOS	A	-	-	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	157	0	0	66	0	0
Future Vol, veh/h	157	0	0	66	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	0	0	72	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	243	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	745	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	745	873
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	951	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1406	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	133	0	0	68	0	0
Future Vol, veh/h	133	0	0	68	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	145	0	0	74	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	219	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	769	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	769	902
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	949	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	127	25	18	53	5	23	77	29	5	47	0
Future Vol, veh/h	3	127	25	18	53	5	23	77	29	5	47	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	138	27	20	58	5	25	84	32	5	51	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	165	0	0	283	260	152	315	271	60
Stage 1	-	-	-	-	-	-	158	158	-	99	99	-
Stage 2	-	-	-	-	-	-	125	102	-	216	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1413	-	-	669	645	894	638	636	1005
Stage 1	-	-	-	-	-	-	844	767	-	907	813	-
Stage 2	-	-	-	-	-	-	879	811	-	786	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1413	-	-	619	634	894	546	625	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	634	-	546	625	-
Stage 1	-	-	-	-	-	-	842	765	-	905	801	-
Stage 2	-	-	-	-	-	-	811	799	-	674	754	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	11.7	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	1540	-	-	1413	-	-	616
HCM Lane V/C Ratio	0.208	0.002	-	-	0.014	-	-	0.092
HCM Control Delay (s)	11.7	7.3	0	-	7.6	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	136	11	24	70	6	13
Future Vol, veh/h	136	11	24	70	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	12	26	76	7	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	282	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1419	-	708	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1419	-	695	892
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1419	-
HCM Lane V/C Ratio	0.025	-	-	0.018	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	123	4	6	75	8	2
Future Vol, veh/h	123	4	6	75	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	4	7	82	9	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	231	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1446	-	757	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	753	913
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	780	-	-	1446	-
HCM Lane V/C Ratio	0.014	-	-	0.005	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	142	0	3	89	1	6
Future Vol, veh/h	142	0	3	89	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	0	3	97	1	7

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	158	154	202	154
Stage 1	-	-	0	0	154	-
Stage 2	-	-	158	154	48	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	833	738	787	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	871	770	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	833	0	787	892
Mov Cap-2 Maneuver	-	-	833	0	787	-
Stage 1	-	-	-	0	874	-
Stage 2	-	-	871	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.9	9.2
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	875	-	-	833
HCM Lane V/C Ratio	0.009	-	-	0.12
HCM Control Delay (s)	9.2	-	-	9.9
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.4

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	156	29	49	55	56	96
Future Vol, veh/h	156	29	49	55	56	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	32	53	60	61	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	351	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1371	-	646	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	620	857
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	1371	-
HCM Lane V/C Ratio	0.22	-	-	0.039	-
HCM Control Delay (s)	11.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	59	139	52	221	277	46
Future Vol, veh/h	59	139	52	221	277	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	151	57	240	301	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	326	351	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	417	715	1208	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	394	715	1208	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1208	-	575	-	-
HCM Lane V/C Ratio	0.047	-	0.374	-	-
HCM Control Delay (s)	8.1	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	1	106	17	4	73
Future Vol, veh/h	11	1	106	17	4	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1	115	18	4	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	212	124	0	0	134	0
Stage 1	124	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	776	927	-	-	1451	-
Stage 1	902	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	774	927	-	-	1451	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	785	1451	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	36	50	48	45
Demand Flow Rate, veh/h	36	50	48	45
Vehicles Circulating, veh/h	50	44	39	48
Vehicles Exiting, veh/h	43	43	47	46
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.8	3.7	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	36	50	48	45
Cap Entry Lane, veh/h	1075	1081	1087	1077
Entry HV Adj Factor	0.994	0.992	0.993	0.991
Flow Entry, veh/h	36	50	48	45
Cap Entry, veh/h	1068	1072	1078	1067
V/C Ratio	0.034	0.046	0.044	0.042
Control Delay, s/veh	3.7	3.8	3.7	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	28	23	18
Demand Flow Rate, veh/h	30	28	23	18
Vehicles Circulating, veh/h	12	31	19	44
Vehicles Exiting, veh/h	50	11	23	15
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.6	3.4	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	30	28	23	18
Cap Entry Lane, veh/h	1116	1095	1109	1081
Entry HV Adj Factor	0.993	0.983	0.996	0.990
Flow Entry, veh/h	30	28	23	18
Cap Entry, veh/h	1108	1076	1103	1070
V/C Ratio	0.027	0.026	0.021	0.017
Control Delay, s/veh	3.5	3.6	3.4	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	13	7	17
Demand Flow Rate, veh/h	22	13	7	17
Vehicles Circulating, veh/h	19	6	26	17
Vehicles Exiting, veh/h	15	27	15	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	13	7	17
Cap Entry Lane, veh/h	1109	1123	1101	1111
Entry HV Adj Factor	0.985	0.983	0.997	0.990
Flow Entry, veh/h	22	13	7	17
Cap Entry, veh/h	1091	1104	1097	1099
V/C Ratio	0.020	0.012	0.006	0.015
Control Delay, s/veh	3.5	3.4	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	30	23	139	90	2
Future Vol, veh/h	4	30	23	139	90	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	33	25	151	98	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	225	50	100	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	743	1008	1490	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	730	1008	1490	-	-	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1490	-	965	-	-
HCM Lane V/C Ratio	0.017	-	0.038	-	-
HCM Control Delay (s)	7.5	0.1	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	34	242	99	64	331
Future Vol, veh/h	35	34	242	99	64	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	37	263	108	70	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	762	263	0	0	263	0
Stage 1	263	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	373	776	-	-	1301	-
Stage 1	781	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	776	-	-	1301	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	348	776	1301	-
HCM Lane V/C Ratio	-	-	0.109	0.048	0.053	-
HCM Control Delay (s)	-	-	16.6	9.9	7.9	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	3	116	16	7	77
Future Vol, veh/h	11	3	116	16	7	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	126	17	8	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	234	135	0	0	143	0
Stage 1	135	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	754	914	-	-	1440	-
Stage 1	891	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	749	914	-	-	1440	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	1440	-
HCM Lane V/C Ratio	-	-	0.02	0.005	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	2	0	0	0	3	5	0	0	13	0
Future Vol, veh/h	0	11	2	0	0	0	3	5	0	0	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	2	0	0	0	3	5	0	0	14	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	85%	0%	13%
Vol Thru, %	100%	15%	38%	47%
Vol Right, %	0%	0%	62%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	13	8	15
LT Vol	0	11	0	2
Through Vol	13	2	3	7
RT Vol	0	0	5	6
Lane Flow Rate	14	14	9	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.016	0.009	0.017
Departure Headway (Hd)	3.987	4.163	3.623	3.773
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	901	863	990	952
Service Time	1.997	2.175	1.637	1.783
HCM Lane V/C Ratio	0.016	0.016	0.009	0.017
HCM Control Delay	7.1	7.2	6.7	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	7	6
Future Vol, veh/h	0	2	7	6
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	8	7
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	14	27	20
Demand Flow Rate, veh/h	6	14	27	20
Vehicles Circulating, veh/h	22	24	11	7
Vehicles Exiting, veh/h	5	14	17	31
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.4	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	14	27	20
Cap Entry Lane, veh/h	1105	1103	1118	1122
Entry HV Adj Factor	0.987	0.999	0.985	0.988
Flow Entry, veh/h	6	14	27	20
Cap Entry, veh/h	1090	1101	1100	1108
V/C Ratio	0.005	0.013	0.024	0.018
Control Delay, s/veh	3.3	3.4	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	11	21	2	5	7
Future Vol, veh/h	3	11	21	2	5	7
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	23	2	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	47	34
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1583	-	-	-	963	1039
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	953	1030
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	996
HCM Lane V/C Ratio	0.002	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	6	25	0	38	5	9	0	17	126	32
Future Vol, veh/h	0	3	6	25	0	38	5	9	0	17	126	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	7	27	0	41	5	10	0	18	137	35
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8	8.8	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	57%	0%	19%	0%	36%	0%	100%	97%
Vol Right, %	0%	0%	43%	0%	81%	0%	64%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	84	74	3	31	38	14	10	72	37
LT Vol	17	0	0	3	0	38	0	10	0	0
Through Vol	0	84	42	0	6	0	5	0	72	36
RT Vol	0	0	32	0	25	0	9	0	0	1
Lane Flow Rate	18	91	80	3	34	41	15	11	78	40
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.029	0.129	0.107	0.005	0.046	0.068	0.021	0.017	0.113	0.058
Departure Headway (Hd)	5.58	5.078	4.775	5.976	4.912	5.92	4.97	5.684	5.183	5.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	642	707	751	598	727	605	719	630	692	694
Service Time	3.307	2.806	2.502	3.717	2.653	3.659	2.71	3.414	2.913	2.894
HCM Lane V/C Ratio	0.028	0.129	0.107	0.005	0.047	0.068	0.021	0.017	0.113	0.058
HCM Control Delay	8.5	8.6	8.1	8.7	7.9	9.1	7.8	8.5	8.6	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0	0.1	0.2	0.1	0.1	0.4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	108	1
Future Vol, veh/h	0	10	108	1
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	117	1
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	354	0	0	0	405	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	354	0	0	0	405	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	385	0	0	0	440	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.6	13.8
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	354	0	0	0	0	405	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	354	0	0	0	0	405	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	385	0	0	0	0	440	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.518	0	0	0	0	0.576	0
Departure Headway (Hd)	5.246	4.844	4.844	6.449	6.449	4.713	4.713	4.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	673	750	0	0	0	0	757	0
Service Time	3.046	2.544	2.544	4.166	4.166	2.506	2.506	2.506
HCM Lane V/C Ratio	0.001	0.513	0	0	0	0	0.581	0
HCM Control Delay	8.1	12.6	7.5	9.2	9.2	7.5	13.8	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3	0	0	0	0	3.7	0

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	25	0	250	28	15	24	118	227	13	66	4
Future Vol, veh/h	6	25	0	250	28	15	24	118	227	13	66	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	27	0	272	30	16	26	128	247	14	72	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	296	280	72	294	280	128	72	0	0	128	0	0
Stage 1	100	100	-	180	180	-	-	-	-	-	-	-
Stage 2	196	180	-	114	100	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	656	628	990	658	628	922	1528	-	-	1458	-	-
Stage 1	906	812	-	822	750	-	-	-	-	-	-	-
Stage 2	806	750	-	891	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	607	611	990	623	611	922	1528	-	-	1458	-	-
Mov Cap-2 Maneuver	607	611	-	623	611	-	-	-	-	-	-	-
Stage 1	891	804	-	808	737	-	-	-	-	-	-	-
Stage 2	746	737	-	853	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	14.5	0.5	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1528	-	-	607	611	-	623	611	922	1458	-	-
HCM Lane V/C Ratio	0.017	-	-	0.011	0.044	-	0.436	0.05	0.018	0.01	-	-
HCM Control Delay (s)	7.4	-	-	11	11.2	0	15.2	11.2	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	2.2	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	3	1	0	0	1	5	0	0	24	0
Future Vol, veh/h	0	15	3	1	0	0	1	5	0	0	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	3	1	0	0	1	5	0	0	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	79%	0%	11%
Vol Thru, %	100%	16%	17%	49%
Vol Right, %	0%	5%	83%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	19	6	35
LT Vol	0	15	0	4
Through Vol	24	3	1	17
RT Vol	0	1	5	14
Lane Flow Rate	26	21	7	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.024	0.006	0.04
Departure Headway (Hd)	4.01	4.177	3.56	3.783
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	857	1003	948
Service Time	2.027	2.2	1.589	1.8
HCM Lane V/C Ratio	0.029	0.025	0.007	0.04
HCM Control Delay	7.1	7.3	6.6	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	17	14
Future Vol, veh/h	0	4	17	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	18	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	7	19	15
Demand Flow Rate, veh/h	9	7	19	15
Vehicles Circulating, veh/h	13	21	7	9
Vehicles Exiting, veh/h	11	5	15	19
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	7	19	15
Cap Entry Lane, veh/h	1115	1106	1122	1120
Entry HV Adj Factor	0.993	0.986	0.985	0.986
Flow Entry, veh/h	9	7	19	15
Cap Entry, veh/h	1108	1091	1105	1104
V/C Ratio	0.008	0.006	0.017	0.013
Control Delay, s/veh	3.3	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	14	17	0
Demand Flow Rate, veh/h	3	14	17	0
Vehicles Circulating, veh/h	12	1	3	15
Vehicles Exiting, veh/h	3	19	12	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	14	17	0
Cap Entry Lane, veh/h	1116	1129	1127	1113
Entry HV Adj Factor	0.980	0.997	1.000	1.000
Flow Entry, veh/h	3	14	17	0
Cap Entry, veh/h	1094	1125	1126	1112
V/C Ratio	0.003	0.012	0.015	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	16	24	187	169	2
Future Vol, veh/h	4	16	24	187	169	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	17	26	203	184	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	339	93	186	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	631	946	1386	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	946	1386	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	855	-	-
HCM Lane V/C Ratio	0.019	-	0.025	-	-
HCM Control Delay (s)	7.6	0.1	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	805	104	82	671	6	114	1	58	52	3	123
Future Volume (veh/h)	121	805	104	82	671	6	114	1	58	52	3	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	132	875	113	89	729	7	124	1	63	57	3	134
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1043	430	109	901	9	409	3	208	68	4	161
Arrive On Green	0.11	0.29	0.29	0.07	0.25	0.23	0.36	0.36	0.36	0.14	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3592	34	1125	9	572	482	25	1132
Grp Volume(v), veh/h	132	875	113	89	359	377	188	0	0	194	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1706	0	0	1639	0	0
Q Serve(g_s), s	9.4	27.8	7.1	6.5	22.9	22.9	9.5	0.0	0.0	13.8	0.0	0.0
Cycle Q Clear(g_c), s	9.4	27.8	7.1	6.5	22.9	22.9	9.5	0.0	0.0	13.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	181	1043	430	109	444	466	620	0	0	233	0	0
V/C Ratio(X)	0.73	0.84	0.26	0.82	0.81	0.81	0.30	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	620	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.70	0.70	0.70	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.6	39.7	32.4	55.3	42.3	42.3	27.4	0.0	0.0	50.3	0.0	0.0
Incr Delay (d2), s/veh	11.2	3.7	0.3	27.4	4.9	4.7	1.3	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	14.1	2.9	3.7	11.8	12.3	4.7	0.0	0.0	6.7	0.0	0.0
LnGrp Delay(d),s/veh	62.8	43.3	32.6	82.7	47.2	47.0	28.7	0.0	0.0	57.9	0.0	0.0
LnGrp LOS	E	D	C	F	D	D	C			E		
Approach Vol, veh/h		1120			825			188			194	
Approach Delay, s/veh		44.5			50.9			28.7			57.9	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.6	12.0	39.4		21.0	17.3	34.1
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.5	8.5	29.8		15.8	11.4	24.9
Green Ext Time (p_c), s		0.3	0.0	3.6		0.6	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	785	140	23	590	12	89	14	37	22	10	42
Future Volume (veh/h)	37	785	140	23	590	12	89	14	37	22	10	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	40	853	152	25	641	13	97	15	40	24	11	46
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	998	178	58	795	16	684	213	569	41	25	103
Arrive On Green	0.14	0.33	0.32	0.04	0.22	0.21	0.42	0.47	0.47	0.02	0.08	0.07
Sat Flow, veh/h	1774	2999	534	1634	3547	72	1634	449	1198	1774	309	1294
Grp Volume(v), veh/h	40	503	502	25	320	334	97	0	55	24	0	57
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1634	1770	1849	1634	0	1647	1774	0	1603
Q Serve(g_s), s	2.4	31.8	31.9	1.8	20.5	20.6	4.4	0.0	2.2	1.6	0.0	4.1
Cycle Q Clear(g_c), s	2.4	31.8	31.9	1.8	20.5	20.6	4.4	0.0	2.2	1.6	0.0	4.1
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.73	1.00		0.81
Lane Grp Cap(c), veh/h	256	589	587	58	397	415	684	0	782	41	0	128
V/C Ratio(X)	0.16	0.85	0.85	0.43	0.81	0.81	0.14	0.00	0.07	0.58	0.00	0.45
Avail Cap(c_a), veh/h	256	900	896	82	811	847	684	0	782	136	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	37.3	37.6	56.7	44.1	44.1	21.6	0.0	17.2	58.0	0.0	52.9
Incr Delay (d2), s/veh	0.2	2.9	2.9	5.0	3.9	3.7	0.1	0.0	0.2	12.1	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.0	16.0	0.9	10.5	10.9	2.0	0.0	1.0	0.9	0.0	2.2
LnGrp Delay(d),s/veh	45.1	40.2	40.5	61.7	48.0	47.9	21.7	0.0	17.4	70.2	0.0	63.8
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1045			679			152			81	
Approach Delay, s/veh		40.5			48.4			20.1			65.7	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	61.0	8.3	44.0	54.2	13.6	21.3	30.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	3.8	4.2	3.8	33.9	6.4	6.1	4.4	22.6
Green Ext Time (p_c), s	0.0	0.5	0.0	4.1	0.2	0.1	2.2	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	642	80	127	552	40	128
Future Vol, veh/h	642	80	127	552	40	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	698	87	138	600	43	139

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	785	0	1317	392
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	829	-	149	607
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	829	-	124	607
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	31.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	829	-
HCM Lane V/C Ratio	0.58	-	-	0.167	-
HCM Control Delay (s)	31.1	-	-	10.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.4	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	768	6	27	706	5	26
Future Vol, veh/h	768	6	27	706	5	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	835	7	29	767	5	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1280	421
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	790	-	158	581
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	790	-	152	581
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	790	-
HCM Lane V/C Ratio	0.049	-	-	0.037	-
HCM Control Delay (s)	10.5	-	-	9.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	452	100	106	386	89	94	524	77	60	482	208
Future Volume (veh/h)	228	452	100	106	386	89	94	524	77	60	482	208
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	248	491	109	115	420	97	102	570	84	65	524	226
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	983	405	309	967	399	160	1006	414	116	621	267
Arrive On Green	0.19	0.28	0.28	0.19	0.27	0.27	0.10	0.28	0.28	0.07	0.26	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2413	1037
Grp Volume(v), veh/h	248	491	109	115	420	97	102	570	84	65	384	366
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	13.0	10.5	3.6	5.5	8.8	4.7	5.4	12.4	2.2	3.5	18.5	18.7
Cycle Q Clear(g_c), s	13.0	10.5	3.6	5.5	8.8	4.7	5.4	12.4	2.2	3.5	18.5	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	316	983	405	309	967	399	160	1006	414	116	455	432
V/C Ratio(X)	0.78	0.50	0.27	0.37	0.43	0.24	0.64	0.57	0.20	0.56	0.84	0.85
Avail Cap(c_a), veh/h	436	983	405	309	967	399	163	1006	414	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	27.3	11.7	31.8	27.0	25.5	39.0	27.5	7.4	40.4	31.7	32.4
Incr Delay (d2), s/veh	6.3	1.8	1.6	0.7	1.4	1.4	7.0	0.7	0.2	4.2	12.7	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	5.4	1.6	2.6	4.5	2.0	2.7	6.1	0.9	1.7	10.7	10.3
LnGrp Delay(d),s/veh	40.8	29.1	13.3	32.6	28.4	26.9	46.0	28.2	7.6	44.6	44.4	46.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		848			632			756			815	
Approach Delay, s/veh		30.5			28.9			28.3			45.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	29.6	21.0	29.0	12.8	27.1	21.4	28.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.5	14.4	7.5	12.5	7.4	20.7	15.0	10.8
Green Ext Time (p_c), s	0.0	3.6	0.6	1.9	0.0	0.4	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	704	8	10	453	5	34	0	27	5	0	0
Future Vol, veh/h	0	704	8	10	453	5	34	0	27	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	765	9	11	492	5	37	0	29	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	765	0	0	1282	1285	765	1297	1282	495
Stage 1	-	-	-	-	-	-	765	765	-	517	517	-
Stage 2	-	-	-	-	-	-	517	520	-	780	765	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1066	-	-	848	-	-	142	165	403	139	165	575
Stage 1	-	-	-	-	-	-	396	412	-	541	534	-
Stage 2	-	-	-	-	-	-	541	532	-	388	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	848	-	-	140	162	403	127	162	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	162	-	127	162	-
Stage 1	-	-	-	-	-	-	396	412	-	541	524	-
Stage 2	-	-	-	-	-	-	531	522	-	360	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	32.3	34.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	1066	-	-	848	-	-	127
HCM Lane V/C Ratio	0.337	-	-	-	0.013	-	-	0.043
HCM Control Delay (s)	32.3	0	-	-	9.3	0	-	34.6
HCM Lane LOS	D	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	702	0	5	491	4	0	0	5	4	0	0
Future Vol, veh/h	0	702	0	5	491	4	0	0	5	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	763	0	5	534	4	0	0	5	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	538	0	0	763	0	0	1310	1312	763	1313	1310	536
Stage 1	-	-	-	-	-	-	763	763	-	547	547	-
Stage 2	-	-	-	-	-	-	547	549	-	766	763	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1030	-	-	850	-	-	136	159	404	135	159	545
Stage 1	-	-	-	-	-	-	397	413	-	521	517	-
Stage 2	-	-	-	-	-	-	521	516	-	395	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	850	-	-	135	158	404	132	158	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	158	-	132	158	-
Stage 1	-	-	-	-	-	-	397	413	-	521	513	-
Stage 2	-	-	-	-	-	-	517	512	-	390	413	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14	33.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	1030	-	-	850	-	-	132
HCM Lane V/C Ratio	0.013	-	-	-	0.006	-	-	0.033
HCM Control Delay (s)	14	0	-	-	9.3	0	-	33.2
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	74
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	34	592	99	0	157	380	155	0	83	301	183
Future Vol, veh/h	0	34	592	99	0	157	380	155	0	83	301	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	643	108	0	171	413	168	0	90	327	199
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78.1	78.1	60.2
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	0%	5%	23%	26%
Vol Thru, %	78%	0%	82%	55%	66%
Vol Right, %	0%	100%	14%	22%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	384	183	725	692	388
LT Vol	83	0	34	157	99
Through Vol	301	0	592	380	256
RT Vol	0	183	99	155	33
Lane Flow Rate	417	199	788	752	422
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.499	1	1	1
Departure Headway (Hd)	9.839	9.031	9.556	9.539	9.728
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	371	402	386	391	375
Service Time	7.539	6.731	7.556	7.539	7.728
HCM Lane V/C Ratio	1.124	0.495	2.041	1.923	1.125
HCM Control Delay	79.1	20.4	78.1	78.1	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	2.7	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	99	256	33
Future Vol, veh/h	0	99	256	33
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	108	278	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	1848.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	123	784	15	14	776	206	9	17	7	222	18	133
Future Vol, veh/h	123	784	15	14	776	206	9	17	7	222	18	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	852	16	15	843	224	10	18	8	241	20	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1067	0	0	868	0	0	2196	2226	860	2127	2122	955
Stage 1	-	-	-	-	-	-	1128	1128	-	986	986	-
Stage 2	-	-	-	-	-	-	1068	1098	-	1141	1136	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	653	-	-	776	-	-	32	43	356	~ 36	50	313
Stage 1	-	-	-	-	-	-	248	279	-	298	326	-
Stage 2	-	-	-	-	-	-	268	289	-	244	277	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	653	-	-	776	-	-	~ 6	25	356	~ 10	29	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	25	-	~ 10	29	-
Stage 1	-	-	-	-	-	-	149	168	-	~ 179	309	-
Stage 2	-	-	-	-	-	-	128	274	-	~ 128	167	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.1	$ 1154.9	$ 11412.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	653	-	-	776	-	-	16
HCM Lane V/C Ratio	2.391	0.205	-	-	0.02	-	-	25.34
HCM Control Delay (s)	$ 1154.9	11.9	0	-	9.7	0	-	$ 11412.3
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	5.2	0.8	-	-	0.1	-	-	51.6

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

Intersection	
Int Delay, s/veh	297.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	696	142	145	924	31	82	15	52	21	9	7
Future Vol, veh/h	8	696	142	145	924	31	82	15	52	21	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	757	154	158	1004	34	89	16	57	23	10	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1038	0	0	911	0	0	2196	2204	834	2224	2264	1021
Stage 1	-	-	-	-	-	-	851	851	-	1336	1336	-
Stage 2	-	-	-	-	-	-	1345	1353	-	888	928	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	670	-	-	748	-	-	~ 32	45	368	31	41	287
Stage 1	-	-	-	-	-	-	355	376	-	189	222	-
Stage 2	-	-	-	-	-	-	187	218	-	338	347	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	748	-	-	~ 12	22	368	~ 7	20	287
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	22	-	~ 7	20	-
Stage 1	-	-	-	-	-	-	345	365	-	184	110	-
Stage 2	-	-	-	-	-	-	~ 82	108	-	266	337	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	$ 3782.8	$ 1876.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	670	-	-	748	-	-	11
HCM Lane V/C Ratio	8.524	0.013	-	-	0.211	-	-	3.656
HCM Control Delay (s)	$ 3782.8	10.4	0	-	11.1	0		$ 1876.3
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	20.8	0	-	-	0.8	-	-	6.1

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

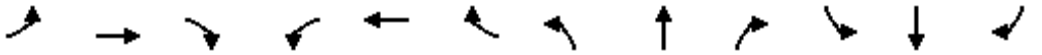
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	962	939	56	0	11
Future Vol, veh/h	19	962	939	56	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	1046	1021	61	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1082	0	-	0	2138	1051
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	645	-	-	-	54	276
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	645	-	-	-	50	276
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	298	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	276
HCM Lane V/C Ratio	0.032	-	-	-	0.043
HCM Control Delay (s)	10.8	0	-	-	18.6
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	754	304	198	582	45	381	122	211	58	95	89
Future Volume (veh/h)	45	754	304	198	582	45	381	122	211	58	95	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	820	330	215	633	49	414	133	229	63	103	97
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	982	401	105	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.06	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	49	820	330	215	633	49	414	133	229	63	103	97
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	3.5	49.0	13.5	14.0	32.4	2.2	13.0	4.1	12.8	4.5	2.8	6.6
Cycle Q Clear(g_c), s	3.5	49.0	13.5	14.0	32.4	2.2	13.0	4.1	12.8	4.5	2.8	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	982	401	105	826	337
V/C Ratio(X)	0.60	1.08	0.56	1.13	0.72	0.07	2.34	0.14	0.57	0.60	0.12	0.29
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	982	401	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	35.5	11.4	53.0	25.1	17.1	57.9	41.3	23.4	54.6	36.3	37.8
Incr Delay (d2), s/veh	11.6	55.7	1.2	103.7	2.8	0.0	614.3	0.2	4.0	8.3	0.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	36.9	5.6	11.8	17.2	0.9	36.1	2.1	5.6	2.3	1.4	2.8
LnGrp Delay(d),s/veh	67.4	91.2	12.6	156.7	27.8	17.2	672.2	41.5	27.3	63.0	36.6	40.0
LnGrp LOS	E	F	B	F	C	B	F	D	C	E	D	D
Approach Vol, veh/h		1199			897			776			263	
Approach Delay, s/veh		68.6			58.1			373.8			44.2	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	37.3	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	6.5	14.8	16.0	51.0	15.0	8.6	5.5	34.4
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	2.1	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	139.1
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	21.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1001	82	38	745	71	34
Future Vol, veh/h	1001	82	38	745	71	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1088	89	41	810	77	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1177	0	2025	1133
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	892	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	593	-	~ 63	247
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	593	-	~ 55	247
Mov Cap-2 Maneuver	-	-	-	-	~ 55	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	350	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	$ 396.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	74	-	-	593	-
HCM Lane V/C Ratio	1.542	-	-	0.07	-
HCM Control Delay (s)	$ 396.2	-	-	11.5	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	9.5	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	661	142	396	566	44	127	462	176	80	393	99
Future Volume (veh/h)	220	661	142	396	566	44	127	462	176	80	393	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	239	718	154	430	615	48	138	502	191	87	427	108
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	913	376	535	888	366	136	901	341	133	1000	251
Arrive On Green	0.18	0.26	0.26	0.17	0.25	0.25	0.17	0.72	0.68	0.08	0.36	0.34
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2513	951	1634	2805	703
Grp Volume(v), veh/h	239	718	154	430	615	48	138	353	340	87	268	267
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1695	1634	1770	1739
Q Serve(g_s), s	16.9	22.7	10.5	15.7	18.9	3.1	10.0	11.2	11.9	6.2	13.8	14.1
Cycle Q Clear(g_c), s	16.9	22.7	10.5	15.7	18.9	3.1	10.0	11.2	11.9	6.2	13.8	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	287	913	376	535	888	366	136	635	608	133	631	620
V/C Ratio(X)	0.83	0.79	0.41	0.80	0.69	0.13	1.01	0.56	0.56	0.66	0.42	0.43
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	635	608	136	631	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	41.4	36.9	47.9	40.7	34.8	50.0	12.5	13.4	53.5	29.3	29.7
Incr Delay (d2), s/veh	16.1	3.7	0.7	5.7	1.3	0.1	71.4	2.7	2.9	10.5	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	11.5	4.3	7.3	9.4	1.3	7.2	5.8	5.9	3.2	7.1	7.2
LnGrp Delay(d),s/veh	63.8	45.1	37.7	53.6	42.1	34.9	121.5	15.2	16.3	64.0	31.4	31.9
LnGrp LOS	E	D	D	D	D	C	F	B	B	E	C	C
Approach Vol, veh/h		1111			1093			831			622	
Approach Delay, s/veh		48.1			46.3			33.3			36.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	47.0	24.3	35.0	14.0	46.8	25.1	34.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	8.2	13.9	17.7	24.7	12.0	16.1	18.9	20.9
Green Ext Time (p_c), s	0.0	4.6	0.6	4.3	0.0	4.5	0.2	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	359	120	354	435	88	208	634	89	87	507	90
Future Volume (veh/h)	246	359	120	354	435	88	208	634	89	87	507	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	267	390	130	385	473	96	226	689	97	95	551	98
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	533	220	457	828	341	768	1367	563	158	686	283
Arrive On Green	0.20	0.15	0.15	0.28	0.23	0.23	0.24	0.39	0.39	0.05	0.19	0.19
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	267	390	130	385	473	96	226	689	97	95	551	98
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	18.8	12.6	10.0	26.6	14.2	6.5	7.0	17.8	2.0	3.5	17.8	4.4
Cycle Q Clear(g_c), s	18.8	12.6	10.0	26.6	14.2	6.5	7.0	17.8	2.0	3.5	17.8	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	533	220	457	828	341	768	1367	563	158	686	283
V/C Ratio(X)	0.83	0.73	0.59	0.84	0.57	0.28	0.29	0.50	0.17	0.60	0.80	0.35
Avail Cap(c_a), veh/h	490	752	310	558	900	371	768	1367	563	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	48.7	47.5	40.7	40.6	37.7	37.1	28.1	3.5	55.8	46.2	16.7
Incr Delay (d2), s/veh	4.3	1.3	1.5	9.5	0.7	0.4	0.2	1.3	0.7	6.1	9.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	6.3	4.1	13.2	7.0	2.7	3.1	9.0	0.9	1.7	9.6	2.0
LnGrp Delay(d),s/veh	50.6	49.9	49.0	50.2	41.4	38.1	37.3	29.4	4.2	61.9	55.8	20.1
LnGrp LOS	D	D	D	D	D	D	D	C	A	E	E	C
Approach Vol, veh/h		787			954			1012			744	
Approach Delay, s/veh		50.0			44.6			28.8			51.9	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.3	37.6	22.1	33.1	27.3	27.6	32.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	19.8	28.6	14.6	9.0	19.8	20.8	16.2
Green Ext Time (p_c), s	0.0	3.2	3.0	1.4	0.0	1.4	0.7	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	52.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	57	55	118	0	60	11	92	0	29	435	120	0	79	411	14
Future Vol, veh/h	0	57	55	118	0	60	11	92	0	29	435	120	0	79	411	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	60	128	0	65	12	100	0	32	473	130	0	86	447	15
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	19.9	13.7	65.2	65.8
HCM LOS	C	B	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	5%	25%	100%	0%	16%
Vol Thru, %	74%	24%	0%	11%	82%
Vol Right, %	21%	51%	0%	89%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	584	230	60	103	504
LT Vol	29	57	60	0	79
Through Vol	435	55	0	11	411
RT Vol	120	118	0	92	14
Lane Flow Rate	635	250	65	112	548
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.545	0.168	0.253	1
Departure Headway (Hd)	6.71	7.843	9.259	8.134	6.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	540	462	389	443	526
Service Time	4.808	5.855	6.976	5.851	4.937
HCM Lane V/C Ratio	1.176	0.541	0.167	0.253	1.042
HCM Control Delay	65.2	19.9	13.8	13.6	65.8
HCM Lane LOS	F	C	B	B	F
HCM 95th-tile Q	14.1	3.2	0.6	1	14

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	254	5	58	166	56	5	144	57	32	10	16
Future Vol, veh/h	33	254	5	58	166	56	5	144	57	32	10	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	276	5	63	180	61	5	157	62	35	11	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	282	0	0	573	718	141	625	690	121
Stage 1	-	-	-	-	-	-	351	351	-	337	337	-
Stage 2	-	-	-	-	-	-	222	367	-	288	353	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1323	-	-	1277	-	-	402	353	881	369	367	908
Stage 1	-	-	-	-	-	-	639	631	-	651	640	-
Stage 2	-	-	-	-	-	-	760	621	-	695	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1277	-	-	363	326	881	203	339	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	326	-	203	339	-
Stage 1	-	-	-	-	-	-	622	614	-	633	608	-
Stage 2	-	-	-	-	-	-	696	590	-	468	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	24.4	21.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	363	397	1323	-	-	1277	-	-	283
HCM Lane V/C Ratio	0.015	0.55	0.027	-	-	0.049	-	-	0.223
HCM Control Delay (s)	15.1	24.6	7.8	-	-	8	-	-	21.3
HCM Lane LOS	C	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	3.2	0.1	-	-	0.2	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	147	212	156	127	37	218	540	286	39	456	46
Future Volume (veh/h)	51	147	212	156	127	37	218	540	286	39	456	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	55	160	230	170	138	40	237	587	311	42	496	50
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	177	254	177	428	124	204	847	663	78	704	551
Arrive On Green	0.06	0.26	0.24	0.11	0.31	0.29	0.17	0.60	0.60	0.06	0.50	0.50
Sat Flow, veh/h	1634	692	995	1634	1389	403	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	55	0	390	170	0	178	237	587	311	42	496	50
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1792	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.9	0.0	26.9	12.4	0.0	9.2	15.0	25.7	8.7	3.0	24.6	2.1
Cycle Q Clear(g_c), s	3.9	0.0	26.9	12.4	0.0	9.2	15.0	25.7	8.7	3.0	24.6	2.1
Prop In Lane	1.00		0.59	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	0	431	177	0	552	204	847	663	78	704	551
V/C Ratio(X)	0.60	0.00	0.90	0.96	0.00	0.32	1.16	0.69	0.47	0.54	0.70	0.09
Avail Cap(c_a), veh/h	144	0	436	177	0	552	204	847	663	82	704	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.76	0.76	0.76
Uniform Delay (d), s/veh	55.3	0.0	43.7	53.2	0.0	32.1	50.0	18.0	6.0	54.9	24.7	19.1
Incr Delay (d2), s/veh	6.2	0.0	21.9	55.9	0.0	0.3	107.4	3.8	2.0	4.7	4.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	15.2	8.4	0.0	4.6	12.8	14.0	3.8	1.5	13.4	0.9
LnGrp Delay(d),s/veh	61.5	0.0	65.6	109.1	0.0	32.4	157.4	21.8	8.0	59.6	29.2	19.4
LnGrp LOS	E		E	F		C	F	C	A	E	C	B
Approach Vol, veh/h		445			348			1135			588	
Approach Delay, s/veh		65.1			69.9			46.3			30.5	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	58.6	17.0	34.7	19.0	49.3	10.7	41.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.0	27.7	14.4	28.9	17.0	26.6	5.9	11.2
Green Ext Time (p_c), s	0.0	6.2	0.0	0.1	0.0	5.5	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	72	305	133	0	17	205	34	0	80	27	16	0	35	92	41
Future Vol, veh/h	0	72	305	133	0	17	205	34	0	80	27	16	0	35	92	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	332	145	0	18	223	37	0	87	29	17	0	38	100	45
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.1	11.1	12.6	13.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	72	203	235	17	137	102	168
LT Vol	80	72	0	0	17	0	0	35
Through Vol	27	0	203	102	0	137	68	92
RT Vol	16	0	0	133	0	0	34	41
Lane Flow Rate	134	78	221	255	18	149	111	183
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.267	0.144	0.375	0.404	0.036	0.267	0.192	0.344
Departure Headway (Hd)	7.179	6.618	6.108	5.704	6.972	6.462	6.224	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	540	586	627	511	553	573	528
Service Time	4.955	4.381	3.871	3.466	4.746	4.235	3.997	4.547
HCM Lane V/C Ratio	0.269	0.144	0.377	0.407	0.035	0.269	0.194	0.347
HCM Control Delay	12.6	10.5	12.5	12.3	10	11.6	10.5	13.1
HCM Lane LOS	B	B	B	B	A	B	B	B
HCM 95th-tile Q	1.1	0.5	1.7	2	0.1	1.1	0.7	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	185	64	126	130	38	63	805	185	40	682	33
Future Volume (veh/h)	57	185	64	126	130	38	63	805	185	40	682	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	62	201	70	137	141	41	68	875	201	43	741	36
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	262	205	142	310	242	112	1690	388	79	1962	95
Arrive On Green	0.06	0.14	0.14	0.09	0.17	0.17	0.07	0.59	0.57	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2860	657	1634	3436	167
Grp Volume(v), veh/h	62	201	70	137	141	41	68	541	535	43	382	395
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1747	1634	1770	1833
Q Serve(g_s), s	4.4	12.5	5.2	10.0	8.2	2.9	4.9	21.6	21.9	3.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	12.5	5.2	10.0	8.2	2.9	4.9	21.6	21.9	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	100	262	205	142	310	242	112	1046	1032	79	1010	1047
V/C Ratio(X)	0.62	0.77	0.34	0.97	0.46	0.17	0.61	0.52	0.52	0.54	0.38	0.38
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1046	1032	82	1010	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.0	49.7	46.5	54.6	45.1	42.9	54.3	14.5	14.7	52.9	0.0	0.0
Incr Delay (d2), s/veh	9.7	8.7	1.0	65.5	1.0	0.3	0.5	0.2	0.2	5.4	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.1	2.2	7.1	4.3	1.2	2.2	10.6	10.5	1.5	0.2	0.2
LnGrp Delay(d),s/veh	64.7	58.4	47.5	120.1	46.2	43.2	54.8	14.6	14.9	58.3	0.9	0.8
LnGrp LOS	E	E	D	F	D	D	D	B	B	E	A	A
Approach Vol, veh/h		333			319			1144			820	
Approach Delay, s/veh		57.3			77.6			17.1			3.9	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	74.9	14.4	20.9	12.2	72.5	11.3	23.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	5.0	23.9	12.0	14.5	6.9	2.0	6.4	10.2
Green Ext Time (p_c), s	0.0	9.2	0.0	0.7	0.1	9.4	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	199	222	83	119	125	180	681	87	136	766	49
Future Volume (veh/h)	77	199	222	83	119	125	180	681	87	136	766	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	84	216	241	90	129	136	196	740	95	148	833	53
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	721	297	95	646	266	246	1710	705	198	1606	662
Arrive On Green	0.08	0.20	0.20	0.06	0.18	0.18	0.15	0.48	0.48	0.12	0.45	0.45
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	84	216	241	90	129	136	196	740	95	148	833	53
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.0	6.2	18.9	6.6	3.7	10.1	13.9	16.4	4.3	10.5	20.2	2.5
Cycle Q Clear(g_c), s	6.0	6.2	18.9	6.6	3.7	10.1	13.9	16.4	4.3	10.5	20.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	721	297	95	646	266	246	1710	705	198	1606	662
V/C Ratio(X)	0.65	0.30	0.81	0.94	0.20	0.51	0.80	0.43	0.13	0.75	0.52	0.08
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1710	705	259	1606	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	53.6	40.5	45.6	56.3	41.6	44.2	49.2	20.3	17.1	50.9	23.4	18.6
Incr Delay (d2), s/veh	5.3	0.2	11.9	71.4	0.1	1.4	11.6	0.8	0.4	5.4	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.1	8.6	4.9	1.8	4.2	7.1	8.2	1.8	5.0	10.0	1.0
LnGrp Delay(d),s/veh	58.9	40.7	57.5	127.7	41.7	45.6	60.7	21.1	17.5	56.3	24.2	18.7
LnGrp LOS	E	D	E	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		541			355			1031			1034	
Approach Delay, s/veh		51.0			65.0			28.3			28.5	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	62.0	11.0	28.5	22.1	58.4	13.5	25.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.5	18.4	8.6	20.9	15.9	22.2	8.0	12.1
Green Ext Time (p_c), s	0.2	8.9	0.0	1.5	0.2	8.2	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	326	208	46	180	73	81	522	123	145	733	76
Future Volume (veh/h)	80	326	208	46	180	73	81	522	123	145	733	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	87	354	226	50	196	79	88	567	134	158	797	83
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	424	266	82	660	272	123	627	491	452	1003	786
Arrive On Green	0.07	0.20	0.19	0.05	0.19	0.19	0.10	0.45	0.45	0.28	0.54	0.54
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	87	299	281	50	196	79	88	567	134	158	797	83
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	6.3	19.4	20.0	3.6	5.7	3.0	6.3	33.9	5.4	9.3	41.4	3.3
Cycle Q Clear(g_c), s	6.3	19.4	20.0	3.6	5.7	3.0	6.3	33.9	5.4	9.3	41.4	3.3
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	359	331	82	660	272	123	627	491	452	1003	786
V/C Ratio(X)	0.80	0.83	0.85	0.61	0.30	0.29	0.72	0.90	0.27	0.35	0.79	0.11
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	452	1003	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.91	0.91	0.91	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	45.9	46.8	55.9	42.0	12.1	52.8	31.3	14.3	34.7	22.3	13.5
Incr Delay (d2), s/veh	30.3	13.4	16.3	11.6	0.2	0.5	13.3	14.2	1.0	0.5	6.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.8	10.5	1.9	2.8	1.2	3.3	19.7	2.3	4.2	23.1	1.4
LnGrp Delay(d),s/veh	85.5	59.3	63.1	67.5	42.3	12.6	66.1	45.6	15.3	35.2	28.8	13.8
LnGrp LOS	F	E	E	E	D	B	E	D	B	D	C	B
Approach Vol, veh/h		667			325			789			1038	
Approach Delay, s/veh		64.3			39.0			42.7			28.6	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	44.4	10.0	28.4	13.0	68.6	12.0	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.3	35.9	5.6	22.0	8.3	43.4	8.3	7.7
Green Ext Time (p_c), s	2.0	2.5	0.0	0.4	0.0	4.2	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	328	109	99	161	181	165	749	167	202	505	52
Future Volume (veh/h)	97	328	109	99	161	181	165	749	167	202	505	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	105	357	118	108	175	197	179	814	182	220	549	57
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	498	205	186	606	250	225	1595	657	264	1680	692
Arrive On Green	0.08	0.14	0.14	0.11	0.17	0.17	0.27	0.90	0.90	0.32	0.95	0.95
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	105	357	118	108	175	197	179	814	182	220	549	57
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.2	11.6	6.6	7.5	5.2	15.5	12.2	5.0	1.2	15.0	1.4	0.3
Cycle Q Clear(g_c), s	7.2	11.6	6.6	7.5	5.2	15.5	12.2	5.0	1.2	15.0	1.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	498	205	186	606	250	225	1595	657	264	1680	692
V/C Ratio(X)	0.54	0.72	0.57	0.58	0.29	0.79	0.80	0.51	0.28	0.83	0.33	0.08
Avail Cap(c_a), veh/h	196	728	300	186	817	337	327	1595	657	354	1680	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	0.73	0.82	0.82	0.82	0.75	0.75	0.75	0.48	0.48	0.48
Uniform Delay (d), s/veh	49.3	49.3	25.2	50.4	43.3	47.6	42.0	3.5	1.2	39.2	1.6	1.6
Incr Delay (d2), s/veh	2.1	1.4	1.9	3.7	0.2	7.2	6.4	0.9	0.8	6.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	5.8	2.7	3.6	2.5	6.8	5.9	2.4	0.5	7.2	0.7	0.1
LnGrp Delay(d),s/veh	51.4	50.7	27.1	54.1	43.6	54.8	48.4	4.4	2.0	45.4	1.9	1.7
LnGrp LOS	D	D	C	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		580			480			1175			826	
Approach Delay, s/veh		46.0			50.6			10.7			13.5	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	58.1	17.7	20.9	20.5	60.9	14.0	24.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	17.5	7.0	9.5	13.6	14.2	3.4	9.2	17.5
Green Ext Time (p_c), s	0.4	8.1	0.3	1.3	0.3	8.4	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	385	147	122	302	141	128	1321	87	101	1011	351
Future Volume (veh/h)	523	385	147	122	302	141	128	1321	87	101	1011	351
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	568	418	160	133	328	153	139	1436	95	110	1099	382
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	760	313	235	580	239	150	1809	745	109	1720	709
Arrive On Green	0.13	0.21	0.21	0.07	0.16	0.16	0.09	0.51	0.51	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	568	418	160	133	328	153	139	1436	95	110	1099	382
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	12.6	11.6	4.9	10.2	11.8	10.1	40.1	4.1	8.0	27.8	21.9
Cycle Q Clear(g_c), s	15.0	12.6	11.6	4.9	10.2	11.8	10.1	40.1	4.1	8.0	27.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	760	313	235	580	239	150	1809	745	109	1720	709
V/C Ratio(X)	1.43	0.55	0.51	0.57	0.57	0.64	0.93	0.79	0.13	1.01	0.64	0.54
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1809	745	109	1720	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.80	0.80	0.80	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.5	41.9	41.5	53.7	46.2	46.9	54.1	24.1	15.3	56.0	23.0	21.5
Incr Delay (d2), s/veh	206.5	0.5	1.0	2.1	0.9	2.8	45.5	3.0	0.3	83.9	1.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	6.2	4.8	2.2	5.1	4.9	6.5	20.3	1.7	6.1	14.0	9.3
LnGrp Delay(d),s/veh	259.0	42.4	42.6	55.8	47.1	49.7	99.6	27.1	15.6	139.9	24.6	24.1
LnGrp LOS	F	D	D	E	D	D	F	C	B	F	C	C
Approach Vol, veh/h		1146			614			1670			1591	
Approach Delay, s/veh		149.8			49.6			32.5			32.5	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.3	12.9	29.8	15.0	62.3	19.0	23.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	42.1	6.9	14.6	12.1	29.8	17.0	13.8
Green Ext Time (p_c), s	0.0	5.6	0.1	4.1	0.0	12.2	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	61.3
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	5	42	74	4	9	30	1072	29	20	1413	39
Future Volume (veh/h)	39	5	42	74	4	9	30	1072	29	20	1413	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	5	46	80	4	10	33	1165	32	22	1536	42
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	106	83	121	40	101	67	2483	1023	56	3532	1013
Arrive On Green	0.05	0.06	0.06	0.07	0.09	0.07	0.04	0.70	0.70	0.03	0.69	0.69
Sat Flow, veh/h	1634	1863	1458	1634	473	1182	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	42	5	46	80	0	14	33	1165	32	22	1536	42
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1654	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	3.0	0.3	3.2	5.7	0.0	0.9	2.4	17.6	0.3	1.6	15.9	1.1
Cycle Q Clear(g_c), s	3.0	0.3	3.2	5.7	0.0	0.9	2.4	17.6	0.3	1.6	15.9	1.1
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	106	83	121	0	141	67	2483	1023	56	3532	1013
V/C Ratio(X)	0.56	0.05	0.55	0.66	0.00	0.10	0.49	0.47	0.03	0.40	0.43	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	455	82	2483	1023	82	3532	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	53.5	40.4	54.1	0.0	51.2	56.3	8.0	0.9	56.8	8.0	5.8
Incr Delay (d2), s/veh	6.5	0.2	5.7	9.6	0.0	0.3	5.5	0.6	0.1	4.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.2	1.4	2.9	0.0	0.4	1.2	8.8	0.1	0.8	7.5	0.5
LnGrp Delay(d),s/veh	62.5	53.7	46.0	63.7	0.0	51.5	61.8	8.6	1.0	61.3	8.4	5.8
LnGrp LOS	E	D	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		93			94			1230			1600	
Approach Delay, s/veh		53.9			61.9			9.8			9.1	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	88.2	12.9	10.8	8.9	87.4	9.5	14.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.6	19.6	7.7	5.2	4.4	17.9	5.0	2.9
Green Ext Time (p_c), s	0.0	19.3	0.0	0.1	0.0	19.8	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	94	764	108	119	1018
Future Volume (veh/h)	66	94	764	108	119	1018
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	72	102	830	117	129	1107
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	1318	1032	150	1551
Arrive On Green	0.10	0.10	0.71	0.71	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	72	102	830	117	129	1107
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	5.0	8.1	28.2	3.1	9.2	0.0
Cycle Q Clear(g_c), s	5.0	8.1	28.2	3.1	9.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	147	1318	1032	150	1551
V/C Ratio(X)	0.44	0.69	0.63	0.11	0.86	0.71
Avail Cap(c_a), veh/h	268	239	1318	1032	150	1551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.72	0.72	1.00	1.00	0.54	0.54
Uniform Delay (d), s/veh	50.7	52.1	9.3	5.6	48.3	0.0
Incr Delay (d2), s/veh	1.3	4.2	2.3	0.2	22.9	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.5	15.1	1.3	5.1	0.7
LnGrp Delay(d),s/veh	52.0	56.3	11.6	5.8	71.2	1.5
LnGrp LOS	D	E	B	A	E	A
Approach Vol, veh/h	174		947			1236
Approach Delay, s/veh	54.6		10.8			8.8
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	88.9				103.9		16.1
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.2	30.2				2.0		10.1
Green Ext Time (p_c), s	0.0	14.6				15.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	72	96	44	68	120	100	980	91	89	669	44
Future Volume (veh/h)	71	72	96	44	68	120	100	980	91	89	669	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	77	78	104	48	74	130	109	1065	99	97	727	48
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	128	171	83	93	163	154	1811	168	141	1837	121
Arrive On Green	0.07	0.18	0.16	0.05	0.15	0.14	0.19	1.00	1.00	0.17	1.00	1.00
Sat Flow, veh/h	1634	725	967	1634	607	1067	1634	3274	304	1634	3371	222
Grp Volume(v), veh/h	77	0	182	48	0	204	109	575	589	97	382	393
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1674	1634	1770	1809	1634	1770	1823
Q Serve(g_s), s	5.5	0.0	12.0	3.4	0.0	14.1	7.5	0.0	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	12.0	3.4	0.0	14.1	7.5	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	122	0	299	83	0	255	154	979	1000	141	964	994
V/C Ratio(X)	0.63	0.00	0.61	0.58	0.00	0.80	0.71	0.59	0.59	0.69	0.40	0.40
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	979	1000	163	964	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.84	0.84	0.84	0.93	0.93	0.93
Uniform Delay (d), s/veh	53.9	0.0	46.0	55.7	0.0	49.6	47.1	0.0	0.0	48.1	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	1.9	6.3	0.0	7.6	4.9	2.2	2.1	8.9	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	5.7	1.7	0.0	7.1	3.6	0.6	0.6	3.4	0.3	0.3
LnGrp Delay(d),s/veh	58.9	0.0	47.9	62.0	0.0	57.3	52.0	2.2	2.1	57.0	1.1	1.1
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		259			252			1273			872	
Approach Delay, s/veh		51.2			58.2			6.4			7.3	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	70.4	10.1	25.2	15.3	69.4	13.0	22.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	8.7	2.0	5.4	14.0	9.5	2.0	7.5	16.1
Green Ext Time (p_c), s	0.0	10.0	0.0	0.8	0.1	9.9	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	50.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	72	4	267	0	125	626	0	0	0	934	204
Future Vol, veh/h	0	0	0	0	0	72	4	267	0	125	626	0	0	0	934	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	78	4	290	0	136	680	0	0	0	1015	222
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	17.7	57.1	56.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	626	76	267	934	204
LT Vol	125	0	72	0	0	0
Through Vol	0	626	4	0	934	0
RT Vol	0	0	0	267	0	204
Lane Flow Rate	136	680	83	290	1015	222
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.283	1	0.19	0.573	1	0.384
Departure Headway (Hd)	7.507	7.006	8.281	7.109	6.941	6.24
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	481	524	433	508	538	581
Service Time	5.211	4.711	6.036	4.864	4.645	3.944
HCM Lane V/C Ratio	0.283	1.298	0.192	0.571	1.887	0.382
HCM Control Delay	13.1	65.9	13	19	65.5	12.8
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	1.2	13.9	0.7	3.6	13.9	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	132	384	231	814	0	0	958	173
Future Volume (veh/h)	0	0	0	490	132	384	231	814	0	0	958	173
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				533	143	417	251	885	0	0	1041	188
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1036	590	462	527	2152	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.22	0.81	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				533	143	417	251	885	0	0	1041	188
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.0	6.8	32.8	8.3	8.6	0.0	0.0	16.4	4.0
Cycle Q Clear(g_c), s				16.0	6.8	32.8	8.3	8.6	0.0	0.0	16.4	4.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1036	590	462	527	2152	0	0	1430	589
V/C Ratio(X)				0.51	0.24	0.90	0.48	0.41	0.00	0.00	0.73	0.32
Avail Cap(c_a), veh/h				1185	675	529	527	2152	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.72	0.72	0.72	0.89	0.89	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				33.4	30.3	39.2	42.2	5.3	0.0	0.0	8.4	7.2
Incr Delay (d2), s/veh				0.3	0.2	13.2	0.6	0.5	0.0	0.0	3.0	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.2	3.5	14.9	3.7	4.3	0.0	0.0	8.1	1.8
LnGrp Delay(d),s/veh				33.7	30.5	52.4	42.8	5.8	0.0	0.0	11.4	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1093			1136			1229	
Approach Delay, s/veh					40.4			14.0			11.0	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.5			24.5	53.0		42.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.6			10.3	18.4		34.8
Green Ext Time (p_c), s		5.7			2.0	6.1		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	493	324	266	1124	0	0	1059	281
Future Volume (veh/h)	0	0	0	381	493	324	266	1124	0	0	1059	281
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				414	536	352	289	1222	0	0	1151	305
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				820	915	377	325	2388	0	0	1565	645
Arrive On Green				0.26	0.26	0.26	0.40	1.00	0.00	0.00	0.44	0.44
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				414	536	352	289	1222	0	0	1151	305
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.4	15.9	28.3	19.8	0.0	0.0	0.0	32.3	17.7
Cycle Q Clear(g_c), s				13.4	15.9	28.3	19.8	0.0	0.0	0.0	32.3	17.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				820	915	377	325	2388	0	0	1565	645
V/C Ratio(X)				0.51	0.59	0.93	0.89	0.51	0.00	0.00	0.74	0.47
Avail Cap(c_a), veh/h				822	917	378	340	2388	0	0	1565	645
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.78	0.78	0.00	0.00	0.70	0.70
Uniform Delay (d), s/veh				37.9	38.9	43.5	34.9	0.0	0.0	0.0	27.7	23.6
Incr Delay (d2), s/veh				0.5	1.0	29.9	18.9	0.6	0.0	0.0	2.2	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	7.9	14.5	10.5	0.2	0.0	0.0	16.1	7.4
LnGrp Delay(d),s/veh				38.4	39.8	73.4	53.8	0.6	0.0	0.0	29.9	25.3
LnGrp LOS				D	D	E	D	A			C	C
Approach Vol, veh/h					1302			1511			1456	
Approach Delay, s/veh					48.4			10.8			28.9	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.0			27.9	57.1		35.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			21.8	34.3		30.3
Green Ext Time (p_c), s		23.8			0.1	11.1		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		28.5
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	45.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	242	1	190	0	0	0	0	0	0	406	58	0	531	384	0
Future Vol, veh/h	0	242	1	190	0	0	0	0	0	0	406	58	0	531	384	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	263	1	207	0	0	0	0	0	0	441	63	0	577	417	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	19.4	48.5	55.7
HCM LOS	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	58	243	190	531	384
LT Vol	0	0	242	0	531	0
Through Vol	406	0	1	0	0	384
RT Vol	0	58	0	190	0	0
Lane Flow Rate	441	63	264	207	577	417
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.933	0.121	0.604	0.409	1	0.834
Departure Headway (Hd)	7.608	6.907	8.363	7.128	7.709	7.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	519	433	506	473	505
Service Time	5.349	4.648	6.063	4.866	5.443	4.929
HCM Lane V/C Ratio	0.925	0.121	0.61	0.409	1.22	0.826
HCM Control Delay	53.9	10.6	23	14.7	69.5	36.7
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	11	0.4	3.9	2	13.2	8.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	136	256	0	0	0	0	847	456	446	993	0
Future Volume (veh/h)	225	136	256	0	0	0	0	847	456	446	993	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	245	148	278				0	921	496	485	1079	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	360	780	321				0	2536	727	574	2524	0
Arrive On Green	0.22	0.22	0.22				0.00	0.50	0.50	0.36	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	245	148	278				0	921	496	485	1079	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	16.5	4.1	22.0				0.0	13.3	31.0	16.9	0.0	0.0
Cycle Q Clear(g_c), s	16.5	4.1	22.0				0.0	13.3	31.0	16.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	360	780	321				0	2536	727	574	2524	0
V/C Ratio(X)	0.68	0.19	0.87				0.00	0.36	0.68	0.85	0.43	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2536	727	660	2524	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	42.9	38.1	45.1				0.0	18.4	22.9	36.7	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.1	15.0				0.0	0.4	5.1	6.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.0	10.2				0.0	6.3	13.4	7.8	0.1	0.0
LnGrp Delay(d),s/veh	45.9	38.2	60.0				0.0	18.8	28.0	43.4	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		671						1417			1564	
Approach Delay, s/veh		50.1						22.0			13.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.7	63.8		30.4		89.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	18.9	33.0		24.0		2.0		
Green Ext Time (p_c), s	0.8	10.0		1.8		20.2		

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	539	279	0	0	0	0	940	326	425	1116	0
Future Volume (veh/h)	356	539	279	0	0	0	0	940	326	425	1116	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	387	586	303				0	1022	354	462	1213	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1913	788	564	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.54	0.54	0.36	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	387	586	303				0	1022	354	462	1213	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.7	19.5	21.8				0.0	22.4	17.7	15.9	0.0	0.0
Cycle Q Clear(g_c), s	13.7	19.5	21.8				0.0	22.4	17.7	15.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1913	788	564	2660	0
V/C Ratio(X)	0.67	0.91	1.14				0.00	0.53	0.45	0.82	0.46	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1913	788	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	45.8	48.2	49.1				0.0	17.8	16.7	36.9	0.0	0.0
Incr Delay (d2), s/veh	2.4	14.3	93.8				0.0	1.1	1.8	3.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	10.8	15.7				0.0	11.2	7.5	7.2	0.1	0.0
LnGrp Delay(d),s/veh	48.2	62.4	142.9				0.0	18.9	18.6	40.2	0.4	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1276						1376			1675	
Approach Delay, s/veh		77.2						18.8			11.4	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.3	68.9		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	17.9	24.4		23.8		2.0		
Green Ext Time (p_c), s	1.4	16.0		0.0		22.3		

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	8	0	0	10
Future Vol, veh/h	0	0	8	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	997	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1073	-	-	1611	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	17	10	0	24	0	6
Future Vol, veh/h	17	10	0	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	11	0	26	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	50	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	959	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	959	1052
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1584	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	86	442	80	0	417
Future Vol, veh/h	0	86	442	80	0	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	93	480	87	0	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	977	524	0	0	567	0
Stage 1	524	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	278	553	-	-	1005	-
Stage 1	594	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	278	553	-	-	1005	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1005	-
HCM Lane V/C Ratio	-	-	0.169	-	-
HCM Control Delay (s)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	797	699	182	0	126
Future Vol, veh/h	0	797	699	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	866	760	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	958	0	-	0	1725	859
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	866	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	718	-	-	-	98	356
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	718	-	-	-	98	356
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	718	-	-	-	356
HCM Lane V/C Ratio	-	-	-	-	0.385
HCM Control Delay (s)	0	-	-	-	21.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	55	42	139	15	18	130
Future Vol, veh/h	55	42	139	15	18	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	46	151	16	20	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	331	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	664	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	655	895	-	-	1430	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	655	895	1430	-
HCM Lane V/C Ratio	-	-	0.091	0.051	0.014	-
HCM Control Delay (s)	-	-	11	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	34	24	140	12	11	140
Future Vol, veh/h	34	24	140	12	11	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	26	152	13	12	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	328	152	0	0	152	0
Stage 1	152	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	666	894	-	-	1429	-
Stage 1	876	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	894	-	-	1429	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	660	894	1429	-
HCM Lane V/C Ratio	-	-	0.056	0.029	0.008	-
HCM Control Delay (s)	-	-	10.8	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	27	129	5	0	125
Future Vol, veh/h	0	27	129	5	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	140	5	0	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	276	140	0	0	140	0
Stage 1	140	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	714	908	-	-	1443	-
Stage 1	887	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	714	908	-	-	1443	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	908	1443	-
HCM Lane V/C Ratio	-	-	-	0.032	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	117	119	6	13	14
Future Vol, veh/h	4	117	119	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	127	129	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	265	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1457	-	-	-	724	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	722	921
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1457	-	-	-	722	921
HCM Lane V/C Ratio	0.003	-	-	-	0.02	0.017
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	120	121	9	23	26
Future Vol, veh/h	8	120	121	9	23	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	130	132	10	25	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	132	0	-	0	280	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1453	-	-	-	710	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	706	917
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1453	-	-	-	706	917
HCM Lane V/C Ratio	0.006	-	-	-	0.035	0.031
HCM Control Delay (s)	7.5	-	-	-	10.3	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	118	131	5	15	21
Future Vol, veh/h	8	118	131	5	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	128	142	5	16	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	288	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1441	-	-	-	702	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	698	906
Mov Cap-2 Maneuver	-	-	-	-	698	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1441	-	-	-	698	906
HCM Lane V/C Ratio	0.006	-	-	-	0.023	0.025
HCM Control Delay (s)	7.5	-	-	-	10.3	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

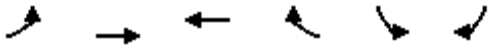
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	14	20	111	6	4
Future Vol, veh/h	113	14	20	111	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	15	22	121	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	287	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	703	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	692	928
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	928	-	-	1464	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.015	-
HCM Control Delay (s)	10.3	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	280	225	0	293	35
Future Volume (veh/h)	0	280	225	0	293	35
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	304	245	0	318	38
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	446	446	0	2453	1129
Arrive On Green	0.00	0.13	0.13	0.00	0.77	0.77
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	304	245	0	318	38
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	9.9	7.8	0.0	3.0	0.7
Cycle Q Clear(g_c), s	0.0	9.9	7.8	0.0	3.0	0.7
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	446	446	0	2453	1129
V/C Ratio(X)	0.00	0.68	0.55	0.00	0.13	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2453	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.67	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.1	49.2	0.0	3.4	3.1
Incr Delay (d2), s/veh	0.0	1.8	0.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	3.9	0.0	1.4	0.3
LnGrp Delay(d),s/veh	0.0	52.0	50.0	0.0	3.5	3.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		304	245		356	
Approach Delay, s/veh		52.0	50.0		3.5	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.1		98.9		21.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				11.9		5.0		9.8
Green Ext Time (p_c), s				3.3		1.2		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	537	0	0	499	261	40	0	256	0	0	0
Future Volume (veh/h)	42	537	0	0	499	261	40	0	256	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	46	584	0	0	542	284	43	0	278			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1196	0	0	924	381	1806	0	831			
Arrive On Green	0.03	0.34	0.00	0.00	0.26	0.26	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	46	584	0	0	542	284	43	0	278			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.6	17.0	0.0	0.0	17.4	23.2	0.8	0.0	13.2			
Cycle Q Clear(g_c), s	3.6	17.0	0.0	0.0	17.4	23.2	0.8	0.0	13.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1196	0	0	924	381	1806	0	831			
V/C Ratio(X)	0.91	0.49	0.00	0.00	0.59	0.75	0.02	0.00	0.33			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1806	0	831			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	0.64	0.64	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.8	34.1	0.0	0.0	41.9	44.1	12.2	0.0	14.9			
Incr Delay (d2), s/veh	91.5	0.3	0.0	0.0	0.4	1.9	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.9	8.3	0.0	0.0	8.6	9.6	0.3	0.0	5.3			
LnGrp Delay(d),s/veh	154.3	34.4	0.0	0.0	42.3	46.0	12.2	0.0	15.1			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		630			826			321				
Approach Delay, s/veh		43.2			43.6			14.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.1		49.9			10.0	39.9
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		15.2		19.0			5.6	25.2
Green Ext Time (p_c), s		0.0		9.1			0.0	8.7

Intersection Summary	
HCM 2010 Ctrl Delay	38.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	184	332	57	0	11	245	55	0	41	19	15	0	60	17	138
Future Vol, veh/h	0	184	332	57	0	11	245	55	0	41	19	15	0	60	17	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	200	361	62	0	12	266	60	0	45	21	16	0	65	18	150
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	13.9	13.1	11.6	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	66%	0%	100%	60%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	34%	0%	0%	40%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	184	221	168	11	163	137	60	11	144
LT Vol	41	0	184	0	0	11	0	0	60	0	0
Through Vol	0	19	0	221	111	0	163	82	0	11	6
RT Vol	0	15	0	0	57	0	0	55	0	0	138
Lane Flow Rate	45	37	200	241	182	12	178	149	65	12	156
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.104	0.078	0.394	0.44	0.321	0.026	0.356	0.286	0.147	0.026	0.301
Departure Headway (Hd)	8.434	7.625	7.205	6.7	6.46	7.721	7.216	6.931	8.123	7.62	6.944
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	471	502	541	559	465	501	520	443	472	520
Service Time	6.157	5.348	4.905	4.4	4.16	5.438	4.932	4.648	5.841	5.338	4.662
HCM Lane V/C Ratio	0.106	0.079	0.398	0.445	0.326	0.026	0.355	0.287	0.147	0.025	0.3
HCM Control Delay	12.1	11	14.5	14.6	12.2	10.6	13.9	12.4	12.2	10.5	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.3	1.9	2.2	1.4	0.1	1.6	1.2	0.5	0.1	1.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	867	683	84	0	96
Future Vol, veh/h	0	867	683	84	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	942	742	91	0	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	834	0	-	0	1730	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	942	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	799	-	-	-	97	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	799	-	-	-	97	391
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	799	-	-	-	391
HCM Lane V/C Ratio	-	-	-	-	0.267
HCM Control Delay (s)	0	-	-	-	17.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	111	12	430	98	11	314
Future Vol, veh/h	111	12	430	98	11	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	467	107	12	341

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	832	467	0	0	467	0
Stage 1	467	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	339	596	-	-	1094	-
Stage 1	631	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	596	-	-	1094	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	335	596	1094	-
HCM Lane V/C Ratio	-	-	0.36	0.022	0.011	-
HCM Control Delay (s)	-	-	21.7	11.2	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	11	39	0
Future Vol, veh/h	0	0	0	11	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	42	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	21	42	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	956	1051	1565	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1051	1565	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1565	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	8	0	0	10
Future Vol, veh/h	0	0	8	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	997	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1073	-	-	1611	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	11	26	0	0	0
Future Vol, veh/h	0	11	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	28	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	28	28	-	0	28	0
Stage 1	0	0	-	-	-	-
Stage 2	28	28	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	987	865	-	-	1585	-
Stage 1	-	-	-	-	-	-
Stage 2	995	872	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	987	0	-	-	1585	-
Mov Cap-2 Maneuver	987	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	995	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1585	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	31	12	55	23	83	14	842	80	92	695	6
Future Volume (veh/h)	9	31	12	55	23	83	14	842	80	92	695	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	10	34	13	60	25	90	15	915	87	100	755	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	571	612	234	635	169	610	28	1126	107	130	1462	14
Arrive On Green	0.48	0.48	0.47	0.48	0.48	0.47	0.02	0.34	0.34	0.08	0.41	0.40
Sat Flow, veh/h	1172	1285	491	1246	356	1281	1634	3267	311	1634	3593	33
Grp Volume(v), veh/h	10	0	47	60	0	115	15	496	506	100	372	390
Grp Sat Flow(s),veh/h/ln	1172	0	1776	1246	0	1637	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.6	0.0	1.7	3.3	0.0	4.8	1.1	30.6	30.6	7.2	18.9	18.9
Cycle Q Clear(g_c), s	5.4	0.0	1.7	5.0	0.0	4.8	1.1	30.6	30.6	7.2	18.9	18.9
Prop In Lane	1.00		0.28	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	571	0	845	635	0	779	28	610	623	130	720	755
V/C Ratio(X)	0.02	0.00	0.06	0.09	0.00	0.15	0.53	0.81	0.81	0.77	0.52	0.52
Avail Cap(c_a), veh/h	571	0	845	635	0	779	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	17.0	18.3	0.0	17.8	58.5	35.8	35.8	54.2	26.7	26.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.4	14.6	2.7	2.6	9.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.9	1.2	0.0	2.2	0.6	15.3	15.6	3.6	9.3	9.8
LnGrp Delay(d),s/veh	19.3	0.0	17.1	18.6	0.0	18.2	73.1	38.5	38.4	63.5	27.3	27.3
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		57			175			1017			862	
Approach Delay, s/veh		17.5			18.3			39.0			31.5	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.5	45.4		61.1	6.1	52.8		61.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	9.2	32.6		7.4	3.1	20.9		7.0
Green Ext Time (p_c), s	0.1	8.3		0.6	0.0	8.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	223	21	33	169	21	60
Future Vol, veh/h	223	21	33	169	21	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	242	23	36	184	23	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	509	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1299	-	524	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	508	785
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	688	-	-	1299	-
HCM Lane V/C Ratio	0.128	-	-	0.028	-
HCM Control Delay (s)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	21.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	249	52	0	260	151	4	0	44	10	234
Future Vol, veh/h	0	8	249	52	0	260	151	4	0	44	10	234
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	9	271	57	0	283	164	4	0	48	11	254
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	16.1	30.4	15
HCM LOS	C	D	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	3%	63%	0%	20%
Vol Thru, %	3%	81%	37%	0%	57%
Vol Right, %	81%	17%	0%	100%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	309	411	4	40
LT Vol	44	8	260	0	8
Through Vol	10	249	151	0	23
RT Vol	234	52	0	4	9
Lane Flow Rate	313	336	447	4	43
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.51	0.55	0.802	0.007	0.086
Departure Headway (Hd)	5.963	5.896	6.459	5.426	7.122
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	607	605	558	654	506
Service Time	3.963	3.993	4.242	3.209	5.122
HCM Lane V/C Ratio	0.516	0.555	0.801	0.006	0.085
HCM Control Delay	15	16.1	30.6	8.2	10.8
HCM Lane LOS	B	C	D	A	B
HCM 95th-tile Q	2.9	3.3	7.7	0	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	23	9
Future Vol, veh/h	0	8	23	9
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	25	10
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	124	381	256	26	48	160
Future Vol, veh/h	124	381	256	26	48	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	91	91	92	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	135	414	278	28	52	174

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	307	0	-	0	976	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	684	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1254	-	-	-	279	747
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1254	-	-	-	240	747
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	431	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1254	-	-	-	502
HCM Lane V/C Ratio	0.107	-	-	-	0.45
HCM Control Delay (s)	8.2	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	4	2	10	2	55	1	815	43	90	694	6
Future Vol, veh/h	2	4	2	10	2	55	1	815	43	90	694	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	2	11	2	60	1	886	47	98	754	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1888	380	1486	1868	466	761	0	0	933	0	0
Stage 1	953	953	-	911	911	-	-	-	-	-	-	-
Stage 2	446	935	-	575	957	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	70	618	86	72	543	847	-	-	729	-	-
Stage 1	278	336	-	295	351	-	-	-	-	-	-	-
Stage 2	561	342	-	470	334	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	61	618	73	62	543	847	-	-	729	-	-
Mov Cap-2 Maneuver	78	61	-	73	62	-	-	-	-	-	-	-
Stage 1	278	291	-	295	351	-	-	-	-	-	-	-
Stage 2	496	342	-	399	289	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	52.1	25.4	0	1.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	85	248	729	-	-
HCM Lane V/C Ratio	0.001	-	-	0.102	0.294	0.134	-	-
HCM Control Delay (s)	9.3	-	-	52.1	25.4	10.7	-	-
HCM Lane LOS	A	-	-	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	157	0	0	66	0	0
Future Vol, veh/h	157	0	0	66	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	0	0	72	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	243	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	745	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	745	873
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	951	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1406	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	133	0	0	68	0	0
Future Vol, veh/h	133	0	0	68	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	145	0	0	74	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	219	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	769	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	769	902
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	949	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	127	25	18	53	5	23	77	29	5	47	0
Future Vol, veh/h	3	127	25	18	53	5	23	77	29	5	47	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	138	27	20	58	5	25	84	32	5	51	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	165	0	0	283	260	152	315	271	60
Stage 1	-	-	-	-	-	-	158	158	-	99	99	-
Stage 2	-	-	-	-	-	-	125	102	-	216	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1413	-	-	669	645	894	638	636	1005
Stage 1	-	-	-	-	-	-	844	767	-	907	813	-
Stage 2	-	-	-	-	-	-	879	811	-	786	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1413	-	-	619	634	894	546	625	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	634	-	546	625	-
Stage 1	-	-	-	-	-	-	842	765	-	905	801	-
Stage 2	-	-	-	-	-	-	811	799	-	674	754	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	11.7	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	1540	-	-	1413	-	-	616
HCM Lane V/C Ratio	0.208	0.002	-	-	0.014	-	-	0.092
HCM Control Delay (s)	11.7	7.3	0	-	7.6	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	136	11	24	70	6	13
Future Vol, veh/h	136	11	24	70	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	12	26	76	7	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	282	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1419	-	708	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1419	-	695	892
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1419	-
HCM Lane V/C Ratio	0.025	-	-	0.018	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	123	4	6	75	8	2
Future Vol, veh/h	123	4	6	75	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	4	7	82	9	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	231	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1446	-	757	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	753	913
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	780	-	-	1446	-
HCM Lane V/C Ratio	0.014	-	-	0.005	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	142	0	3	89	1	6
Future Vol, veh/h	142	0	3	89	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	0	3	97	1	7

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	158	154	202	154
Stage 1	-	-	0	0	154	-
Stage 2	-	-	158	154	48	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	833	738	787	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	871	770	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	833	0	787	892
Mov Cap-2 Maneuver	-	-	833	0	787	-
Stage 1	-	-	-	0	874	-
Stage 2	-	-	871	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.9	9.2
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	875	-	-	833
HCM Lane V/C Ratio	0.009	-	-	0.12
HCM Control Delay (s)	9.2	-	-	9.9
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.4

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	156	29	49	55	56	96
Future Vol, veh/h	156	29	49	55	56	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	32	53	60	61	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	351	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1371	-	646	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	620	857
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	1371	-
HCM Lane V/C Ratio	0.22	-	-	0.039	-
HCM Control Delay (s)	11.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	59	139	52	221	277	46
Future Vol, veh/h	59	139	52	221	277	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	151	57	240	301	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	326	351	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	417	715	1208	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	394	715	1208	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1208	-	575	-	-
HCM Lane V/C Ratio	0.047	-	0.374	-	-
HCM Control Delay (s)	8.1	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	1	106	17	4	73
Future Vol, veh/h	11	1	106	17	4	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1	115	18	4	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	212	124	0	0	134	0
Stage 1	124	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	776	927	-	-	1451	-
Stage 1	902	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	774	927	-	-	1451	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	785	1451	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	36	50	48	45
Demand Flow Rate, veh/h	36	50	48	45
Vehicles Circulating, veh/h	50	44	39	48
Vehicles Exiting, veh/h	43	43	47	46
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.8	3.7	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	36	50	48	45
Cap Entry Lane, veh/h	1075	1081	1087	1077
Entry HV Adj Factor	0.994	0.992	0.993	0.991
Flow Entry, veh/h	36	50	48	45
Cap Entry, veh/h	1068	1072	1078	1067
V/C Ratio	0.034	0.046	0.044	0.042
Control Delay, s/veh	3.7	3.8	3.7	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	28	23	18
Demand Flow Rate, veh/h	30	28	23	18
Vehicles Circulating, veh/h	12	31	19	44
Vehicles Exiting, veh/h	50	11	23	15
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.6	3.4	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	30	28	23	18
Cap Entry Lane, veh/h	1116	1095	1109	1081
Entry HV Adj Factor	0.993	0.983	0.996	0.990
Flow Entry, veh/h	30	28	23	18
Cap Entry, veh/h	1108	1076	1103	1070
V/C Ratio	0.027	0.026	0.021	0.017
Control Delay, s/veh	3.5	3.6	3.4	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	13	7	17
Demand Flow Rate, veh/h	22	13	7	17
Vehicles Circulating, veh/h	19	6	26	17
Vehicles Exiting, veh/h	15	27	15	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	13	7	17
Cap Entry Lane, veh/h	1109	1123	1101	1111
Entry HV Adj Factor	0.985	0.983	0.997	0.990
Flow Entry, veh/h	22	13	7	17
Cap Entry, veh/h	1091	1104	1097	1099
V/C Ratio	0.020	0.012	0.006	0.015
Control Delay, s/veh	3.5	3.4	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	30	23	139	90	2
Future Vol, veh/h	4	30	23	139	90	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	33	25	151	98	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	225	50	100	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	743	1008	1490	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	730	1008	1490	-	-	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1490	-	965	-	-
HCM Lane V/C Ratio	0.017	-	0.038	-	-
HCM Control Delay (s)	7.5	0.1	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	34	242	99	64	331
Future Vol, veh/h	35	34	242	99	64	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	37	263	108	70	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	762	263	0	0	263	0
Stage 1	263	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	373	776	-	-	1301	-
Stage 1	781	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	776	-	-	1301	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	348	776	1301	-
HCM Lane V/C Ratio	-	-	0.109	0.048	0.053	-
HCM Control Delay (s)	-	-	16.6	9.9	7.9	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	3	116	16	7	77
Future Vol, veh/h	11	3	116	16	7	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	126	17	8	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	234	135	0	0	143	0
Stage 1	135	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	754	914	-	-	1440	-
Stage 1	891	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	749	914	-	-	1440	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	1440	-
HCM Lane V/C Ratio	-	-	0.02	0.005	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	2	0	0	0	3	5	0	0	13	0
Future Vol, veh/h	0	11	2	0	0	0	3	5	0	0	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	2	0	0	0	3	5	0	0	14	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	85%	0%	13%
Vol Thru, %	100%	15%	38%	47%
Vol Right, %	0%	0%	62%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	13	8	15
LT Vol	0	11	0	2
Through Vol	13	2	3	7
RT Vol	0	0	5	6
Lane Flow Rate	14	14	9	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.016	0.009	0.017
Departure Headway (Hd)	3.987	4.163	3.623	3.773
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	901	863	990	952
Service Time	1.997	2.175	1.637	1.783
HCM Lane V/C Ratio	0.016	0.016	0.009	0.017
HCM Control Delay	7.1	7.2	6.7	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	7	6
Future Vol, veh/h	0	2	7	6
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	8	7
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	14	27	20
Demand Flow Rate, veh/h	6	14	27	20
Vehicles Circulating, veh/h	22	24	11	7
Vehicles Exiting, veh/h	5	14	17	31
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.4	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	14	27	20
Cap Entry Lane, veh/h	1105	1103	1118	1122
Entry HV Adj Factor	0.987	0.999	0.985	0.988
Flow Entry, veh/h	6	14	27	20
Cap Entry, veh/h	1090	1101	1100	1108
V/C Ratio	0.005	0.013	0.024	0.018
Control Delay, s/veh	3.3	3.4	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	11	21	2	5	7
Future Vol, veh/h	3	11	21	2	5	7
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	23	2	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	47	34
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1583	-	-	-	963	1039
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	953	1030
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	996
HCM Lane V/C Ratio	0.002	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	6	25	0	38	5	9	0	17	126	32
Future Vol, veh/h	0	3	6	25	0	38	5	9	0	17	126	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	7	27	0	41	5	10	0	18	137	35
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8	8.8	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	57%	0%	19%	0%	36%	0%	100%	97%
Vol Right, %	0%	0%	43%	0%	81%	0%	64%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	84	74	3	31	38	14	10	72	37
LT Vol	17	0	0	3	0	38	0	10	0	0
Through Vol	0	84	42	0	6	0	5	0	72	36
RT Vol	0	0	32	0	25	0	9	0	0	1
Lane Flow Rate	18	91	80	3	34	41	15	11	78	40
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.029	0.129	0.107	0.005	0.046	0.068	0.021	0.017	0.113	0.058
Departure Headway (Hd)	5.58	5.078	4.775	5.976	4.912	5.92	4.97	5.684	5.183	5.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	642	707	751	598	727	605	719	630	692	694
Service Time	3.307	2.806	2.502	3.717	2.653	3.659	2.71	3.414	2.913	2.894
HCM Lane V/C Ratio	0.028	0.129	0.107	0.005	0.047	0.068	0.021	0.017	0.113	0.058
HCM Control Delay	8.5	8.6	8.1	8.7	7.9	9.1	7.8	8.5	8.6	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0	0.1	0.2	0.1	0.1	0.4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	108	1
Future Vol, veh/h	0	10	108	1
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	117	1
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	354	0	0	0	405	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	354	0	0	0	405	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	385	0	0	0	440	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.6	13.8
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	354	0	0	0	0	405	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	354	0	0	0	0	405	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	385	0	0	0	0	440	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.518	0	0	0	0	0.576	0
Departure Headway (Hd)	5.246	4.844	4.844	6.449	6.449	4.713	4.713	4.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	673	750	0	0	0	0	757	0
Service Time	3.046	2.544	2.544	4.166	4.166	2.506	2.506	2.506
HCM Lane V/C Ratio	0.001	0.513	0	0	0	0	0.581	0
HCM Control Delay	8.1	12.6	7.5	9.2	9.2	7.5	13.8	7.5
HCM Lane LOS	A	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3	0	0	0	0	3.7	0

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	25	0	250	28	15	24	118	227	13	66	4
Future Vol, veh/h	6	25	0	250	28	15	24	118	227	13	66	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	27	0	272	30	16	26	128	247	14	72	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	296	280	72	294	280	128	72	0	0	128	0	0
Stage 1	100	100	-	180	180	-	-	-	-	-	-	-
Stage 2	196	180	-	114	100	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	656	628	990	658	628	922	1528	-	-	1458	-	-
Stage 1	906	812	-	822	750	-	-	-	-	-	-	-
Stage 2	806	750	-	891	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	607	611	990	623	611	922	1528	-	-	1458	-	-
Mov Cap-2 Maneuver	607	611	-	623	611	-	-	-	-	-	-	-
Stage 1	891	804	-	808	737	-	-	-	-	-	-	-
Stage 2	746	737	-	853	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	14.5	0.5	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1528	-	-	607	611	-	623	611	922	1458	-	-
HCM Lane V/C Ratio	0.017	-	-	0.011	0.044	-	0.436	0.05	0.018	0.01	-	-
HCM Control Delay (s)	7.4	-	-	11	11.2	0	15.2	11.2	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	2.2	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	3	1	0	0	1	5	0	0	24	0
Future Vol, veh/h	0	15	3	1	0	0	1	5	0	0	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	3	1	0	0	1	5	0	0	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	79%	0%	11%
Vol Thru, %	100%	16%	17%	49%
Vol Right, %	0%	5%	83%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	19	6	35
LT Vol	0	15	0	4
Through Vol	24	3	1	17
RT Vol	0	1	5	14
Lane Flow Rate	26	21	7	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.024	0.006	0.04
Departure Headway (Hd)	4.01	4.177	3.56	3.783
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	857	1003	948
Service Time	2.027	2.2	1.589	1.8
HCM Lane V/C Ratio	0.029	0.025	0.007	0.04
HCM Control Delay	7.1	7.3	6.6	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	17	14
Future Vol, veh/h	0	4	17	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	18	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	7	19	15
Demand Flow Rate, veh/h	9	7	19	15
Vehicles Circulating, veh/h	13	21	7	9
Vehicles Exiting, veh/h	11	5	15	19
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	7	19	15
Cap Entry Lane, veh/h	1115	1106	1122	1120
Entry HV Adj Factor	0.993	0.986	0.985	0.986
Flow Entry, veh/h	9	7	19	15
Cap Entry, veh/h	1108	1091	1105	1104
V/C Ratio	0.008	0.006	0.017	0.013
Control Delay, s/veh	3.3	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	14	17	0
Demand Flow Rate, veh/h	3	14	17	0
Vehicles Circulating, veh/h	12	1	3	15
Vehicles Exiting, veh/h	3	19	12	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	14	17	0
Cap Entry Lane, veh/h	1116	1129	1127	1113
Entry HV Adj Factor	0.980	0.997	1.000	1.000
Flow Entry, veh/h	3	14	17	0
Cap Entry, veh/h	1094	1125	1126	1112
V/C Ratio	0.003	0.012	0.015	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	16	24	187	169	2
Future Vol, veh/h	4	16	24	187	169	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	17	26	203	184	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	339	93	186	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	631	946	1386	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	946	1386	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	855	-	-
HCM Lane V/C Ratio	0.019	-	0.025	-	-
HCM Control Delay (s)	7.6	0.1	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	805	104	82	671	6	114	1	58	52	3	123
Future Volume (veh/h)	121	805	104	82	671	6	114	1	58	52	3	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	132	875	113	89	729	7	124	1	63	57	3	134
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	1043	430	109	901	9	409	3	208	68	4	161
Arrive On Green	0.11	0.29	0.29	0.07	0.25	0.23	0.36	0.36	0.36	0.14	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3592	34	1125	9	572	482	25	1132
Grp Volume(v), veh/h	132	875	113	89	359	377	188	0	0	194	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1706	0	0	1639	0	0
Q Serve(g_s), s	9.4	27.8	7.1	6.5	22.9	22.9	9.5	0.0	0.0	13.8	0.0	0.0
Cycle Q Clear(g_c), s	9.4	27.8	7.1	6.5	22.9	22.9	9.5	0.0	0.0	13.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	181	1043	430	109	444	466	620	0	0	233	0	0
V/C Ratio(X)	0.73	0.84	0.26	0.82	0.81	0.81	0.30	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	620	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.70	0.70	0.70	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.6	39.7	32.4	55.3	42.3	42.3	27.4	0.0	0.0	50.3	0.0	0.0
Incr Delay (d2), s/veh	11.2	3.7	0.3	27.4	4.9	4.7	1.3	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	14.1	2.9	3.7	11.8	12.3	4.7	0.0	0.0	6.7	0.0	0.0
LnGrp Delay(d),s/veh	62.8	43.3	32.6	82.7	47.2	47.0	28.7	0.0	0.0	57.9	0.0	0.0
LnGrp LOS	E	D	C	F	D	D	C			E		
Approach Vol, veh/h		1120			825			188			194	
Approach Delay, s/veh		44.5			50.9			28.7			57.9	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.6	12.0	39.4		21.0	17.3	34.1
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.5	8.5	29.8		15.8	11.4	24.9
Green Ext Time (p_c), s		0.3	0.0	3.6		0.6	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	785	140	23	590	12	89	14	37	22	10	42
Future Volume (veh/h)	37	785	140	23	590	12	89	14	37	22	10	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	40	853	152	25	641	13	97	15	40	24	11	46
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	998	178	58	795	16	684	213	569	41	25	103
Arrive On Green	0.14	0.33	0.32	0.04	0.22	0.21	0.42	0.47	0.47	0.02	0.08	0.07
Sat Flow, veh/h	1774	2999	534	1634	3547	72	1634	449	1198	1774	309	1294
Grp Volume(v), veh/h	40	503	502	25	320	334	97	0	55	24	0	57
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1634	1770	1849	1634	0	1647	1774	0	1603
Q Serve(g_s), s	2.4	31.8	31.9	1.8	20.5	20.6	4.4	0.0	2.2	1.6	0.0	4.1
Cycle Q Clear(g_c), s	2.4	31.8	31.9	1.8	20.5	20.6	4.4	0.0	2.2	1.6	0.0	4.1
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.73	1.00		0.81
Lane Grp Cap(c), veh/h	256	589	587	58	397	415	684	0	782	41	0	128
V/C Ratio(X)	0.16	0.85	0.85	0.43	0.81	0.81	0.14	0.00	0.07	0.58	0.00	0.45
Avail Cap(c_a), veh/h	256	900	896	82	811	847	684	0	782	136	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	37.3	37.6	56.7	44.1	44.1	21.6	0.0	17.2	58.0	0.0	52.9
Incr Delay (d2), s/veh	0.2	2.9	2.9	5.0	3.9	3.7	0.1	0.0	0.2	12.1	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.0	16.0	0.9	10.5	10.9	2.0	0.0	1.0	0.9	0.0	2.2
LnGrp Delay(d),s/veh	45.1	40.2	40.5	61.7	48.0	47.9	21.7	0.0	17.4	70.2	0.0	63.8
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1045			679			152			81	
Approach Delay, s/veh		40.5			48.4			20.1			65.7	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	61.0	8.3	44.0	54.2	13.6	21.3	30.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	3.8	4.2	3.8	33.9	6.4	6.1	4.4	22.6
Green Ext Time (p_c), s	0.0	0.5	0.0	4.1	0.2	0.1	2.2	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	642	80	127	552	40	128
Future Vol, veh/h	642	80	127	552	40	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	698	87	138	600	43	139

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	785	0	1317	392
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	829	-	149	607
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	829	-	124	607
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	31.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	315	-	-	829	-
HCM Lane V/C Ratio	0.58	-	-	0.167	-
HCM Control Delay (s)	31.1	-	-	10.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.4	-	-	0.6	-

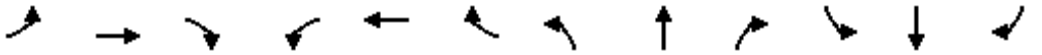
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	768	6	27	706	5	26
Future Vol, veh/h	768	6	27	706	5	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	835	7	29	767	5	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1280	421
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	790	-	158	581
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	790	-	152	581
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	790	-
HCM Lane V/C Ratio	0.049	-	-	0.037	-
HCM Control Delay (s)	10.5	-	-	9.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	452	100	106	386	89	94	524	77	60	482	208
Future Volume (veh/h)	228	452	100	106	386	89	94	524	77	60	482	208
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	248	491	109	115	420	97	102	570	84	65	524	226
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	983	405	309	967	399	160	1006	414	116	621	267
Arrive On Green	0.19	0.28	0.28	0.19	0.27	0.27	0.10	0.28	0.28	0.07	0.26	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2413	1037
Grp Volume(v), veh/h	248	491	109	115	420	97	102	570	84	65	384	366
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1680
Q Serve(g_s), s	13.0	10.5	3.6	5.5	8.8	4.7	5.4	12.4	2.2	3.5	18.5	18.7
Cycle Q Clear(g_c), s	13.0	10.5	3.6	5.5	8.8	4.7	5.4	12.4	2.2	3.5	18.5	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	316	983	405	309	967	399	160	1006	414	116	455	432
V/C Ratio(X)	0.78	0.50	0.27	0.37	0.43	0.24	0.64	0.57	0.20	0.56	0.84	0.85
Avail Cap(c_a), veh/h	436	983	405	309	967	399	163	1006	414	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	27.3	11.7	31.8	27.0	25.5	39.0	27.5	7.4	40.4	31.7	32.4
Incr Delay (d2), s/veh	6.3	1.8	1.6	0.7	1.4	1.4	7.0	0.7	0.2	4.2	12.7	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	5.4	1.6	2.6	4.5	2.0	2.7	6.1	0.9	1.7	10.7	10.3
LnGrp Delay(d),s/veh	40.8	29.1	13.3	32.6	28.4	26.9	46.0	28.2	7.6	44.6	44.4	46.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		848			632			756			815	
Approach Delay, s/veh		30.5			28.9			28.3			45.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	29.6	21.0	29.0	12.8	27.1	21.4	28.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.5	14.4	7.5	12.5	7.4	20.7	15.0	10.8
Green Ext Time (p_c), s	0.0	3.6	0.6	1.9	0.0	0.4	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	704	8	10	453	5	34	0	27	5	0	0
Future Vol, veh/h	0	704	8	10	453	5	34	0	27	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	765	9	11	492	5	37	0	29	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	765	0	0	1282	1285	765	1297	1282	495
Stage 1	-	-	-	-	-	-	765	765	-	517	517	-
Stage 2	-	-	-	-	-	-	517	520	-	780	765	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1066	-	-	848	-	-	142	165	403	139	165	575
Stage 1	-	-	-	-	-	-	396	412	-	541	534	-
Stage 2	-	-	-	-	-	-	541	532	-	388	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	848	-	-	140	162	403	127	162	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	162	-	127	162	-
Stage 1	-	-	-	-	-	-	396	412	-	541	524	-
Stage 2	-	-	-	-	-	-	531	522	-	360	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	32.3	34.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	1066	-	-	848	-	-	127
HCM Lane V/C Ratio	0.337	-	-	-	0.013	-	-	0.043
HCM Control Delay (s)	32.3	0	-	-	9.3	0	-	34.6
HCM Lane LOS	D	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	702	0	5	491	4	0	0	5	4	0	0
Future Volume (veh/h)	0	702	0	5	491	4	0	0	5	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	763	0	5	534	4	0	0	5	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	515	403	9	613	5	2	957	750	7	1058	829
Arrive On Green	0.00	0.28	0.00	0.01	0.44	0.44	0.00	0.00	0.51	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1846	14	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	763	0	5	0	538	0	0	5	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1860	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	24.9	0.0	0.3	0.0	23.6	0.0	0.0	0.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	24.9	0.0	0.3	0.0	23.6	0.0	0.0	0.2	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	515	403	9	0	617	2	957	750	7	1058	829
V/C Ratio(X)	0.00	1.48	0.00	0.59	0.00	0.87	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	515	403	354	0	827	73	957	750	73	1058	829
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.86	0.00	0.86	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.6	0.0	44.6	0.0	23.4	0.0	0.0	10.7	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	226.8	0.0	44.6	0.0	6.9	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	45.2	0.0	0.2	0.0	13.2	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	259.3	0.0	89.2	0.0	30.3	0.0	0.0	10.7	103.7	0.0	0.0
LnGrp LOS		F		F		C			B	F		
Approach Vol, veh/h		763			543			5			4	
Approach Delay, s/veh		259.3			30.8			10.7			103.7	
Approach LOS		F			C			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	50.8	5.0	29.4	0.0	55.6	0.0	34.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	2.3	26.9	0.0	0.0	0.0	25.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2

Intersection Summary		
HCM 2010 Ctrl Delay		163.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	592	99	157	380	155	83	301	183	99	256	33
Future Volume (veh/h)	34	592	99	157	380	155	83	301	183	99	256	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	37	643	108	171	413	168	90	327	199	108	278	36
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	466	365	200	644	504	114	703	550	82	666	521
Arrive On Green	0.02	0.17	0.17	0.25	0.69	0.69	0.02	0.12	0.12	0.05	0.36	0.36
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	37	643	108	171	413	168	90	327	199	108	278	36
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.0	22.5	5.8	9.0	11.1	4.2	4.9	14.7	11.3	4.5	10.1	1.5
Cycle Q Clear(g_c), s	2.0	22.5	5.8	9.0	11.1	4.2	4.9	14.7	11.3	4.5	10.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	466	365	200	644	504	114	703	550	82	666	521
V/C Ratio(X)	0.84	1.38	0.30	0.85	0.64	0.33	0.79	0.47	0.36	1.32	0.42	0.07
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	703	550	82	666	521
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	37.5	30.5	33.2	10.8	9.7	43.3	31.0	29.5	42.8	21.8	19.0
Incr Delay (d2), s/veh	18.7	178.3	0.2	16.2	1.8	0.4	10.1	1.9	1.6	207.9	1.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	34.6	2.4	4.9	5.8	1.6	2.6	8.0	4.8	6.7	5.5	0.6
LnGrp Delay(d),s/veh	62.7	215.8	30.8	49.4	12.6	10.1	53.4	32.9	31.1	250.7	23.8	19.3
LnGrp LOS	E	F	C	D	B	B	D	C	C	F	C	B
Approach Vol, veh/h		788			752			616			422	
Approach Delay, s/veh		183.2			20.4			35.3			81.4	
Approach LOS		F			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	38.5	15.5	27.0	10.8	36.7	6.9	35.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	16.7	11.0	24.5	6.9	12.1	4.0	13.1
Green Ext Time (p_c), s	0.0	2.6	0.2	0.0	0.1	2.3	0.0	5.4

Intersection Summary		
HCM 2010 Ctrl Delay		83.7
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	784	15	14	776	206	9	17	7	222	18	133
Future Volume (veh/h)	123	784	15	14	776	206	9	17	7	222	18	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	134	852	16	15	843	224	10	18	8	241	20	145
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	685	536	23	528	413	384	479	375	263	761	596
Arrive On Green	0.20	0.74	0.74	0.00	0.09	0.09	0.01	0.26	0.26	0.16	0.41	0.41
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	134	852	16	15	843	224	10	18	8	241	20	145
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.1	33.1	0.3	0.8	25.5	13.2	0.4	0.7	0.4	13.1	0.6	5.9
Cycle Q Clear(g_c), s	7.1	33.1	0.3	0.8	25.5	13.2	0.4	0.7	0.4	13.1	0.6	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	685	536	23	528	413	384	479	375	263	761	596
V/C Ratio(X)	0.83	1.24	0.03	0.66	1.60	0.54	0.03	0.04	0.02	0.92	0.03	0.24
Avail Cap(c_a), veh/h	209	685	536	118	528	413	486	479	375	263	761	596
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.21	0.21	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	11.9	7.6	44.6	40.8	35.2	24.3	25.1	25.0	37.1	15.9	17.5
Incr Delay (d2), s/veh	19.5	121.7	0.0	6.8	270.7	0.3	0.0	0.1	0.1	33.9	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	39.1	0.1	0.4	52.8	5.4	0.2	0.4	0.2	8.4	0.3	2.5
LnGrp Delay(d),s/veh	55.0	133.6	7.6	51.4	311.5	35.5	24.4	25.2	25.1	71.1	16.0	18.5
LnGrp LOS	D	F	A	D	F	D	C	C	C	E	B	B
Approach Vol, veh/h		1002			1082			36			406	
Approach Delay, s/veh		121.1			250.7			24.9			49.6	
Approach LOS		F			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	27.6	5.8	37.6	5.4	41.3	13.4	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	15.1	2.7	2.8	35.1	2.4	7.9	9.1	27.5
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.1	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	163.8	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	696	142	145	924	31	82	15	52	21	9	7
Future Volume (veh/h)	8	696	142	145	924	31	82	15	52	21	9	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	9	757	154	158	1004	34	89	16	57	23	10	8
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	695	544	195	900	705	107	537	420	32	451	353
Arrive On Green	0.02	0.75	0.75	0.12	0.48	0.48	0.07	0.29	0.29	0.02	0.24	0.24
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	9	757	154	158	1004	34	89	16	57	23	10	8
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.5	33.6	3.1	8.5	43.5	1.1	4.8	0.6	2.6	1.3	0.4	0.4
Cycle Q Clear(g_c), s	0.5	33.6	3.1	8.5	43.5	1.1	4.8	0.6	2.6	1.3	0.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	695	544	195	900	705	107	537	420	32	451	353
V/C Ratio(X)	0.62	1.09	0.28	0.81	1.12	0.05	0.83	0.03	0.14	0.72	0.02	0.02
Avail Cap(c_a), veh/h	73	695	544	536	900	705	107	537	420	73	451	353
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	11.4	7.5	38.7	23.2	12.3	41.6	23.0	23.7	43.9	26.0	26.0
Incr Delay (d2), s/veh	3.7	42.8	0.0	7.9	66.8	0.0	39.5	0.1	0.7	26.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	24.4	1.2	4.2	39.0	0.5	3.4	0.3	1.1	0.8	0.2	0.2
LnGrp Delay(d),s/veh	47.8	54.2	7.6	46.5	90.1	12.3	81.1	23.1	24.4	70.4	26.1	26.1
LnGrp LOS	D	F	A	D	F	B	F	C	C	E	C	C
Approach Vol, veh/h		920			1196			162			41	
Approach Delay, s/veh		46.3			82.1			55.4			50.9	
Approach LOS		D			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	30.4	15.2	38.1	10.4	26.3	5.3	48.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	3.3	4.6	10.5	35.6	6.8	2.4	2.5	45.5
Green Ext Time (p_c), s	0.0	0.2	0.4	0.0	0.0	0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	962	939	56	0	11
Future Vol, veh/h	19	962	939	56	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	1046	1021	61	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1082	0	-	0	2138	1051
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	645	-	-	-	54	276
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	645	-	-	-	50	276
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	298	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	276
HCM Lane V/C Ratio	0.032	-	-	-	0.043
HCM Control Delay (s)	10.8	0	-	-	18.6
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	754	304	198	582	45	381	122	211	58	95	89
Future Volume (veh/h)	45	754	304	198	582	45	381	122	211	58	95	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	820	330	215	633	49	414	133	229	63	103	97
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1023	419	191	1259	517	177	1404	576	105	1248	510
Arrive On Green	0.05	0.29	0.29	0.12	0.36	0.36	0.04	0.13	0.13	0.06	0.35	0.35
Sat Flow, veh/h	1634	3539	1451	1634	3539	1452	1634	3539	1453	1634	3539	1448
Grp Volume(v), veh/h	49	820	330	215	633	49	414	133	229	63	103	97
Grp Sat Flow(s),veh/h/ln	1634	1770	1451	1634	1770	1452	1634	1770	1453	1634	1770	1448
Q Serve(g_s), s	3.5	25.7	17.8	14.0	16.8	2.7	13.0	4.0	11.1	4.5	2.3	5.6
Cycle Q Clear(g_c), s	3.5	25.7	17.8	14.0	16.8	2.7	13.0	4.0	11.1	4.5	2.3	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	1023	419	191	1259	517	177	1404	576	105	1248	510
V/C Ratio(X)	0.60	0.80	0.79	1.13	0.50	0.09	2.34	0.09	0.40	0.60	0.08	0.19
Avail Cap(c_a), veh/h	82	1445	592	191	1681	690	177	1404	576	109	1248	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	39.5	19.6	53.0	30.3	25.8	57.9	33.2	16.0	54.6	25.9	27.0
Incr Delay (d2), s/veh	11.6	2.2	4.6	64.2	0.0	0.0	617.2	0.1	1.7	8.3	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.8	7.6	9.7	8.3	1.1	36.2	2.0	4.8	2.3	1.2	2.3
LnGrp Delay(d),s/veh	67.4	41.7	24.2	117.2	30.3	25.8	675.1	33.3	17.8	63.0	26.0	27.8
LnGrp LOS	E	D	C	F	C	C	F	C	B	E	C	C
Approach Vol, veh/h		1199			897			776			263	
Approach Delay, s/veh		37.9			50.9			371.1			35.5	
Approach LOS		D			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	51.6	18.0	38.7	17.0	46.3	10.0	46.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	6.5	13.1	16.0	27.7	15.0	7.6	5.5	18.8
Green Ext Time (p_c), s	0.0	2.1	0.0	5.0	0.0	2.1	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	123.9
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1001	82	38	745	71	34
Future Volume (veh/h)	1001	82	38	745	71	34
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	1088	89	41	810	77	37
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1252	980	59	811	372	332
Arrive On Green	0.67	0.67	0.67	0.67	0.23	0.23
Sat Flow, veh/h	1863	1458	25	1206	1634	1458
Grp Volume(v), veh/h	1088	89	851	0	77	37
Grp Sat Flow(s),veh/h/ln	1863	1458	1231	0	1634	1458
Q Serve(g_s), s	41.4	1.9	19.1	0.0	3.4	1.8
Cycle Q Clear(g_c), s	41.4	1.9	60.5	0.0	3.4	1.8
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	1252	980	869	0	372	332
V/C Ratio(X)	0.87	0.09	0.98	0.00	0.21	0.11
Avail Cap(c_a), veh/h	1252	980	869	0	372	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	5.1	13.5	0.0	28.2	27.5
Incr Delay (d2), s/veh	4.9	0.0	20.3	0.0	1.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	0.8	25.9	0.0	1.7	0.8
LnGrp Delay(d),s/veh	16.5	5.2	33.8	0.0	29.4	28.2
LnGrp LOS	B	A	C		C	C
Approach Vol, veh/h	1177			851	114	
Approach Delay, s/veh	15.7			33.8	29.0	
Approach LOS	B			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.0		65.0				65.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		5.4		43.4				62.5
Green Ext Time (p_c), s		0.3		9.9				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	661	142	396	566	44	127	462	176	80	393	99
Future Volume (veh/h)	220	661	142	396	566	44	127	462	176	80	393	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	239	718	154	430	615	48	138	502	191	87	427	108
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	913	376	535	888	366	136	901	341	133	1000	251
Arrive On Green	0.18	0.26	0.26	0.17	0.25	0.25	0.17	0.72	0.68	0.08	0.36	0.34
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2513	951	1634	2805	703
Grp Volume(v), veh/h	239	718	154	430	615	48	138	353	340	87	268	267
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1695	1634	1770	1739
Q Serve(g_s), s	16.9	22.7	10.5	15.7	18.9	3.1	10.0	11.2	11.9	6.2	13.8	14.1
Cycle Q Clear(g_c), s	16.9	22.7	10.5	15.7	18.9	3.1	10.0	11.2	11.9	6.2	13.8	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	287	913	376	535	888	366	136	635	608	133	631	620
V/C Ratio(X)	0.83	0.79	0.41	0.80	0.69	0.13	1.01	0.56	0.56	0.66	0.42	0.43
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	635	608	136	631	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.81	0.81	0.81	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	41.4	36.9	47.9	40.7	34.8	50.0	12.5	13.4	53.5	29.3	29.7
Incr Delay (d2), s/veh	7.5	1.6	0.3	5.7	1.3	0.1	71.4	2.7	2.9	10.5	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	11.3	4.3	7.3	9.4	1.3	7.2	5.8	5.9	3.2	7.1	7.2
LnGrp Delay(d),s/veh	55.2	43.0	37.2	53.6	42.1	34.9	121.5	15.2	16.3	64.0	31.4	31.9
LnGrp LOS	E	D	D	D	D	C	F	B	B	E	C	C
Approach Vol, veh/h		1111			1093			831			622	
Approach Delay, s/veh		44.9			46.3			33.3			36.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	47.0	24.3	35.0	14.0	46.8	25.1	34.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	8.2	13.9	17.7	24.7	12.0	16.1	18.9	20.9
Green Ext Time (p_c), s	0.0	4.6	0.6	4.3	0.0	4.5	0.2	5.4

Intersection Summary		
HCM 2010 Ctrl Delay		41.2
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	359	120	354	435	88	208	634	89	87	507	90
Future Volume (veh/h)	246	359	120	354	435	88	208	634	89	87	507	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	267	390	130	385	473	96	226	689	97	95	551	98
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	533	220	457	828	341	768	1367	563	158	686	283
Arrive On Green	0.20	0.15	0.15	0.28	0.23	0.23	0.24	0.39	0.39	0.05	0.19	0.19
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	267	390	130	385	473	96	226	689	97	95	551	98
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	18.8	12.6	10.0	26.6	14.2	6.5	7.0	17.8	2.0	3.5	17.8	4.4
Cycle Q Clear(g_c), s	18.8	12.6	10.0	26.6	14.2	6.5	7.0	17.8	2.0	3.5	17.8	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	533	220	457	828	341	768	1367	563	158	686	283
V/C Ratio(X)	0.83	0.73	0.59	0.84	0.57	0.28	0.29	0.50	0.17	0.60	0.80	0.35
Avail Cap(c_a), veh/h	490	752	310	558	900	371	768	1367	563	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	48.7	47.5	40.7	40.6	37.7	37.1	28.1	3.5	55.8	46.2	16.7
Incr Delay (d2), s/veh	4.3	1.3	1.5	9.5	0.7	0.4	0.2	1.3	0.7	6.1	9.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	6.3	4.1	13.2	7.0	2.7	3.1	9.0	0.9	1.7	9.6	2.0
LnGrp Delay(d),s/veh	50.6	49.9	49.0	50.2	41.4	38.1	37.3	29.4	4.2	61.9	55.8	20.1
LnGrp LOS	D	D	D	D	D	D	D	C	A	E	E	C
Approach Vol, veh/h		787			954			1012			744	
Approach Delay, s/veh		50.0			44.6			28.8			51.9	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.3	37.6	22.1	33.1	27.3	27.6	32.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	19.8	28.6	14.6	9.0	19.8	20.8	16.2
Green Ext Time (p_c), s	0.0	3.2	3.0	1.4	0.0	1.4	0.7	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	55	118	60	11	92	29	435	120	79	411	14
Future Volume (veh/h)	57	55	118	60	11	92	29	435	120	79	411	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	62	60	128	65	12	100	32	473	130	86	447	15
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	214	168	82	220	172	43	1061	831	106	1137	966
Arrive On Green	0.05	0.12	0.12	0.05	0.12	0.12	0.02	0.57	0.57	0.13	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	62	60	128	65	12	100	32	473	130	86	447	15
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	3.4	2.7	7.7	3.5	0.5	5.8	1.6	13.2	3.8	4.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.7	7.7	3.5	0.5	5.8	1.6	13.2	3.8	4.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	214	168	82	220	172	43	1061	831	106	1137	966
V/C Ratio(X)	0.81	0.28	0.76	0.79	0.05	0.58	0.74	0.45	0.16	0.81	0.39	0.02
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1061	831	118	1137	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.77	0.77	0.77	0.85	0.85	0.85
Uniform Delay (d), s/veh	42.5	36.4	38.6	42.3	35.2	37.6	43.6	11.2	9.1	38.6	0.0	0.0
Incr Delay (d2), s/veh	41.0	0.7	7.0	14.7	0.1	2.9	17.0	1.1	0.3	27.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.4	3.4	1.9	0.3	2.5	1.0	7.0	1.6	2.9	0.3	0.0
LnGrp Delay(d),s/veh	83.5	37.1	45.6	57.0	35.3	40.5	60.6	12.2	9.5	65.7	0.9	0.0
LnGrp LOS	F	D	D	E	D	D	E	B	A	E	A	A
Approach Vol, veh/h		250			177			635			548	
Approach Delay, s/veh		53.0			46.2			14.1			11.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	55.8	9.0	14.9	6.7	59.4	8.7	15.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	1.6	15.2	5.5	9.7	3.6	2.0	5.4	7.8
Green Ext Time (p_c), s	0.0	3.7	0.1	0.7	0.0	4.2	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	254	5	58	166	56	5	144	57	32	10	16
Future Volume (veh/h)	33	254	5	58	166	56	5	144	57	32	10	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	276	5	63	180	61	5	157	62	35	11	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	406	7	79	357	117	9	1139	892	42	1178	922
Arrive On Green	0.01	0.04	0.04	0.05	0.14	0.14	0.01	0.61	0.61	0.03	0.63	0.63
Sat Flow, veh/h	1634	3557	64	1634	2620	860	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	36	137	144	63	120	121	5	157	62	35	11	17
Grp Sat Flow(s),veh/h/ln	1634	1770	1851	1634	1770	1711	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.0	6.9	6.9	3.4	5.6	5.9	0.3	3.2	1.6	1.9	0.2	0.4
Cycle Q Clear(g_c), s	2.0	6.9	6.9	3.4	5.6	5.9	0.3	3.2	1.6	1.9	0.2	0.4
Prop In Lane	1.00		0.03	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	202	211	79	241	233	9	1139	892	42	1178	922
V/C Ratio(X)	0.84	0.68	0.68	0.80	0.50	0.52	0.59	0.14	0.07	0.83	0.01	0.02
Avail Cap(c_a), veh/h	118	383	401	209	482	466	118	1139	892	209	1178	922
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	44.4	41.7	41.7	42.4	36.0	36.1	44.7	7.4	7.1	43.6	6.1	6.2
Incr Delay (d2), s/veh	31.2	3.8	3.7	16.4	1.6	1.8	50.7	0.3	0.2	29.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.6	3.8	1.9	2.9	2.9	0.2	1.7	0.7	1.2	0.1	0.2
LnGrp Delay(d),s/veh	75.6	45.5	45.4	58.8	37.6	37.9	95.4	7.7	7.2	72.7	6.1	6.2
LnGrp LOS	E	D	D	E	D	D	F	A	A	E	A	A
Approach Vol, veh/h		317			304			224			63	
Approach Delay, s/veh		48.9			42.1			9.5			43.1	
Approach LOS		D			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	59.5	8.9	14.8	5.0	61.4	6.9	16.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	3.9	5.2	5.4	8.9	2.3	2.4	4.0	7.9
Green Ext Time (p_c), s	0.0	0.8	0.1	1.4	0.0	0.8	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	147	212	156	127	37	218	540	286	39	456	46
Future Volume (veh/h)	51	147	212	156	127	37	218	540	286	39	456	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	160	230	170	138	40	237	587	311	42	496	50
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	318	285	177	634	178	204	1188	629	78	1473	148
Arrive On Green	0.06	0.18	0.17	0.11	0.23	0.22	0.25	1.00	1.00	0.10	0.91	0.91
Sat Flow, veh/h	1634	1770	1583	1634	2730	767	1634	2238	1185	1634	3248	326
Grp Volume(v), veh/h	55	160	230	170	88	90	237	464	434	42	269	277
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1727	1634	1770	1654	1634	1770	1805
Q Serve(g_s), s	3.9	9.8	16.8	12.4	4.8	5.1	15.0	0.0	0.0	2.9	2.4	2.5
Cycle Q Clear(g_c), s	3.9	9.8	16.8	12.4	4.8	5.1	15.0	0.0	0.0	2.9	2.4	2.5
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.72	1.00		0.18
Lane Grp Cap(c), veh/h	91	318	285	177	411	401	204	940	878	78	803	819
V/C Ratio(X)	0.60	0.50	0.81	0.96	0.21	0.22	1.16	0.49	0.49	0.54	0.34	0.34
Avail Cap(c_a), veh/h	144	457	409	177	493	481	204	940	878	82	803	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	0.87	0.87	0.87
Uniform Delay (d), s/veh	55.3	44.4	48.1	53.2	37.2	37.6	45.0	0.0	0.0	53.0	3.2	3.2
Incr Delay (d2), s/veh	6.2	1.2	7.7	55.9	0.3	0.3	107.4	1.5	1.6	5.4	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.9	8.0	8.4	2.4	2.5	12.8	0.4	0.4	1.4	1.3	1.3
LnGrp Delay(d),s/veh	61.5	45.6	55.8	109.1	37.5	37.9	152.4	1.5	1.6	58.4	4.1	4.1
LnGrp LOS	E	D	E	F	D	D	F	A	A	E	A	A
Approach Vol, veh/h		445			348			1135			588	
Approach Delay, s/veh		52.8			72.6			33.1			8.0	
Approach LOS		D			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	67.7	17.0	25.6	19.0	58.4	10.7	31.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	14.9	2.0	14.4	18.8	17.0	4.5	5.9	7.1
Green Ext Time (p_c), s	0.0	6.5	0.0	1.1	0.0	6.4	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	72	305	133	0	17	205	34	0	80	27	16	0	35	92	41
Future Vol, veh/h	0	72	305	133	0	17	205	34	0	80	27	16	0	35	92	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	332	145	0	18	223	37	0	87	29	17	0	38	100	45
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.1	11.1	12.6	13.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	72	203	235	17	137	102	168
LT Vol	80	72	0	0	17	0	0	35
Through Vol	27	0	203	102	0	137	68	92
RT Vol	16	0	0	133	0	0	34	41
Lane Flow Rate	134	78	221	255	18	149	111	183
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.267	0.144	0.375	0.404	0.036	0.267	0.192	0.344
Departure Headway (Hd)	7.179	6.618	6.108	5.704	6.972	6.462	6.224	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	540	586	627	511	553	573	528
Service Time	4.955	4.381	3.871	3.466	4.746	4.235	3.997	4.547
HCM Lane V/C Ratio	0.269	0.144	0.377	0.407	0.035	0.269	0.194	0.347
HCM Control Delay	12.6	10.5	12.5	12.3	10	11.6	10.5	13.1
HCM Lane LOS	B	B	B	B	A	B	B	B
HCM 95th-tile Q	1.1	0.5	1.7	2	0.1	1.1	0.7	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	185	64	126	130	38	63	805	185	40	682	33
Future Volume (veh/h)	57	185	64	126	130	38	63	805	185	40	682	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	62	201	70	137	141	41	68	875	201	43	741	36
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	262	205	142	310	242	112	1690	388	79	1962	95
Arrive On Green	0.06	0.14	0.14	0.09	0.17	0.17	0.07	0.59	0.57	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2860	657	1634	3436	167
Grp Volume(v), veh/h	62	201	70	137	141	41	68	541	535	43	382	395
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1747	1634	1770	1833
Q Serve(g_s), s	4.4	12.5	5.2	10.0	8.2	2.9	4.9	21.6	21.9	3.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	12.5	5.2	10.0	8.2	2.9	4.9	21.6	21.9	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	100	262	205	142	310	242	112	1046	1032	79	1010	1047
V/C Ratio(X)	0.62	0.77	0.34	0.97	0.46	0.17	0.61	0.52	0.52	0.54	0.38	0.38
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1046	1032	82	1010	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.0	49.7	46.5	54.6	45.1	42.9	54.3	14.5	14.7	52.9	0.0	0.0
Incr Delay (d2), s/veh	9.7	8.7	1.0	65.5	1.0	0.3	2.5	0.9	0.9	5.4	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.1	2.2	7.1	4.3	1.2	2.3	10.8	10.7	1.5	0.2	0.2
LnGrp Delay(d),s/veh	64.7	58.4	47.5	120.1	46.2	43.2	56.9	15.3	15.6	58.3	0.9	0.8
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		333			319			1144			820	
Approach Delay, s/veh		57.3			77.6			17.9			3.9	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	74.9	14.4	20.9	12.2	72.5	11.3	23.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	15.3	23.9	12.0	14.5	6.9	2.0	6.4	10.2
Green Ext Time (p_c), s	0.0	9.2	0.0	0.7	0.1	9.4	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	199	222	83	119	125	180	681	87	136	766	49
Future Volume (veh/h)	77	199	222	83	119	125	180	681	87	136	766	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	84	216	241	90	129	136	196	740	95	148	833	53
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	721	297	95	646	266	246	1710	705	198	1606	662
Arrive On Green	0.08	0.20	0.20	0.06	0.18	0.18	0.15	0.48	0.48	0.12	0.45	0.45
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	84	216	241	90	129	136	196	740	95	148	833	53
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.0	6.2	18.9	6.6	3.7	10.1	13.9	16.4	4.3	10.5	20.2	2.5
Cycle Q Clear(g_c), s	6.0	6.2	18.9	6.6	3.7	10.1	13.9	16.4	4.3	10.5	20.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	721	297	95	646	266	246	1710	705	198	1606	662
V/C Ratio(X)	0.65	0.30	0.81	0.94	0.20	0.51	0.80	0.43	0.13	0.75	0.52	0.08
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1710	705	259	1606	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	53.6	40.5	45.6	56.3	41.6	44.2	49.2	20.3	17.1	50.9	23.4	18.6
Incr Delay (d2), s/veh	5.3	0.2	11.9	71.6	0.1	1.4	11.6	0.8	0.4	5.4	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.1	8.6	4.9	1.8	4.2	7.1	8.2	1.8	5.0	10.0	1.0
LnGrp Delay(d),s/veh	58.9	40.7	57.5	127.9	41.7	45.6	60.7	21.1	17.5	56.3	24.2	18.7
LnGrp LOS	E	D	E	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		541			355			1031			1034	
Approach Delay, s/veh		51.0			65.1			28.3			28.5	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	62.0	11.0	28.5	22.1	58.4	13.5	25.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.5	18.4	8.6	20.9	15.9	22.2	8.0	12.1
Green Ext Time (p_c), s	0.2	8.9	0.0	1.5	0.2	8.2	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	326	208	46	180	73	81	522	123	145	733	76
Future Volume (veh/h)	80	326	208	46	180	73	81	522	123	145	733	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	87	354	226	50	196	79	88	567	134	158	797	83
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	424	266	82	660	272	123	607	475	470	1906	786
Arrive On Green	0.07	0.20	0.19	0.05	0.19	0.19	0.15	0.65	0.65	0.29	0.54	0.54
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	87	299	281	50	196	79	88	567	134	158	797	83
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	6.3	19.4	20.0	3.6	5.7	2.9	6.2	32.5	3.7	9.1	16.1	3.3
Cycle Q Clear(g_c), s	6.3	19.4	20.0	3.6	5.7	2.9	6.2	32.5	3.7	9.1	16.1	3.3
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	359	331	82	660	272	123	607	475	470	1906	786
V/C Ratio(X)	0.80	0.83	0.85	0.61	0.30	0.29	0.72	0.93	0.28	0.34	0.42	0.11
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	470	1906	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Uniform Delay (d), s/veh	55.2	45.9	46.8	55.9	42.0	11.5	49.8	19.7	9.0	33.7	16.5	13.5
Incr Delay (d2), s/veh	30.3	13.4	16.3	11.6	0.2	0.5	13.3	18.3	1.0	0.4	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.8	10.5	1.9	2.8	1.2	3.2	19.1	1.6	4.2	8.0	1.4
LnGrp Delay(d),s/veh	85.5	59.3	63.1	67.5	42.3	12.0	63.1	38.0	10.1	34.1	17.1	13.8
LnGrp LOS	F	E	E	E	D	B	E	D	B	C	B	B
Approach Vol, veh/h		667			325			789			1038	
Approach Delay, s/veh		64.3			38.8			36.1			19.4	
Approach LOS		E			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	43.1	10.0	28.4	13.0	68.6	12.0	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.1	34.5	5.6	22.0	8.2	18.1	8.3	7.7
Green Ext Time (p_c), s	2.1	2.6	0.0	0.4	0.0	4.8	0.0	2.8

Intersection Summary		
HCM 2010 Ctrl Delay	36.9	
HCM 2010 LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	328	109	99	161	181	165	749	167	202	505	52
Future Volume (veh/h)	97	328	109	99	161	181	165	749	167	202	505	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	105	357	118	108	175	197	179	814	182	220	549	57
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	498	205	186	606	250	225	1595	657	264	1680	692
Arrive On Green	0.08	0.14	0.14	0.11	0.17	0.17	0.27	0.90	0.90	0.32	0.95	0.95
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	105	357	118	108	175	197	179	814	182	220	549	57
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.2	11.6	6.6	7.5	5.2	15.5	12.2	5.0	1.2	15.0	1.4	0.3
Cycle Q Clear(g_c), s	7.2	11.6	6.6	7.5	5.2	15.5	12.2	5.0	1.2	15.0	1.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	498	205	186	606	250	225	1595	657	264	1680	692
V/C Ratio(X)	0.54	0.72	0.57	0.58	0.29	0.79	0.80	0.51	0.28	0.83	0.33	0.08
Avail Cap(c_a), veh/h	196	728	300	186	817	337	327	1595	657	354	1680	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.71	0.71	0.71	0.81	0.81	0.81	0.75	0.75	0.75	0.86	0.86	0.86
Uniform Delay (d), s/veh	49.3	49.3	25.2	50.4	43.3	47.6	42.0	3.5	1.2	39.2	1.6	1.6
Incr Delay (d2), s/veh	2.0	1.4	1.8	3.6	0.2	7.1	6.4	0.9	0.8	10.5	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	5.7	2.7	3.6	2.5	6.8	5.9	2.4	0.5	7.5	0.7	0.1
LnGrp Delay(d),s/veh	51.3	50.6	27.0	54.1	43.6	54.7	48.4	4.4	2.0	49.7	2.1	1.8
LnGrp LOS	D	D	C	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		580			480			1175			826	
Approach Delay, s/veh		46.0			50.5			10.7			14.7	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	58.1	17.7	20.9	20.5	60.9	14.0	24.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	17.5	7.0	9.5	13.6	14.2	3.4	9.2	17.5
Green Ext Time (p_c), s	0.4	8.1	0.3	1.3	0.3	8.4	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	385	147	122	302	141	128	1321	87	101	1011	351
Future Volume (veh/h)	523	385	147	122	302	141	128	1321	87	101	1011	351
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	568	418	160	133	328	153	139	1436	95	110	1099	382
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	760	313	235	580	239	150	2491	165	109	1720	709
Arrive On Green	0.13	0.21	0.21	0.07	0.16	0.16	0.09	0.51	0.51	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4874	322	1634	3539	1458
Grp Volume(v), veh/h	568	418	160	133	328	153	139	999	532	110	1099	382
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1806	1634	1770	1458
Q Serve(g_s), s	15.0	12.6	11.6	4.9	10.2	11.8	10.1	24.5	24.5	8.0	27.8	21.9
Cycle Q Clear(g_c), s	15.0	12.6	11.6	4.9	10.2	11.8	10.1	24.5	24.5	8.0	27.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	396	760	313	235	580	239	150	1733	923	109	1720	709
V/C Ratio(X)	1.43	0.55	0.51	0.57	0.57	0.64	0.93	0.58	0.58	1.01	0.64	0.54
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1733	923	109	1720	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.80	0.80	0.80	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.5	41.9	41.5	53.7	46.2	46.9	54.1	20.3	20.3	56.0	23.0	21.5
Incr Delay (d2), s/veh	206.5	0.5	1.0	2.1	0.9	2.8	45.5	1.1	2.1	83.9	1.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	6.2	4.8	2.2	5.1	4.9	6.5	11.6	12.7	6.1	14.0	9.3
LnGrp Delay(d),s/veh	259.0	42.4	42.6	55.8	47.1	49.7	99.6	21.5	22.4	139.9	24.6	24.1
LnGrp LOS	F	D	D	E	D	D	F	C	C	F	C	C
Approach Vol, veh/h		1146			614			1670			1591	
Approach Delay, s/veh		149.8			49.6			28.3			32.5	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.3	12.9	29.8	15.0	62.3	19.0	23.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	26.5	6.9	14.6	12.1	29.8	17.0	13.8
Green Ext Time (p_c), s	0.0	15.2	0.1	4.1	0.0	11.9	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	59.9
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	5	42	74	4	9	30	1072	29	20	1413	39
Future Volume (veh/h)	39	5	42	74	4	9	30	1072	29	20	1413	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	5	46	80	4	10	33	1165	32	22	1536	42
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	106	83	121	40	101	67	2483	1023	56	3532	1013
Arrive On Green	0.05	0.06	0.06	0.07	0.09	0.07	0.04	0.70	0.70	0.03	0.69	0.69
Sat Flow, veh/h	1634	1863	1458	1634	473	1182	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	42	5	46	80	0	14	33	1165	32	22	1536	42
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1654	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	3.0	0.3	3.2	5.7	0.0	0.9	2.4	17.6	0.3	1.6	15.9	1.1
Cycle Q Clear(g_c), s	3.0	0.3	3.2	5.7	0.0	0.9	2.4	17.6	0.3	1.6	15.9	1.1
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	106	83	121	0	141	67	2483	1023	56	3532	1013
V/C Ratio(X)	0.56	0.05	0.55	0.66	0.00	0.10	0.49	0.47	0.03	0.40	0.43	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	455	82	2483	1023	82	3532	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	53.5	40.4	54.1	0.0	51.2	56.3	8.0	0.9	56.8	8.0	5.8
Incr Delay (d2), s/veh	6.5	0.2	5.7	9.6	0.0	0.3	5.5	0.6	0.1	4.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.2	1.4	2.9	0.0	0.4	1.2	8.8	0.1	0.8	7.5	0.5
LnGrp Delay(d),s/veh	62.5	53.7	46.0	63.7	0.0	51.5	61.8	8.6	1.0	61.3	8.4	5.8
LnGrp LOS	E	D	D	E		D	E	A	A	E	A	A
Approach Vol, veh/h		93			94			1230			1600	
Approach Delay, s/veh		53.9			61.9			9.8			9.1	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	88.2	12.9	10.8	8.9	87.4	9.5	14.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.6	19.6	7.7	5.2	4.4	17.9	5.0	2.9
Green Ext Time (p_c), s	0.0	19.3	0.0	0.1	0.0	19.8	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	94	764	108	119	1018
Future Volume (veh/h)	66	94	764	108	119	1018
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	72	102	830	117	129	1107
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	1318	1032	150	1551
Arrive On Green	0.10	0.10	0.71	0.71	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	72	102	830	117	129	1107
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	5.0	8.1	28.2	3.1	9.2	0.0
Cycle Q Clear(g_c), s	5.0	8.1	28.2	3.1	9.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	147	1318	1032	150	1551
V/C Ratio(X)	0.44	0.69	0.63	0.11	0.86	0.71
Avail Cap(c_a), veh/h	268	239	1318	1032	150	1551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.72	0.72	1.00	1.00	0.90	0.90
Uniform Delay (d), s/veh	50.7	52.1	9.3	5.6	48.3	0.0
Incr Delay (d2), s/veh	1.3	4.2	2.3	0.2	34.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.5	15.1	1.3	5.6	1.1
LnGrp Delay(d),s/veh	52.0	56.3	11.6	5.8	82.4	2.6
LnGrp LOS	D	E	B	A	F	A
Approach Vol, veh/h	174		947			1236
Approach Delay, s/veh	54.6		10.8			10.9
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	88.9				103.9		16.1
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.2	30.2				2.0		10.1
Green Ext Time (p_c), s	0.0	14.6				15.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	72	96	44	68	120	100	980	91	89	669	44
Future Volume (veh/h)	71	72	96	44	68	120	100	980	91	89	669	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	77	78	104	48	74	130	109	1065	99	97	727	48
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	128	171	83	93	163	154	1811	168	141	1837	121
Arrive On Green	0.07	0.18	0.16	0.05	0.15	0.14	0.19	1.00	1.00	0.17	1.00	1.00
Sat Flow, veh/h	1634	725	967	1634	607	1067	1634	3274	304	1634	3371	222
Grp Volume(v), veh/h	77	0	182	48	0	204	109	575	589	97	382	393
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1674	1634	1770	1809	1634	1770	1823
Q Serve(g_s), s	5.5	0.0	12.0	3.4	0.0	14.1	7.5	0.0	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	12.0	3.4	0.0	14.1	7.5	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	122	0	299	83	0	255	154	979	1000	141	964	994
V/C Ratio(X)	0.63	0.00	0.61	0.58	0.00	0.80	0.71	0.59	0.59	0.69	0.40	0.40
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	979	1000	163	964	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.84	0.84	0.84	0.93	0.93	0.93
Uniform Delay (d), s/veh	53.9	0.0	46.0	55.7	0.0	49.6	47.1	0.0	0.0	48.1	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	1.9	6.3	0.0	7.6	4.9	2.2	2.1	8.9	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	5.7	1.7	0.0	7.1	3.6	0.6	0.6	3.4	0.3	0.3
LnGrp Delay(d),s/veh	58.9	0.0	47.9	62.0	0.0	57.3	52.0	2.2	2.1	57.0	1.1	1.1
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		259			252			1273			872	
Approach Delay, s/veh		51.2			58.2			6.4			7.3	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	70.4	10.1	25.2	15.3	69.4	13.0	22.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	18.7	2.0	5.4	14.0	9.5	2.0	7.5	16.1
Green Ext Time (p_c), s	0.0	10.0	0.0	0.8	0.1	9.9	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	50.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	72	4	267	0	125	626	0	0	0	934	204
Future Vol, veh/h	0	0	0	0	0	72	4	267	0	125	626	0	0	0	934	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	78	4	290	0	136	680	0	0	0	1015	222
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	17.7	57.1	56.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	626	76	267	934	204
LT Vol	125	0	72	0	0	0
Through Vol	0	626	4	0	934	0
RT Vol	0	0	0	267	0	204
Lane Flow Rate	136	680	83	290	1015	222
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.283	1	0.19	0.573	1	0.384
Departure Headway (Hd)	7.507	7.006	8.281	7.109	6.941	6.24
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	481	524	433	508	538	581
Service Time	5.211	4.711	6.036	4.864	4.645	3.944
HCM Lane V/C Ratio	0.283	1.298	0.192	0.571	1.887	0.382
HCM Control Delay	13.1	65.9	13	19	65.5	12.8
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	1.2	13.9	0.7	3.6	13.9	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	132	384	231	814	0	0	958	173
Future Volume (veh/h)	0	0	0	490	132	384	231	814	0	0	958	173
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				533	143	417	251	885	0	0	1041	188
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1036	590	462	527	2152	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.22	0.81	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				533	143	417	251	885	0	0	1041	188
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.0	6.8	32.8	8.3	8.6	0.0	0.0	16.4	4.0
Cycle Q Clear(g_c), s				16.0	6.8	32.8	8.3	8.6	0.0	0.0	16.4	4.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1036	590	462	527	2152	0	0	1430	589
V/C Ratio(X)				0.51	0.24	0.90	0.48	0.41	0.00	0.00	0.73	0.32
Avail Cap(c_a), veh/h				1185	675	529	527	2152	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.72	0.72	0.72	0.89	0.89	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				33.4	30.3	39.2	42.2	5.3	0.0	0.0	8.4	7.2
Incr Delay (d2), s/veh				0.3	0.2	13.2	0.6	0.5	0.0	0.0	3.0	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.2	3.5	14.9	3.7	4.3	0.0	0.0	8.1	1.8
LnGrp Delay(d),s/veh				33.7	30.5	52.4	42.8	5.8	0.0	0.0	11.4	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1093			1136			1229	
Approach Delay, s/veh					40.4			14.0			11.0	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.5			24.5	53.0		42.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.6			10.3	18.4		34.8
Green Ext Time (p_c), s		5.7			2.0	6.1		3.2

Intersection Summary		
HCM 2010 Ctrl Delay		21.3
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	493	324	266	1124	0	0	1059	281
Future Volume (veh/h)	0	0	0	381	493	324	266	1124	0	0	1059	281
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				414	536	352	289	1222	0	0	1151	305
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				820	915	377	325	2388	0	0	1565	645
Arrive On Green				0.26	0.26	0.26	0.40	1.00	0.00	0.00	0.44	0.44
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				414	536	352	289	1222	0	0	1151	305
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.4	15.9	28.3	19.8	0.0	0.0	0.0	32.3	17.7
Cycle Q Clear(g_c), s				13.4	15.9	28.3	19.8	0.0	0.0	0.0	32.3	17.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				820	915	377	325	2388	0	0	1565	645
V/C Ratio(X)				0.51	0.59	0.93	0.89	0.51	0.00	0.00	0.74	0.47
Avail Cap(c_a), veh/h				822	917	378	340	2388	0	0	1565	645
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.78	0.78	0.00	0.00	0.65	0.65
Uniform Delay (d), s/veh				37.9	38.9	43.5	34.9	0.0	0.0	0.0	27.7	23.6
Incr Delay (d2), s/veh				0.5	1.0	29.9	18.9	0.6	0.0	0.0	2.0	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.9	7.9	14.5	10.5	0.2	0.0	0.0	16.1	7.4
LnGrp Delay(d),s/veh				38.4	39.8	73.4	53.8	0.6	0.0	0.0	29.7	25.2
LnGrp LOS				D	D	E	D	A			C	C
Approach Vol, veh/h					1302			1511			1456	
Approach Delay, s/veh					48.4			10.8			28.8	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		85.0			27.9	57.1		35.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			21.8	34.3		30.3
Green Ext Time (p_c), s		23.8			0.1	11.1		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		28.4
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	1	190	0	0	0	0	406	58	531	384	0
Future Volume (veh/h)	242	1	190	0	0	0	0	406	58	531	384	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	263	1	207				0	441	63	577	417	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	306	1	252				0	692	541	499	1354	0
Arrive On Green	0.17	0.17	0.17				0.00	0.37	0.37	0.31	0.73	0.00
Sat Flow, veh/h	1768	7	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	264	0	207				0	441	63	577	417	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	13.0	0.0	12.3				0.0	17.6	2.6	27.5	7.1	0.0
Cycle Q Clear(g_c), s	13.0	0.0	12.3				0.0	17.6	2.6	27.5	7.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	307	0	252				0	692	541	499	1354	0
V/C Ratio(X)	0.86	0.00	0.82				0.00	0.64	0.12	1.16	0.31	0.00
Avail Cap(c_a), veh/h	355	0	292				0	692	541	499	1354	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.1	0.0	35.9				0.0	23.3	18.6	31.3	4.3	0.0
Incr Delay (d2), s/veh	16.9	0.0	14.9				0.0	4.5	0.4	90.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	6.0				0.0	9.8	1.1	24.9	3.8	0.0
LnGrp Delay(d),s/veh	53.1	0.0	50.8				0.0	27.8	19.0	122.0	4.9	0.0
LnGrp LOS	D		D					C	B	F	A	
Approach Vol, veh/h		471						504			994	
Approach Delay, s/veh		52.1						26.7			72.9	
Approach LOS		D						C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.0	37.9		20.1		69.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	29.5	19.6		15.0		9.1		
Green Ext Time (p_c), s	0.0	2.8		0.6		3.6		

Intersection Summary	
HCM 2010 Ctrl Delay	56.1
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	136	256	0	0	0	0	847	456	446	993	0
Future Volume (veh/h)	225	136	256	0	0	0	0	847	456	446	993	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	245	148	278				0	921	496	485	1079	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	360	780	321				0	2536	727	574	2524	0
Arrive On Green	0.22	0.22	0.22				0.00	0.50	0.50	0.36	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	245	148	278				0	921	496	485	1079	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	16.5	4.1	22.0				0.0	13.3	31.0	16.9	0.0	0.0
Cycle Q Clear(g_c), s	16.5	4.1	22.0				0.0	13.3	31.0	16.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	360	780	321				0	2536	727	574	2524	0
V/C Ratio(X)	0.68	0.19	0.87				0.00	0.36	0.68	0.85	0.43	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2536	727	660	2524	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	42.9	38.1	45.1				0.0	18.4	22.9	36.7	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.1	15.0				0.0	0.4	5.1	6.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.0	10.2				0.0	6.3	13.4	7.8	0.1	0.0
LnGrp Delay(d),s/veh	45.9	38.2	60.0				0.0	18.8	28.0	43.4	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		671						1417			1564	
Approach Delay, s/veh		50.1						22.0			13.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.7	63.8		30.4		89.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	18.9	33.0		24.0		2.0		
Green Ext Time (p_c), s	0.8	10.0		1.8		20.2		

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	539	279	0	0	0	0	940	326	425	1116	0
Future Volume (veh/h)	356	539	279	0	0	0	0	940	326	425	1116	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	387	586	303				0	1022	354	462	1213	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1913	788	564	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.54	0.54	0.36	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	387	586	303				0	1022	354	462	1213	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.7	19.5	21.8				0.0	22.4	17.7	15.9	0.0	0.0
Cycle Q Clear(g_c), s	13.7	19.5	21.8				0.0	22.4	17.7	15.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1913	788	564	2660	0
V/C Ratio(X)	0.67	0.91	1.14				0.00	0.53	0.45	0.82	0.46	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1913	788	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	45.8	48.2	49.1				0.0	17.8	16.7	36.9	0.0	0.0
Incr Delay (d2), s/veh	2.4	14.3	93.8				0.0	1.1	1.8	3.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	10.8	15.7				0.0	11.2	7.5	7.2	0.1	0.0
LnGrp Delay(d),s/veh	48.2	62.4	142.9				0.0	18.9	18.6	40.2	0.4	0.0
LnGrp LOS	D	E	F					B	B	D	A	
Approach Vol, veh/h		1276						1376			1675	
Approach Delay, s/veh		77.2						18.8			11.4	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.3	68.9		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	17.9	24.4		23.8		2.0		
Green Ext Time (p_c), s	1.4	16.0		0.0		22.3		

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	8	0	0	10
Future Vol, veh/h	0	0	8	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	997	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1073	-	-	1611	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	17	10	0	24	0	6
Future Vol, veh/h	17	10	0	24	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	11	0	26	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	50	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1584	-	959	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	959	1052
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1052	-	-	1584	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	86	442	80	0	417
Future Vol, veh/h	0	86	442	80	0	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	93	480	87	0	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	977	524	0	0	567	0
Stage 1	524	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	278	553	-	-	1005	-
Stage 1	594	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	278	553	-	-	1005	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1005	-
HCM Lane V/C Ratio	-	-	0.169	-	-
HCM Control Delay (s)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	797	699	182	0	126
Future Vol, veh/h	0	797	699	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	866	760	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	958	0	-	0	1725	859
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	866	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	718	-	-	-	98	356
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	718	-	-	-	98	356
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	718	-	-	-	356
HCM Lane V/C Ratio	-	-	-	-	0.385
HCM Control Delay (s)	0	-	-	-	21.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	55	42	139	15	18	130
Future Vol, veh/h	55	42	139	15	18	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	46	151	16	20	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	331	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	664	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	655	895	-	-	1430	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	655	895	1430	-
HCM Lane V/C Ratio	-	-	0.091	0.051	0.014	-
HCM Control Delay (s)	-	-	11	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	34	24	140	12	11	140
Future Vol, veh/h	34	24	140	12	11	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	26	152	13	12	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	328	152	0	0	152	0
Stage 1	152	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	666	894	-	-	1429	-
Stage 1	876	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	894	-	-	1429	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	660	894	1429	-
HCM Lane V/C Ratio	-	-	0.056	0.029	0.008	-
HCM Control Delay (s)	-	-	10.8	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	27	129	5	0	125
Future Vol, veh/h	0	27	129	5	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	140	5	0	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	276	140	0	0	140	0
Stage 1	140	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	714	908	-	-	1443	-
Stage 1	887	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	714	908	-	-	1443	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	908	1443	-
HCM Lane V/C Ratio	-	-	-	0.032	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	117	119	6	13	14
Future Vol, veh/h	4	117	119	6	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	127	129	7	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	265	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1457	-	-	-	724	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	722	921
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1457	-	-	-	722	921
HCM Lane V/C Ratio	0.003	-	-	-	0.02	0.017
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	120	121	9	23	26
Future Vol, veh/h	8	120	121	9	23	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	130	132	10	25	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	132	0	-	0	280	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1453	-	-	-	710	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	706	917
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1453	-	-	-	706	917
HCM Lane V/C Ratio	0.006	-	-	-	0.035	0.031
HCM Control Delay (s)	7.5	-	-	-	10.3	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	118	131	5	15	21
Future Vol, veh/h	8	118	131	5	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	128	142	5	16	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	288	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1441	-	-	-	702	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	698	906
Mov Cap-2 Maneuver	-	-	-	-	698	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1441	-	-	-	698	906
HCM Lane V/C Ratio	0.006	-	-	-	0.023	0.025
HCM Control Delay (s)	7.5	-	-	-	10.3	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

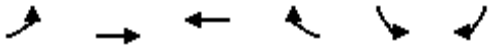
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	14	20	111	6	4
Future Vol, veh/h	113	14	20	111	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	15	22	121	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	287	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	703	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	692	928
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	928	-	-	1464	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.015	-
HCM Control Delay (s)	10.3	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	280	225	0	293	35
Future Volume (veh/h)	0	280	225	0	293	35
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	304	245	0	318	38
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	446	446	0	2453	1129
Arrive On Green	0.00	0.13	0.13	0.00	0.77	0.77
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	304	245	0	318	38
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	9.9	7.8	0.0	3.0	0.7
Cycle Q Clear(g_c), s	0.0	9.9	7.8	0.0	3.0	0.7
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	446	446	0	2453	1129
V/C Ratio(X)	0.00	0.68	0.55	0.00	0.13	0.03
Avail Cap(c_a), veh/h	0	1607	1607	0	2453	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.67	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.1	49.2	0.0	3.4	3.1
Incr Delay (d2), s/veh	0.0	1.8	0.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	3.9	0.0	1.4	0.3
LnGrp Delay(d),s/veh	0.0	52.0	50.0	0.0	3.5	3.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		304	245		356	
Approach Delay, s/veh		52.0	50.0		3.5	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.1		98.9		21.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				11.9		5.0		9.8
Green Ext Time (p_c), s				3.3		1.2		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	537	0	0	499	261	40	0	256	0	0	0
Future Volume (veh/h)	42	537	0	0	499	261	40	0	256	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	46	584	0	0	542	284	43	0	278			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1196	0	0	924	381	1806	0	831			
Arrive On Green	0.03	0.34	0.00	0.00	0.26	0.26	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	46	584	0	0	542	284	43	0	278			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.6	17.0	0.0	0.0	17.4	23.2	0.8	0.0	13.2			
Cycle Q Clear(g_c), s	3.6	17.0	0.0	0.0	17.4	23.2	0.8	0.0	13.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1196	0	0	924	381	1806	0	831			
V/C Ratio(X)	0.91	0.49	0.00	0.00	0.59	0.75	0.02	0.00	0.33			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1806	0	831			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	0.64	0.64	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.8	34.1	0.0	0.0	41.9	44.1	12.2	0.0	14.9			
Incr Delay (d2), s/veh	91.5	0.3	0.0	0.0	0.4	1.9	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.9	8.3	0.0	0.0	8.6	9.6	0.3	0.0	5.3			
LnGrp Delay(d),s/veh	154.3	34.4	0.0	0.0	42.3	46.0	12.2	0.0	15.1			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		630			826			321				
Approach Delay, s/veh		43.2			43.6			14.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.1		49.9			10.0	39.9
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		15.2		19.0			5.6	25.2
Green Ext Time (p_c), s		0.0		9.1			0.0	8.7

Intersection Summary		
HCM 2010 Ctrl Delay		38.2
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	184	332	57	0	11	245	55	0	41	19	15	0	60	17	138
Future Vol, veh/h	0	184	332	57	0	11	245	55	0	41	19	15	0	60	17	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	200	361	62	0	12	266	60	0	45	21	16	0	65	18	150
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	13.9	13.1	11.6	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	66%	0%	100%	60%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	34%	0%	0%	40%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	184	221	168	11	163	137	60	11	144
LT Vol	41	0	184	0	0	11	0	0	60	0	0
Through Vol	0	19	0	221	111	0	163	82	0	11	6
RT Vol	0	15	0	0	57	0	0	55	0	0	138
Lane Flow Rate	45	37	200	241	182	12	178	149	65	12	156
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.104	0.078	0.394	0.44	0.321	0.026	0.356	0.286	0.147	0.026	0.301
Departure Headway (Hd)	8.434	7.625	7.205	6.7	6.46	7.721	7.216	6.931	8.123	7.62	6.944
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	471	502	541	559	465	501	520	443	472	520
Service Time	6.157	5.348	4.905	4.4	4.16	5.438	4.932	4.648	5.841	5.338	4.662
HCM Lane V/C Ratio	0.106	0.079	0.398	0.445	0.326	0.026	0.355	0.287	0.147	0.025	0.3
HCM Control Delay	12.1	11	14.5	14.6	12.2	10.6	13.9	12.4	12.2	10.5	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	0.3	1.9	2.2	1.4	0.1	1.6	1.2	0.5	0.1	1.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	867	683	84	0	96
Future Vol, veh/h	0	867	683	84	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	942	742	91	0	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	834	0	-	0	1730	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	942	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	799	-	-	-	97	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	799	-	-	-	97	391
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	799	-	-	-	391
HCM Lane V/C Ratio	-	-	-	-	0.267
HCM Control Delay (s)	0	-	-	-	17.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	111	12	430	98	11	314
Future Vol, veh/h	111	12	430	98	11	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	467	107	12	341

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	832	467	0	0	467	0
Stage 1	467	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	339	596	-	-	1094	-
Stage 1	631	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	596	-	-	1094	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	335	596	1094	-
HCM Lane V/C Ratio	-	-	0.36	0.022	0.011	-
HCM Control Delay (s)	-	-	21.7	11.2	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	11	39	0
Future Vol, veh/h	0	0	0	11	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	42	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	21	42	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	956	1051	1565	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1051	1565	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1565	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	8	0	0	10
Future Vol, veh/h	0	0	8	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	9	0	0	9	0
Stage 1	9	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	997	1073	-	-	1611	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	1073	-	-	1611	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1611	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	11	26	0	0	0
Future Vol, veh/h	0	11	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	28	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	28	28	-	0	28	0
Stage 1	0	0	-	-	-	-
Stage 2	28	28	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	987	865	-	-	1585	-
Stage 1	-	-	-	-	-	-
Stage 2	995	872	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	987	0	-	-	1585	-
Mov Cap-2 Maneuver	987	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	995	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1585	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	22	11	70	33	77	13	648	57	85	811	4
Future Volume (veh/h)	5	22	11	70	33	77	13	648	57	85	811	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	5	24	12	76	36	84	14	704	62	92	882	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	656	641	321	736	272	634	27	920	81	121	1217	6
Arrive On Green	0.55	0.55	0.54	0.55	0.55	0.54	0.02	0.28	0.28	0.07	0.34	0.33
Sat Flow, veh/h	1166	1173	586	1259	497	1161	1634	3292	290	1634	3613	16
Grp Volume(v), veh/h	5	0	36	76	0	120	14	378	388	92	432	454
Grp Sat Flow(s),veh/h/ln	1166	0	1759	1259	0	1658	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.3	0.0	1.1	3.6	0.0	4.3	1.0	23.5	23.5	6.6	25.7	25.7
Cycle Q Clear(g_c), s	4.5	0.0	1.1	4.7	0.0	4.3	1.0	23.5	23.5	6.6	25.7	25.7
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	656	0	962	736	0	906	27	495	506	121	596	626
V/C Ratio(X)	0.01	0.00	0.04	0.10	0.00	0.13	0.52	0.76	0.77	0.76	0.72	0.72
Avail Cap(c_a), veh/h	656	0	962	736	0	906	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	12.6	13.7	0.0	13.4	58.5	39.6	39.7	54.5	34.9	34.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.3	14.4	2.5	2.5	9.5	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.3	0.0	2.0	0.6	11.8	12.1	3.3	12.8	13.4
LnGrp Delay(d),s/veh	14.4	0.0	12.7	14.0	0.0	13.7	72.9	42.1	42.1	64.1	36.6	36.5
LnGrp LOS	B		B	B		B	E	D	D	E	D	D
Approach Vol, veh/h		41			196			780			978	
Approach Delay, s/veh		12.9			13.8			42.7			39.2	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	37.5		69.6	6.0	44.4		69.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.6	25.5		6.5	3.0	27.7		6.7
Green Ext Time (p_c), s	0.1	7.5		0.6	0.0	7.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	37.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	7	34	210	25	16
Future Vol, veh/h	154	7	34	210	25	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	167	8	37	228	27	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	473	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	550	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	534	873
Mov Cap-2 Maneuver	-	-	-	-	534	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	629	-	-	1401	-
HCM Lane V/C Ratio	0.071	-	-	0.026	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	24.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	128	41	0	251	196	12	0	57	19	282
Future Vol, veh/h	0	4	128	41	0	251	196	12	0	57	19	282
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	4	139	45	0	273	213	13	0	62	21	307
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12	35.5	16.9
HCM LOS	B	E	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	8%
Vol Thru, %	5%	74%	44%	0%	83%
Vol Right, %	79%	24%	0%	100%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	358	173	447	12	24
LT Vol	57	4	251	0	2
Through Vol	19	128	196	0	20
RT Vol	282	41	0	12	2
Lane Flow Rate	389	188	486	13	26
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.604	0.317	0.857	0.019	0.051
Departure Headway (Hd)	5.589	6.063	6.35	5.355	6.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	642	589	568	665	516
Service Time	3.671	4.152	4.114	3.119	4.984
HCM Lane V/C Ratio	0.606	0.319	0.856	0.02	0.05
HCM Control Delay	16.9	12	36.2	8.2	10.4
HCM Lane LOS	C	B	E	A	B
HCM 95th-tile Q	4.1	1.4	9.3	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	20	2
Future Vol, veh/h	0	2	20	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	22	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	176	250	320	36	38	124
Future Vol, veh/h	176	250	320	36	38	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	272	348	39	41	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	387	0	-	0	1021	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	654	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1171	-	-	-	262	678
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1171	-	-	-	212	678
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1171	-	-	-	447
HCM Lane V/C Ratio	0.163	-	-	-	0.394
HCM Control Delay (s)	8.7	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	0	14	6	90	0	536	6	73	820	3
Future Vol, veh/h	0	8	0	14	6	90	0	536	6	73	820	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	15	7	98	0	583	7	79	891	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1641	447	1195	1639	295	895	0	0	589	0	0
Stage 1	1052	1052	-	586	586	-	-	-	-	-	-	-
Stage 2	295	589	-	609	1053	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	110	99	559	142	99	701	754	-	-	982	-	-
Stage 1	242	302	-	463	495	-	-	-	-	-	-	-
Stage 2	689	494	-	449	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	91	559	124	91	701	754	-	-	982	-	-
Mov Cap-2 Maneuver	84	91	-	124	91	-	-	-	-	-	-	-
Stage 1	242	278	-	463	495	-	-	-	-	-	-	-
Stage 2	585	494	-	400	277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.7	20	0	0.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	754	-	-	91	358	982	-	-
HCM Lane V/C Ratio	-	-	-	0.096	0.334	0.081	-	-
HCM Control Delay (s)	0	-	-	48.7	20	9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	101	3	1	103	1	0
Future Vol, veh/h	101	3	1	103	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	3	1	112	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	225	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	763	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	762	942
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1476	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	85	0	0	108	0	0
Future Vol, veh/h	85	0	0	108	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	92	0	0	117	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	209	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	779	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	779	965
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	908	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1503	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	64	31	36	94	10	26	32	10	2	39	2
Future Vol, veh/h	3	64	31	36	94	10	26	32	10	2	39	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	70	34	39	102	11	28	35	11	2	42	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	103	0	0	301	284	86	302	296	108
Stage 1	-	-	-	-	-	-	93	93	-	186	186	-
Stage 2	-	-	-	-	-	-	208	191	-	116	110	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1476	-	-	1489	-	-	651	625	973	650	616	946
Stage 1	-	-	-	-	-	-	914	818	-	816	746	-
Stage 2	-	-	-	-	-	-	794	742	-	889	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1476	-	-	1489	-	-	600	606	973	601	598	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	600	606	-	601	598	-
Stage 1	-	-	-	-	-	-	912	816	-	814	725	-
Stage 2	-	-	-	-	-	-	725	721	-	840	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	11.4	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	1476	-	-	1489	-	-	609
HCM Lane V/C Ratio	0.116	0.002	-	-	0.026	-	-	0.077
HCM Control Delay (s)	11.4	7.4	0	-	7.5	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	65	4	7	121	8	18
Future Vol, veh/h	65	4	7	121	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	4	8	132	9	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	220	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	768	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	763	989
Mov Cap-2 Maneuver	-	-	-	-	763	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1524	-
HCM Lane V/C Ratio	0.031	-	-	0.005	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	1	1	108	11	2
Future Vol, veh/h	66	1	1	108	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	1	1	117	12	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	73	0	192	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1527	-	797	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	796	990
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1527	-
HCM Lane V/C Ratio	0.017	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	78	0	2	126	1	8
Future Vol, veh/h	78	0	2	126	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	0	2	137	1	9

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	89	85	153	85
Stage 1	-	-	0	0	85	-
Stage 2	-	-	89	85	68	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	912	805	839	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	934	824	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	912	0	839	974
Mov Cap-2 Maneuver	-	-	912	0	839	-
Stage 1	-	-	-	0	938	-
Stage 2	-	-	934	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.7	8.8
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	957	-	-	912
HCM Lane V/C Ratio	0.01	-	-	0.153
HCM Control Delay (s)	8.8	-	-	9.7
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.5

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	80	24	77	94	48	68
Future Vol, veh/h	80	24	77	94	48	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	26	84	102	52	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	370	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	630	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	592	956
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1476	-
HCM Lane V/C Ratio	0.165	-	-	0.057	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	42	79	92	300	214	85
Future Vol, veh/h	42	79	92	300	214	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	86	100	326	233	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	805	279	325	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	352	760	1235	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	760	1235	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1235	-	512	-	-
HCM Lane V/C Ratio	0.081	-	0.257	-	-
HCM Control Delay (s)	8.2	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	1	55	5	2	83
Future Vol, veh/h	16	1	55	5	2	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1	60	5	2	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	63	0	0	65	0
Stage 1	63	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	833	1002	-	-	1537	-
Stage 1	960	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	832	1002	-	-	1537	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	840	1537	-
HCM Lane V/C Ratio	-	-	0.022	0.001	-
HCM Control Delay (s)	-	-	9.4	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	35	32	24	31
Demand Flow Rate, veh/h	35	32	24	31
Vehicles Circulating, veh/h	38	24	30	26
Vehicles Exiting, veh/h	19	30	43	30
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	3.5	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	35	32	24	31
Cap Entry Lane, veh/h	1088	1103	1097	1101
Entry HV Adj Factor	0.994	0.994	0.992	0.990
Flow Entry, veh/h	35	32	24	31
Cap Entry, veh/h	1081	1096	1087	1089
V/C Ratio	0.032	0.029	0.022	0.028
Control Delay, s/veh	3.6	3.5	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	12	13	5
Demand Flow Rate, veh/h	38	12	13	5
Vehicles Circulating, veh/h	4	24	26	16
Vehicles Exiting, veh/h	17	15	16	20
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	12	13	5
Cap Entry Lane, veh/h	1125	1103	1101	1112
Entry HV Adj Factor	0.993	0.984	0.989	0.988
Flow Entry, veh/h	38	12	13	5
Cap Entry, veh/h	1117	1084	1089	1098
V/C Ratio	0.034	0.011	0.012	0.004
Control Delay, s/veh	3.5	3.4	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	5	5	21
Demand Flow Rate, veh/h	30	5	5	21
Vehicles Circulating, veh/h	23	4	36	7
Vehicles Exiting, veh/h	5	37	17	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.3	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	30	5	5	21
Cap Entry Lane, veh/h	1104	1125	1090	1122
Entry HV Adj Factor	0.984	0.988	0.996	0.991
Flow Entry, veh/h	30	5	5	21
Cap Entry, veh/h	1086	1111	1085	1111
V/C Ratio	0.027	0.004	0.005	0.019
Control Delay, s/veh	3.5	3.3	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	42	8	163	89	0
Future Vol, veh/h	5	42	8	163	89	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	46	9	177	97	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	203	48	97	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	767	1011	1494	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	1011	1494	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	977	-	-
HCM Lane V/C Ratio	0.006	-	0.052	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	52	76	328	39	38	230
Future Vol, veh/h	52	76	328	39	38	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	83	357	42	41	250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	690	357	0	0	357	0
Stage 1	357	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	411	687	-	-	1202	-
Stage 1	708	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	395	687	-	-	1202	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	395	687	1202	-
HCM Lane V/C Ratio	-	-	0.143	0.12	0.034	-
HCM Control Delay (s)	-	-	15.6	11	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	1	58	3	1	91
Future Vol, veh/h	12	1	58	3	1	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	63	3	1	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	166	65	0	0	66	0
Stage 1	65	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	824	999	-	-	1536	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	999	-	-	1536	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1536	-
HCM Lane V/C Ratio	-	-	0.017	0.001	-
HCM Control Delay (s)	-	-	9.4	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	2	0	0	0	1	2	0	0	3	0
Future Vol, veh/h	0	2	2	0	0	0	1	2	0	0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	2	0	0	0	1	2	0	0	3	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.6	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	0%	11%
Vol Thru, %	100%	50%	33%	47%
Vol Right, %	0%	0%	67%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	4	3	19
LT Vol	0	2	0	2
Through Vol	3	2	1	9
RT Vol	0	0	2	8
Lane Flow Rate	3	4	3	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.005	0.003	0.021
Departure Headway (Hd)	3.963	4.078	3.578	3.719
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	881	1004	968
Service Time	1.967	2.086	1.587	1.721
HCM Lane V/C Ratio	0.003	0.005	0.003	0.022
HCM Control Delay	7	7.1	6.6	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	9	8
Future Vol, veh/h	0	2	9	8
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	10	9
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	6	13	24
Demand Flow Rate, veh/h	7	6	13	24
Vehicles Circulating, veh/h	27	10	14	5
Vehicles Exiting, veh/h	2	17	20	11
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	6	13	24
Cap Entry Lane, veh/h	1100	1119	1114	1124
Entry HV Adj Factor	0.986	1.000	0.988	0.988
Flow Entry, veh/h	7	6	13	24
Cap Entry, veh/h	1084	1118	1100	1110
V/C Ratio	0.006	0.005	0.012	0.021
Control Delay, s/veh	3.4	3.3	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	13	15	1	7	5
Future Vol, veh/h	3	13	15	1	7	5
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	16	1	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	43	27
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	968	1048
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1586	-	-	-	958	1039
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1586	-	-	-	990
HCM Lane V/C Ratio	0.002	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	8	32	0	22	3	12	0	8	119	51
Future Vol, veh/h	0	3	8	32	0	22	3	12	0	8	119	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	9	35	0	24	3	13	0	9	129	55
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8	8.4	8.2
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	20%	0%	20%	0%	100%	100%
Vol Right, %	0%	0%	56%	0%	80%	0%	80%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	79	91	3	40	22	15	13	58	58
LT Vol	8	0	0	3	0	22	0	13	0	0
Through Vol	0	79	40	0	8	0	3	0	58	58
RT Vol	0	0	51	0	32	0	12	0	0	0
Lane Flow Rate	9	86	99	3	43	24	16	14	62	62
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.013	0.12	0.127	0.005	0.059	0.039	0.022	0.022	0.089	0.059
Departure Headway (Hd)	5.529	5.028	4.633	5.906	4.847	5.91	4.851	5.656	5.155	3.416
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	649	715	776	607	739	606	738	634	697	1048
Service Time	3.249	2.748	2.353	3.634	2.575	3.639	2.58	3.376	2.875	1.137
HCM Lane V/C Ratio	0.014	0.12	0.128	0.005	0.058	0.04	0.022	0.022	0.089	0.059
HCM Control Delay	8.3	8.4	8	8.7	7.9	8.9	7.7	8.5	8.4	6.4
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0.4	0	0.2	0.1	0.1	0.1	0.3	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	115	0
Future Vol, veh/h	0	13	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	125	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	329	0	0	0	311	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	329	0	0	0	311	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	358	0	0	0	338	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.6	11.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	329	0	0	0	0	311	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	329	0	0	0	0	311	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	358	0	0	0	0	338	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.466	0	0	0	0	0.442	0
Departure Headway (Hd)	4.695	4.695	4.695	6.176	6.176	4.705	4.705	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	758	0	0	0	0	757	0
Service Time	2.472	2.472	2.472	3.876	3.876	2.485	2.485	2.485
HCM Lane V/C Ratio	0	0.472	0	0	0	0	0.446	0
HCM Control Delay	7.5	11.6	7.5	8.9	8.9	7.5	11.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.5	0	0	0	0	2.3	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	10	0	75	8	4	6	60	87	5	91	6
Future Vol, veh/h	2	10	0	75	8	4	6	60	87	5	91	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	11	0	82	9	4	7	65	95	5	99	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	188	99	193	188	65	99	0	0	65	0	0
Stage 1	110	110	-	78	78	-	-	-	-	-	-	-
Stage 2	83	78	-	115	110	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	707	957	767	707	999	1494	-	-	1537	-	-
Stage 1	895	804	-	931	830	-	-	-	-	-	-	-
Stage 2	925	830	-	890	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	752	701	957	753	701	999	1494	-	-	1537	-	-
Mov Cap-2 Maneuver	752	701	-	753	701	-	-	-	-	-	-	-
Stage 1	891	801	-	927	826	-	-	-	-	-	-	-
Stage 2	907	826	-	875	801	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.3	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	752	701	-	753	701	999	1537	-	-
HCM Lane V/C Ratio	0.004	-	-	0.003	0.016	-	0.108	0.012	0.004	0.004	-	-
HCM Control Delay (s)	7.4	-	-	9.8	10.2	0	10.4	10.2	8.6	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	0.4	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	1	0	0	1	2	0	0	6	0
Future Vol, veh/h	0	4	0	1	0	0	1	2	0	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	1	0	0	1	2	0	0	7	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.6	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	0%	32%
Vol Thru, %	100%	0%	33%	42%
Vol Right, %	0%	20%	67%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	5	3	19
LT Vol	0	4	0	6
Through Vol	6	0	1	8
RT Vol	0	1	2	5
Lane Flow Rate	7	5	3	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.006	0.003	0.022
Departure Headway (Hd)	3.965	4.024	3.585	3.86
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	907	893	1001	932
Service Time	1.97	2.033	1.596	1.863
HCM Lane V/C Ratio	0.008	0.006	0.003	0.023
HCM Control Delay	7	7.1	6.6	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	6	8	5
Future Vol, veh/h	0	6	8	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	9	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	4	7	17
Demand Flow Rate, veh/h	12	4	7	17
Vehicles Circulating, veh/h	15	9	7	4
Vehicles Exiting, veh/h	6	5	20	9
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	12	4	7	17
Cap Entry Lane, veh/h	1113	1120	1122	1125
Entry HV Adj Factor	0.995	0.990	0.986	0.985
Flow Entry, veh/h	12	4	7	17
Cap Entry, veh/h	1108	1109	1106	1109
V/C Ratio	0.011	0.004	0.006	0.015
Control Delay, s/veh	3.3	3.3	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	15	8	0
Demand Flow Rate, veh/h	3	15	8	0
Vehicles Circulating, veh/h	14	0	3	15
Vehicles Exiting, veh/h	1	11	14	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	15	8	0
Cap Entry Lane, veh/h	1114	1130	1127	1113
Entry HV Adj Factor	0.980	0.999	1.000	1.000
Flow Entry, veh/h	3	15	8	0
Cap Entry, veh/h	1092	1128	1126	1112
V/C Ratio	0.003	0.013	0.007	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	19	25	177	166	6
Future Vol, veh/h	5	19	25	177	166	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	27	192	180	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	335	93	187	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	635	946	1385	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	621	946	1385	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1385	-	853	-	-
HCM Lane V/C Ratio	0.02	-	0.031	-	-
HCM Control Delay (s)	7.7	0.1	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	553	108	80	722	14	110	0	40	5	3	24
Future Volume (veh/h)	193	553	108	80	722	14	110	0	40	5	3	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	210	601	117	87	785	15	120	0	43	5	3	26
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	770	317	261	926	18	565	0	203	10	6	53
Arrive On Green	0.12	0.22	0.22	0.16	0.26	0.24	0.45	0.00	0.44	0.04	0.04	0.04
Sat Flow, veh/h	1634	3539	1458	1634	3552	68	1266	0	454	240	144	1247
Grp Volume(v), veh/h	210	601	117	87	391	409	163	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1719	0	0	1631	0	0
Q Serve(g_s), s	14.0	19.2	8.2	5.7	25.2	25.2	7.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	14.0	19.2	8.2	5.7	25.2	25.2	7.0	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.15		0.76
Lane Grp Cap(c), veh/h	191	770	317	261	461	483	768	0	0	70	0	0
V/C Ratio(X)	1.10	0.78	0.37	0.33	0.85	0.85	0.21	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	768	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	44.2	39.9	44.7	42.1	42.1	20.4	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	92.3	1.6	0.7	0.5	6.5	6.3	0.6	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.5	3.4	2.6	13.1	13.7	3.4	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	145.3	45.8	40.6	45.2	48.6	48.4	21.0	0.0	0.0	61.6	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		928			887			163			34	
Approach Delay, s/veh		67.7			48.2			21.0			61.6	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		57.6	23.2	30.1		9.1	18.0	35.3
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		9.0	7.7	21.2		4.5	16.0	27.2
Green Ext Time (p_c), s		0.3	0.0	2.9		0.1	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	555	52	12	653	8	84	4	8	3	1	39
Future Volume (veh/h)	30	555	52	12	653	8	84	4	8	3	1	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	33	603	57	13	710	9	91	4	9	3	1	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	855	81	46	868	11	822	290	652	14	3	111
Arrive On Green	0.05	0.26	0.25	0.03	0.24	0.23	0.50	0.57	0.56	0.01	0.07	0.07
Sat Flow, veh/h	1774	3266	308	1634	3578	45	1634	510	1147	1774	36	1518
Grp Volume(v), veh/h	33	326	334	13	351	368	91	0	13	3	0	43
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1657	1774	0	1555
Q Serve(g_s), s	2.2	20.0	20.1	0.9	22.5	22.5	3.5	0.0	0.4	0.2	0.0	3.2
Cycle Q Clear(g_c), s	2.2	20.0	20.1	0.9	22.5	22.5	3.5	0.0	0.4	0.2	0.0	3.2
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.69	1.00		0.98
Lane Grp Cap(c), veh/h	84	463	473	46	429	450	822	0	941	14	0	114
V/C Ratio(X)	0.39	0.70	0.71	0.28	0.82	0.82	0.11	0.00	0.01	0.21	0.00	0.38
Avail Cap(c_a), veh/h	177	900	917	82	811	850	822	0	941	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	40.1	40.3	57.1	42.9	43.0	15.7	0.0	11.4	59.1	0.0	53.3
Incr Delay (d2), s/veh	1.9	1.3	1.2	3.2	3.9	3.7	0.1	0.0	0.0	6.9	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.9	10.2	0.5	11.5	12.0	1.6	0.0	0.2	0.1	0.0	1.7
LnGrp Delay(d),s/veh	57.3	41.3	41.5	60.3	46.8	46.7	15.7	0.0	11.4	66.0	0.0	62.7
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		693			732			104			46	
Approach Delay, s/veh		42.2			47.0			15.2			62.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	72.2	7.4	35.4	64.4	12.8	9.7	33.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.2	2.4	2.9	22.1	5.5	5.2	4.2	24.5
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.1	0.1	1.4	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	452	40	32	586	56	75
Future Vol, veh/h	452	40	32	586	56	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	491	43	35	637	61	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	901	267
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1029	-	278	731
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	269	731
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	1029	-
HCM Lane V/C Ratio	0.337	-	-	0.034	-
HCM Control Delay (s)	17.8	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	491	7	16	626	4	8
Future Vol, veh/h	491	7	16	626	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	534	8	17	680	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	541	0	913	271
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1024	-	273	727
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1024	-	268	727
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1024	-
HCM Lane V/C Ratio	0.016	-	-	0.017	-
HCM Control Delay (s)	9.6	-	-	8.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	190	97	79	333	42	60	340	48	30	503	198
Future Volume (veh/h)	201	190	97	79	333	42	60	340	48	30	503	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	218	207	105	86	362	46	65	370	52	33	547	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	983	405	350	1119	461	116	1002	413	77	644	253
Arrive On Green	0.18	0.28	0.28	0.21	0.32	0.32	0.07	0.28	0.28	0.05	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2486	974
Grp Volume(v), veh/h	218	207	105	86	362	46	65	370	52	33	389	373
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	11.4	4.0	3.6	3.9	7.0	2.0	3.5	7.5	1.2	1.8	18.8	18.9
Cycle Q Clear(g_c), s	11.4	4.0	3.6	3.9	7.0	2.0	3.5	7.5	1.2	1.8	18.8	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	287	983	405	350	1119	461	116	1002	413	77	459	438
V/C Ratio(X)	0.76	0.21	0.26	0.25	0.32	0.10	0.56	0.37	0.13	0.43	0.85	0.85
Avail Cap(c_a), veh/h	436	983	405	350	1119	461	163	1002	413	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	24.9	13.0	29.3	23.4	21.7	40.4	25.8	6.4	41.7	31.6	32.3
Incr Delay (d2), s/veh	4.1	0.5	1.5	0.4	0.8	0.4	3.9	0.2	0.1	3.7	13.3	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.0	1.6	1.8	3.5	0.9	1.7	3.7	0.5	0.9	10.9	10.6
LnGrp Delay(d),s/veh	39.4	25.4	14.5	29.7	24.2	22.2	44.4	26.0	6.5	45.4	44.9	46.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		530			494			487			795	
Approach Delay, s/veh		29.0			25.0			26.4			45.6	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	29.5	23.3	29.0	10.4	27.3	19.8	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.8	9.5	5.9	6.0	5.5	20.9	13.4	9.0
Green Ext Time (p_c), s	0.0	4.0	0.8	1.1	0.0	0.4	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	288	25	12	514	0	6	1	5	3	0	0
Future Vol, veh/h	0	288	25	12	514	0	6	1	5	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	313	27	13	559	0	7	1	5	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	559	0	0	313	0	0	898	898	313	901	898	559
Stage 1	-	-	-	-	-	-	313	313	-	585	585	-
Stage 2	-	-	-	-	-	-	585	585	-	316	313	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1012	-	-	1247	-	-	260	279	727	259	279	529
Stage 1	-	-	-	-	-	-	698	657	-	497	498	-
Stage 2	-	-	-	-	-	-	497	498	-	695	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1247	-	-	257	275	727	253	275	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	275	-	253	275	-
Stage 1	-	-	-	-	-	-	698	657	-	497	491	-
Stage 2	-	-	-	-	-	-	490	491	-	689	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	15.6	19.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	1012	-	-	1247	-	-	253
HCM Lane V/C Ratio	0.037	-	-	-	0.01	-	-	0.013
HCM Control Delay (s)	15.6	0	-	-	7.9	0	-	19.4
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	0	1	36	0	0	0	1	0	0	0
Future Vol, veh/h	0	20	0	1	36	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	0	1	39	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	22	0	0	63	63	22	63	63	39
Stage 1	-	-	-	-	-	-	22	22	-	41	41	-
Stage 2	-	-	-	-	-	-	41	41	-	22	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1593	-	-	932	828	1055	932	828	1033
Stage 1	-	-	-	-	-	-	996	877	-	974	861	-
Stage 2	-	-	-	-	-	-	974	861	-	996	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1593	-	-	931	827	1055	930	827	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	827	-	930	827	-
Stage 1	-	-	-	-	-	-	996	877	-	974	860	-
Stage 2	-	-	-	-	-	-	973	860	-	995	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1055	1571	-	-	1593	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	38.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	198	75	0	138	445	46	0	97	93	53
Future Vol, veh/h	0	17	198	75	0	138	445	46	0	97	93	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	215	82	0	150	484	50	0	105	101	58
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	18.7	63	15.9
HCM LOS	C	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	0%	6%	22%	9%
Vol Thru, %	49%	0%	68%	71%	85%
Vol Right, %	0%	100%	26%	7%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	53	290	629	168
LT Vol	97	0	17	138	15
Through Vol	93	0	198	445	143
RT Vol	0	53	75	46	10
Lane Flow Rate	207	58	315	684	183
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.458	0.112	0.583	1	0.384
Departure Headway (Hd)	7.981	7.026	6.656	6.388	7.575
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	450	509	539	574	473
Service Time	5.748	4.793	4.728	4.388	5.656
HCM Lane V/C Ratio	0.46	0.114	0.584	1.192	0.387
HCM Control Delay	17.4	10.7	18.7	63	15.3
HCM Lane LOS	C	B	C	F	C
HCM 95th-tile Q	2.4	0.4	3.7	14.5	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	143	10
Future Vol, veh/h	0	15	143	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	155	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	15.3
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	211	13	10	211	84	5	6	3	71	7	44
Future Vol, veh/h	50	211	13	10	211	84	5	6	3	71	7	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	229	14	11	229	91	5	7	3	77	8	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	243	0	0	669	687	236	647	649	275
Stage 1	-	-	-	-	-	-	345	345	-	297	297	-
Stage 2	-	-	-	-	-	-	324	342	-	350	352	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1239	-	-	1323	-	-	371	370	803	384	389	764
Stage 1	-	-	-	-	-	-	671	636	-	712	668	-
Stage 2	-	-	-	-	-	-	688	638	-	666	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1239	-	-	1323	-	-	327	348	803	360	366	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	348	-	360	366	-
Stage 1	-	-	-	-	-	-	637	604	-	676	661	-
Stage 2	-	-	-	-	-	-	631	632	-	623	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.3	14.7	16.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	1239	-	-	1323	-	-	445
HCM Lane V/C Ratio	0.039	0.044	-	-	0.008	-	-	0.298
HCM Control Delay (s)	14.7	8	0	-	7.7	0	-	16.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	171	53	380	238	10	26	5	13	29	13	9
Future Vol, veh/h	3	171	53	380	238	10	26	5	13	29	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	186	58	413	259	11	28	5	14	32	14	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	270	0	0	243	0	0	1323	1317	215	1321	1340	264
Stage 1	-	-	-	-	-	-	221	221	-	1090	1090	-
Stage 2	-	-	-	-	-	-	1102	1096	-	231	250	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1293	-	-	1323	-	-	133	157	825	134	153	775
Stage 1	-	-	-	-	-	-	781	720	-	261	291	-
Stage 2	-	-	-	-	-	-	257	289	-	772	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1293	-	-	1323	-	-	84	99	825	90	96	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	99	-	90	96	-
Stage 1	-	-	-	-	-	-	779	718	-	260	184	-
Stage 2	-	-	-	-	-	-	148	183	-	751	698	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	5.4	55.6	68.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	1293	-	-	1323	-	-	109
HCM Lane V/C Ratio	0.409	0.003	-	-	0.312	-	-	0.509
HCM Control Delay (s)	55.6	7.8	0	-	9	0	-	68.1
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.7	0	-	-	1.3	-	-	2.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	196	617	16	0	16
Future Vol, veh/h	5	196	617	16	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	213	671	17	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	688	0	-	0	903	679
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	906	-	-	-	308	452
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	306	452
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	906	-	-	-	452
HCM Lane V/C Ratio	0.006	-	-	-	0.038
HCM Control Delay (s)	9	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	240	92	183	510	55	142	105	93	60	172	57
Future Volume (veh/h)	46	240	92	183	510	55	142	105	93	60	172	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	50	261	100	199	554	60	154	114	101	65	187	62
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	341	264	329	623	485	177	1475	604	107	1324	542
Arrive On Green	0.05	0.18	0.18	0.20	0.33	0.33	0.04	0.14	0.14	0.07	0.37	0.37
Sat Flow, veh/h	1634	1863	1446	1634	1863	1452	1634	3539	1450	1634	3539	1449
Grp Volume(v), veh/h	50	261	100	199	554	60	154	114	101	65	187	62
Grp Sat Flow(s),veh/h/ln	1634	1863	1446	1634	1863	1452	1634	1770	1450	1634	1770	1449
Q Serve(g_s), s	3.6	16.0	5.4	13.3	33.8	3.4	11.3	3.4	3.6	4.6	4.2	3.4
Cycle Q Clear(g_c), s	3.6	16.0	5.4	13.3	33.8	3.4	11.3	3.4	3.6	4.6	4.2	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	341	264	329	623	485	177	1475	604	107	1324	542
V/C Ratio(X)	0.61	0.77	0.38	0.60	0.89	0.12	0.87	0.08	0.17	0.61	0.14	0.11
Avail Cap(c_a), veh/h	82	761	591	329	885	690	177	1475	604	109	1324	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	46.6	23.9	43.6	37.8	27.7	57.0	31.6	7.8	54.5	24.8	24.6
Incr Delay (d2), s/veh	12.7	3.6	0.9	3.1	8.3	0.1	33.2	0.1	0.6	9.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.5	2.2	6.3	18.8	1.4	6.7	1.7	1.5	2.4	2.1	1.4
LnGrp Delay(d),s/veh	68.5	50.2	24.8	46.7	46.1	27.9	90.2	31.7	8.4	63.6	25.0	25.0
LnGrp LOS	E	D	C	D	D	C	F	C	A	E	C	C
Approach Vol, veh/h		411			813			369			314	
Approach Delay, s/veh		46.3			44.9			49.7			33.0	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	54.0	28.2	25.9	17.0	48.9	10.0	44.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	6.6	5.6	15.3	18.0	13.3	6.2	5.6	35.8
Green Ext Time (p_c), s	0.0	1.8	0.0	1.3	0.0	1.7	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	412	38	21	739	35	17
Future Vol, veh/h	412	38	21	739	35	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	448	41	23	803	38	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	489	0	1317	468
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	849	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1074	-	174	595
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1074	-	167	595
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	1074	-
HCM Lane V/C Ratio	0.259	-	-	0.021	-
HCM Control Delay (s)	27.2	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	279	108	228	502	49	73	343	82	31	379	144
Future Volume (veh/h)	103	279	108	228	502	49	73	343	82	31	379	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	112	303	117	248	546	53	79	373	89	34	412	157
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	686	282	361	738	304	122	1470	347	68	1219	460
Arrive On Green	0.10	0.19	0.19	0.11	0.21	0.21	0.15	1.00	1.00	0.04	0.48	0.47
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2843	671	1634	2516	949
Grp Volume(v), veh/h	112	303	117	248	546	53	79	231	231	34	288	281
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1695
Q Serve(g_s), s	8.0	9.1	8.4	9.0	17.3	3.6	5.5	0.0	0.0	2.4	12.0	12.4
Cycle Q Clear(g_c), s	8.0	9.1	8.4	9.0	17.3	3.6	5.5	0.0	0.0	2.4	12.0	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	162	686	282	361	738	304	122	915	902	68	857	821
V/C Ratio(X)	0.69	0.44	0.41	0.69	0.74	0.17	0.65	0.25	0.26	0.50	0.34	0.34
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	915	902	136	857	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	42.7	42.4	51.1	44.5	39.0	49.6	0.0	0.0	56.3	19.1	19.5
Incr Delay (d2), s/veh	5.1	0.4	1.0	2.1	1.6	0.2	8.4	0.6	0.6	5.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.5	3.5	4.1	8.7	1.5	2.7	0.2	0.2	1.2	6.1	6.1
LnGrp Delay(d),s/veh	57.4	43.1	43.4	53.2	46.1	39.3	58.0	0.6	0.6	61.7	20.1	20.6
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	C	C
Approach Vol, veh/h		532			847			541			603	
Approach Delay, s/veh		46.2			47.7			9.0			22.7	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	66.1	17.7	27.2	12.9	62.1	15.9	29.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	2.0	11.0	11.1	7.5	14.4	10.0	19.3
Green Ext Time (p_c), s	0.0	4.0	0.7	4.3	0.0	3.7	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	234	77	109	277	44	60	315	46	70	301	50
Future Volume (veh/h)	81	234	77	109	277	44	60	315	46	70	301	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	254	84	118	301	48	65	342	50	76	327	54
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	393	162	188	504	208	1612	2090	861	158	467	192
Arrive On Green	0.08	0.11	0.11	0.12	0.14	0.14	0.51	0.59	0.59	0.05	0.13	0.13
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	88	254	84	118	301	48	65	342	50	76	327	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	6.3	8.2	6.5	8.3	9.6	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Cycle Q Clear(g_c), s	6.3	8.2	6.5	8.3	9.6	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	393	162	188	504	208	1612	2090	861	158	467	192
V/C Ratio(X)	0.64	0.65	0.52	0.63	0.60	0.23	0.04	0.16	0.06	0.48	0.70	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1612	2090	861	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	51.1	50.3	50.6	48.2	45.6	14.8	11.1	2.3	55.5	49.8	29.2
Incr Delay (d2), s/veh	4.6	1.7	2.4	3.4	1.1	0.6	0.0	0.2	0.1	2.2	8.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.1	2.7	3.9	4.8	1.4	0.5	2.6	0.4	1.3	5.7	1.5
LnGrp Delay(d),s/veh	57.8	52.8	52.7	54.0	49.4	46.2	14.8	11.3	2.5	57.7	58.3	32.8
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		426			467			457			457	
Approach Delay, s/veh		53.8			50.2			10.8			55.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.9	17.8	17.3	65.0	19.8	14.0	21.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.3	7.3	10.3	10.2	3.2	12.6	8.3	11.6
Green Ext Time (p_c), s	0.0	1.8	1.8	1.1	0.8	1.2	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	4	29	0	174	29	76	0	59	146	78	0	27	287	42
Future Vol, veh/h	0	7	4	29	0	174	29	76	0	59	146	78	0	27	287	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	4	32	0	189	32	83	0	64	159	85	0	29	312	46
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.8	12.3	13.3	15.8
HCM LOS	A	B	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	17%	100%	0%	8%
Vol Thru, %	52%	10%	0%	28%	81%
Vol Right, %	28%	72%	0%	72%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	283	40	174	105	356
LT Vol	59	7	174	0	27
Through Vol	146	4	0	29	287
RT Vol	78	29	0	76	42
Lane Flow Rate	308	43	189	114	387
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.467	0.075	0.366	0.188	0.582
Departure Headway (Hd)	5.469	6.179	6.968	5.943	5.412
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	655	576	514	601	666
Service Time	3.523	4.26	4.724	3.699	3.463
HCM Lane V/C Ratio	0.47	0.075	0.368	0.19	0.581
HCM Control Delay	13.3	9.8	13.7	10.1	15.8
HCM Lane LOS	B	A	B	B	C
HCM 95th-tile Q	2.5	0.2	1.7	0.7	3.8

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	16	132	8	49	237	22	7	205	59	44	19	39
Future Vol, veh/h	16	132	8	49	237	22	7	205	59	44	19	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	143	9	53	258	24	8	223	64	48	21	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	152	0	0	429	571	76	594	563	141
Stage 1	-	-	-	-	-	-	183	183	-	376	376	-
Stage 2	-	-	-	-	-	-	246	388	-	218	187	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1277	-	-	1426	-	-	510	429	970	389	434	881
Stage 1	-	-	-	-	-	-	801	747	-	617	615	-
Stage 2	-	-	-	-	-	-	736	607	-	764	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1426	-	-	449	408	970	199	412	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	408	-	199	412	-
Stage 1	-	-	-	-	-	-	790	737	-	609	592	-
Stage 2	-	-	-	-	-	-	651	584	-	491	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	23.7	21.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	469	1277	-	-	1426	-	-	327
HCM Lane V/C Ratio	0.017	0.612	0.014	-	-	0.037	-	-	0.339
HCM Control Delay (s)	13.2	24	7.9	-	-	7.6	-	-	21.6
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	4	0	-	-	0.1	-	-	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	65	231	244	184	38	110	260	105	17	528	35
Future Volume (veh/h)	22	65	231	244	184	38	110	260	105	17	528	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	24	71	251	265	200	41	120	283	114	18	574	38
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	81	287	177	452	93	165	934	731	52	805	630
Arrive On Green	0.03	0.23	0.21	0.11	0.30	0.29	0.20	1.00	1.00	0.04	0.57	0.57
Sat Flow, veh/h	1634	361	1276	1634	1501	308	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	24	0	322	265	0	241	120	283	114	18	574	38
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1808	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.7	0.0	22.8	13.0	0.0	12.9	8.2	0.0	0.0	1.3	26.7	1.4
Cycle Q Clear(g_c), s	1.7	0.0	22.8	13.0	0.0	12.9	8.2	0.0	0.0	1.3	26.7	1.4
Prop In Lane	1.00		0.78	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	0	369	177	0	544	165	934	731	52	805	630
V/C Ratio(X)	0.45	0.00	0.87	1.50	0.00	0.44	0.73	0.30	0.16	0.35	0.71	0.06
Avail Cap(c_a), veh/h	144	0	423	177	0	544	204	934	731	82	805	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.0	0.0	45.5	53.5	0.0	33.9	46.3	0.0	0.0	56.3	20.2	14.8
Incr Delay (d2), s/veh	5.9	0.0	16.3	251.0	0.0	0.6	9.3	0.8	0.4	3.8	5.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.0	18.2	0.0	6.5	4.1	0.2	0.1	0.6	14.8	0.6
LnGrp Delay(d),s/veh	62.9	0.0	61.8	304.5	0.0	34.5	55.7	0.8	0.4	60.0	25.3	15.0
LnGrp LOS	E		E	F		C	E	A	A	E	C	B
Approach Vol, veh/h		346			506			517			630	
Approach Delay, s/veh		61.9			175.9			13.5			25.6	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	64.2	17.0	31.0	16.1	55.8	7.9	40.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.3	2.0	15.0	24.8	10.2	28.7	3.7	14.9
Green Ext Time (p_c), s	0.0	4.2	0.0	0.5	0.1	3.4	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	66.8
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Future Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	177	86	0	16	295	16	0	96	20	23	0	40	91	88
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.4	11.3	11.8	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	17%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	13	109	133	15	181	105	202
LT Vol	88	13	0	0	15	0	0	37
Through Vol	18	0	109	54	0	181	90	84
RT Vol	21	0	0	79	0	0	15	81
Lane Flow Rate	138	14	118	145	16	196	114	220
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.258	0.026	0.204	0.233	0.03	0.335	0.192	0.376
Departure Headway (Hd)	6.732	6.733	6.223	5.8	6.649	6.14	6.038	6.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	530	575	617	538	585	593	582
Service Time	4.491	4.489	3.979	3.555	4.401	3.891	3.79	3.925
HCM Lane V/C Ratio	0.259	0.026	0.205	0.235	0.03	0.335	0.192	0.378
HCM Control Delay	11.8	9.7	10.6	10.3	9.6	12	10.2	12.6
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	1	0.1	0.8	0.9	0.1	1.5	0.7	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	83	43	177	166	27	51	479	93	30	633	40
Future Volume (veh/h)	33	83	43	177	166	27	51	479	93	30	633	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	90	47	192	180	29	55	521	101	33	688	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	158	124	142	243	190	96	1938	374	66	2154	135
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.06	0.65	0.64	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2960	571	1634	3384	211
Grp Volume(v), veh/h	36	90	47	192	180	29	55	311	311	33	360	371
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1762	1634	1770	1825
Q Serve(g_s), s	2.6	5.6	3.7	10.4	11.2	2.1	3.9	8.8	9.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	2.6	5.6	3.7	10.4	11.2	2.1	3.9	8.8	9.0	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.12
Lane Grp Cap(c), veh/h	67	158	124	142	243	190	96	1158	1153	66	1126	1162
V/C Ratio(X)	0.54	0.57	0.38	1.36	0.74	0.15	0.57	0.27	0.27	0.50	0.32	0.32
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1158	1153	82	1126	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.4	52.8	51.9	54.8	50.2	46.3	55.0	8.7	8.9	53.9	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.2	1.9	199.1	4.4	0.4	4.7	0.5	0.5	5.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	1.5	12.5	6.0	0.9	1.9	4.5	4.5	1.1	0.2	0.2
LnGrp Delay(d),s/veh	63.0	56.0	53.9	253.9	54.6	46.7	59.8	9.2	9.4	59.1	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			401			677			764	
Approach Delay, s/veh		56.9			149.4			13.4			3.2	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	82.5	14.4	14.2	11.0	80.4	8.9	19.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.3	11.0	12.4	7.6	5.9	2.0	4.6	13.2
Green Ext Time (p_c), s	0.0	5.7	0.0	0.9	0.1	5.7	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	108	147	90	101	84	169	567	98	134	601	75
Future Volume (veh/h)	43	108	147	90	101	84	169	567	98	134	601	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	117	160	98	110	91	184	616	107	146	653	82
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.14	0.54	0.54	0.12	0.51	0.51
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	47	117	160	98	110	91	184	616	107	146	653	82
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Cycle Q Clear(g_c), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
V/C Ratio(X)	0.55	0.22	0.73	1.03	0.20	0.40	0.78	0.32	0.14	0.74	0.36	0.11
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1903	784	259	1820	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	55.5	44.8	48.6	56.5	44.1	45.5	49.6	15.5	13.8	51.0	17.4	15.0
Incr Delay (d2), s/veh	5.4	0.2	4.6	96.6	0.2	1.0	10.0	0.5	0.4	5.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	5.3	5.7	1.6	2.8	6.5	5.8	1.8	4.9	6.5	1.4
LnGrp Delay(d),s/veh	60.9	45.0	53.2	153.5	44.2	46.6	59.5	16.0	14.2	56.1	17.7	15.2
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		324			299			907			881	
Approach Delay, s/veh		51.4			80.8			24.6			23.8	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	68.5	11.0	22.1	21.2	65.7	10.3	22.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.4	13.7	9.0	14.6	15.0	15.2	5.4	8.7
Green Ext Time (p_c), s	0.2	7.2	0.0	1.5	0.2	7.1	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	116	102	80	211	70	175	495	74	45	517	87
Future Volume (veh/h)	38	116	102	80	211	70	175	495	74	45	517	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	41	126	111	87	229	76	190	538	80	49	562	95
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	219	178	82	427	176	123	579	453	634	1162	910
Arrive On Green	0.05	0.12	0.10	0.05	0.12	0.12	0.15	0.62	0.62	0.39	0.62	0.62
Sat Flow, veh/h	1634	1857	1509	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	41	120	117	87	229	76	190	538	80	49	562	95
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.9	7.7	8.5	6.0	7.3	2.6	9.0	31.0	2.2	2.3	19.5	3.1
Cycle Q Clear(g_c), s	2.9	7.7	8.5	6.0	7.3	2.6	9.0	31.0	2.2	2.3	19.5	3.1
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	209	188	82	427	176	123	579	453	634	1162	910
V/C Ratio(X)	0.53	0.57	0.62	1.06	0.54	0.43	1.55	0.93	0.18	0.08	0.48	0.10
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	634	1162	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.92	0.92	0.92	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	50.1	51.3	57.0	49.6	9.7	51.0	21.5	9.9	23.2	12.2	9.1
Incr Delay (d2), s/veh	5.1	2.3	3.1	114.4	1.0	1.5	269.6	15.8	0.5	0.1	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.9	3.9	5.3	3.6	1.1	13.2	18.1	0.9	1.0	10.5	1.3
LnGrp Delay(d),s/veh	61.0	52.4	54.4	172.5	50.6	11.3	320.6	37.3	10.4	23.2	13.6	9.3
LnGrp LOS	E	D	D	F	D	B	F	D	B	C	B	A
Approach Vol, veh/h		278			392			808			706	
Approach Delay, s/veh		54.5			70.0			101.2			13.7	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	41.3	10.0	18.2	13.0	78.8	9.7	18.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	4.3	33.0	8.0	10.5	11.0	21.5	4.9	9.3
Green Ext Time (p_c), s	2.2	2.3	0.0	1.7	0.0	2.8	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	61.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	148	41	96	201	79	152	302	70	274	563	116
Future Volume (veh/h)	40	148	41	96	201	79	152	302	70	274	563	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	43	161	45	104	218	86	165	328	76	298	612	126
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	291	120	155	454	187	211	1717	707	334	1983	817
Arrive On Green	0.05	0.08	0.08	0.09	0.13	0.13	0.26	0.97	0.97	0.41	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	43	161	45	104	218	86	165	328	76	298	612	126
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.0	5.2	2.6	7.4	6.9	6.6	11.3	0.4	0.1	20.4	0.0	0.0
Cycle Q Clear(g_c), s	3.0	5.2	2.6	7.4	6.9	6.6	11.3	0.4	0.1	20.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	291	120	155	454	187	211	1717	707	334	1983	817
V/C Ratio(X)	0.31	0.55	0.37	0.67	0.48	0.46	0.78	0.19	0.11	0.89	0.31	0.15
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1717	707	354	1983	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.87	0.87	0.87	0.98	0.98	0.98	0.45	0.45	0.45
Uniform Delay (d), s/veh	53.8	52.9	29.3	52.5	48.6	48.4	42.9	0.9	0.4	34.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.5	1.8	7.0	0.7	1.5	6.2	0.2	0.3	12.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	1.1	3.7	3.4	2.7	5.4	0.2	0.1	10.2	0.1	0.0
LnGrp Delay(d),s/veh	55.0	54.5	31.1	59.5	49.3	50.0	49.2	1.2	0.7	46.3	0.2	0.2
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		249			408			569			1036	
Approach Delay, s/veh		50.3			52.0			15.0			13.4	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	62.2	15.4	13.9	19.5	71.2	9.8	19.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	22.4	2.4	9.4	7.2	13.3	2.0	5.0	8.9
Green Ext Time (p_c), s	0.2	5.3	0.3	0.6	0.3	5.3	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	352	112	79	233	57	62	616	60	150	1394	401
Future Volume (veh/h)	186	352	112	79	233	57	62	616	60	150	1394	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	383	122	86	253	62	67	670	65	163	1515	436
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	587	242	183	449	185	110	2040	840	109	2037	839
Arrive On Green	0.10	0.17	0.17	0.06	0.13	0.13	0.07	0.58	0.58	0.07	0.58	0.58
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	202	383	122	86	253	62	67	670	65	163	1515	436
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.4	12.1	9.1	3.2	8.1	4.7	4.8	11.9	2.4	8.0	38.1	21.7
Cycle Q Clear(g_c), s	7.4	12.1	9.1	3.2	8.1	4.7	4.8	11.9	2.4	8.0	38.1	21.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	587	242	183	449	185	110	2040	840	109	2037	839
V/C Ratio(X)	0.66	0.65	0.50	0.47	0.56	0.33	0.61	0.33	0.08	1.50	0.74	0.52
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2040	840	109	2037	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.3	46.8	45.6	54.7	49.3	47.8	54.4	13.3	11.3	56.0	18.9	15.4
Incr Delay (d2), s/veh	2.1	1.0	1.3	1.9	1.1	1.1	5.2	0.4	0.2	261.1	2.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.0	3.8	1.4	4.0	1.9	2.3	5.9	1.0	11.5	19.1	9.2
LnGrp Delay(d),s/veh	54.3	47.8	46.9	56.6	50.4	48.8	59.6	13.7	11.4	317.1	21.1	17.4
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	B
Approach Vol, veh/h		707			401			802			2114	
Approach Delay, s/veh		49.5			51.5			17.4			43.2	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	73.2	10.9	23.9	12.1	73.1	15.6	19.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	13.9	5.2	14.1	6.8	40.1	9.4	10.1
Green Ext Time (p_c), s	0.0	18.5	0.1	3.1	0.0	4.6	0.2	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	7	31	0	7	16	1160	81	17	1026	30
Future Volume (veh/h)	24	0	7	31	0	7	16	1160	81	17	1026	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	26	0	8	34	0	8	17	1261	88	18	1115	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
Arrive On Green	0.03	0.00	0.04	0.04	0.00	0.03	0.03	0.76	0.76	0.03	0.76	0.76
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	26	0	8	34	0	8	17	1261	88	18	1115	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
V/C Ratio(X)	0.48	0.00	0.14	0.53	0.00	0.11	0.33	0.47	0.08	0.35	0.29	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2677	1103	82	3849	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	42.0	56.5	0.0	55.8	56.9	5.5	0.7	56.9	4.5	3.6
Incr Delay (d2), s/veh	6.3	0.0	1.1	6.5	0.0	0.7	3.8	0.6	0.1	3.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.2	0.0	0.3	0.6	7.9	0.3	0.6	3.9	0.3
LnGrp Delay(d),s/veh	63.2	0.0	43.1	63.1	0.0	56.5	60.7	6.1	0.8	60.8	4.7	3.7
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		34			42			1366			1166	
Approach Delay, s/veh		58.5			61.8			6.5			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	94.8	8.7	8.7	7.7	94.8	8.0	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	18.2	4.4	2.6	3.2	10.2	3.9	2.6
Green Ext Time (p_c), s	0.0	16.8	0.0	0.0	0.0	18.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	91	920	64	57	746
Future Volume (veh/h)	179	91	920	64	57	746
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	195	99	1000	70	62	811
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	216	1288	1008	99	1463
Arrive On Green	0.15	0.15	0.69	0.69	0.12	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	195	99	1000	70	62	811
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	13.9	7.4	42.9	1.9	4.3	0.0
Cycle Q Clear(g_c), s	13.9	7.4	42.9	1.9	4.3	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	216	1288	1008	99	1463
V/C Ratio(X)	0.81	0.46	0.78	0.07	0.63	0.55
Avail Cap(c_a), veh/h	268	239	1288	1008	150	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	0.65	0.65
Uniform Delay (d), s/veh	49.4	46.7	12.3	6.0	51.5	0.0
Incr Delay (d2), s/veh	13.1	1.3	4.6	0.1	4.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.1	23.3	0.8	2.1	0.4
LnGrp Delay(d),s/veh	62.5	48.0	17.0	6.1	55.6	1.0
LnGrp LOS	E	D	B	A	E	A
Approach Vol, veh/h	294		1070			873
Approach Delay, s/veh	57.6		16.3			4.9
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.3	87.0				98.2		21.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.3	44.9				2.0		15.9
Green Ext Time (p_c), s	0.0	11.0				12.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	45	121	76	63	62	67	406	26	41	794	38
Future Volume (veh/h)	68	45	121	76	63	62	67	406	26	41	794	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	49	132	83	68	67	73	441	28	45	863	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	64	172	125	95	93	116	2020	128	82	1984	94
Arrive On Green	0.11	0.14	0.13	0.08	0.11	0.10	0.14	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	1634	447	1204	1634	863	850	1634	3381	214	1634	3440	163
Grp Volume(v), veh/h	74	0	181	83	0	135	73	230	239	45	444	460
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	5.1	0.0	12.7	5.9	0.0	9.2	5.1	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	12.7	5.9	0.0	9.2	5.1	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	179	0	236	125	0	188	116	1057	1090	82	1020	1058
V/C Ratio(X)	0.41	0.00	0.77	0.67	0.00	0.72	0.63	0.22	0.22	0.55	0.44	0.44
Avail Cap(c_a), veh/h	196	0	418	144	0	380	218	1057	1090	163	1020	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	0.93	0.93	0.93	0.93	0.93	0.93
Uniform Delay (d), s/veh	49.9	0.0	50.1	53.9	0.0	52.0	50.0	0.0	0.0	52.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.1	9.1	0.0	5.0	5.2	0.4	0.4	5.2	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	6.1	3.0	0.0	4.6	2.4	0.1	0.1	1.5	0.4	0.4
LnGrp Delay(d),s/veh	51.4	0.0	55.2	63.0	0.0	57.1	55.2	0.4	0.4	57.9	1.3	1.2
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		255			218			542			949	
Approach Delay, s/veh		54.1			59.3			7.8			3.9	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	75.7	13.1	21.1	12.5	73.2	17.1	17.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	5.1	2.0	7.9	14.7	7.1	2.0	7.1	11.2
Green Ext Time (p_c), s	0.0	5.8	0.0	0.7	0.1	5.8	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	59
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	39	1	460	0	183	464	0	0	0	622	409
Future Vol, veh/h	0	0	0	0	0	39	1	460	0	183	464	0	0	0	622	409
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	42	1	500	0	199	504	0	0	0	676	445
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	64.3	55.6	58.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	464	40	460	622	409
LT Vol	183	0	39	0	0	0
Through Vol	0	464	1	0	622	0
RT Vol	0	0	0	460	0	409
Lane Flow Rate	199	504	43	500	676	445
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	1	0.106	1	1	0.874
Departure Headway (Hd)	8.394	7.895	8.742	7.557	7.776	7.078
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	464	410	480	473	516
Service Time	6.109	5.609	6.481	5.295	5.484	4.785
HCM Lane V/C Ratio	0.461	1.086	0.105	1.042	1.429	0.862
HCM Control Delay	18.2	70.3	12.5	68.8	69.7	41.4
HCM Lane LOS	C	F	B	F	F	E
HCM 95th-tile Q	2.4	13.1	0.4	13.3	13.2	9.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	505	185	352	138	506	0	0	669	201
Future Volume (veh/h)	0	0	0	505	185	352	138	506	0	0	669	201
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				549	201	383	150	550	0	0	727	218
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				976	556	436	585	2217	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.63	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				549	201	383	150	550	0	0	727	218
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	10.2	30.0	4.9	8.2	0.0	0.0	8.0	4.9
Cycle Q Clear(g_c), s				17.0	10.2	30.0	4.9	8.2	0.0	0.0	8.0	4.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				976	556	436	585	2217	0	0	1430	589
V/C Ratio(X)				0.56	0.36	0.88	0.26	0.25	0.00	0.00	0.51	0.37
Avail Cap(c_a), veh/h				1185	675	529	585	2217	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.96	0.96	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				35.5	33.1	40.0	41.9	9.9	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.3	0.3	9.7	0.2	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	5.3	13.2	2.1	4.1	0.0	0.0	3.9	2.1
LnGrp Delay(d),s/veh				35.8	33.3	49.7	42.1	10.2	0.0	0.0	8.8	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1133			700			945	
Approach Delay, s/veh					40.1			17.0			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.7			26.7	53.0		40.3
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.2			6.9	10.0		32.0
Green Ext Time (p_c), s		3.1			1.9	4.4		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	456	181	235	589	0	0	1154	452
Future Volume (veh/h)	0	0	0	256	456	181	235	589	0	0	1154	452
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				278	496	197	255	640	0	0	1254	491
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	648	267	304	2655	0	0	1879	774
Arrive On Green				0.18	0.18	0.18	0.19	0.75	0.00	0.00	0.53	0.53
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				278	496	197	255	640	0	0	1254	491
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	16.0	15.3	18.1	6.6	0.0	0.0	30.9	28.6
Cycle Q Clear(g_c), s				9.4	16.0	15.3	18.1	6.6	0.0	0.0	30.9	28.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	648	267	304	2655	0	0	1879	774
V/C Ratio(X)				0.48	0.77	0.74	0.84	0.24	0.00	0.00	0.67	0.63
Avail Cap(c_a), veh/h				822	917	378	340	2655	0	0	1879	774
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.94	0.94	0.00	0.00	0.57	0.57
Uniform Delay (d), s/veh				43.9	46.6	46.3	47.1	4.6	0.0	0.0	20.4	19.9
Incr Delay (d2), s/veh				0.6	2.5	4.5	14.6	0.2	0.0	0.0	1.1	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.0	6.5	9.4	3.3	0.0	0.0	15.3	11.9
LnGrp Delay(d),s/veh				44.5	49.0	50.8	61.7	4.8	0.0	0.0	21.5	22.2
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					971			895			1745	
Approach Delay, s/veh					48.1			21.0			21.7	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.0			26.3	67.7		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		8.6			20.1	32.9		18.0
Green Ext Time (p_c), s		18.5			0.2	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.6
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	170	1	73	0	0	0	0	0	0	409	79	0	313	263	0
Future Vol, veh/h	0	170	1	73	0	0	0	0	0	0	409	79	0	313	263	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	1	79	0	0	0	0	0	0	445	86	0	340	286	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	14.4	26.6	18.4
HCM LOS	B	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	79	171	73	313	263
LT Vol	0	0	170	0	313	0
Through Vol	409	0	1	0	0	263
RT Vol	0	79	0	73	0	0
Lane Flow Rate	445	86	186	79	340	286
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.796	0.137	0.407	0.147	0.642	0.499
Departure Headway (Hd)	6.445	5.733	7.881	6.657	6.797	6.287
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	560	622	455	536	531	572
Service Time	4.214	3.501	5.653	4.429	4.565	4.055
HCM Lane V/C Ratio	0.795	0.138	0.409	0.147	0.64	0.5
HCM Control Delay	29.9	9.4	16	10.6	21.1	15.2
HCM Lane LOS	D	A	C	B	C	C
HCM 95th-tile Q	7.6	0.5	1.9	0.5	4.5	2.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	101	190	0	0	0	0	513	410	302	839	0
Future Volume (veh/h)	160	101	190	0	0	0	0	513	410	302	839	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	174	110	207				0	558	446	328	912	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	281	609	251				0	3011	863	431	2695	0
Arrive On Green	0.17	0.17	0.17				0.00	0.59	0.59	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	174	110	207				0	558	446	328	912	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.8	3.2	16.4				0.0	6.0	21.6	11.4	0.0	0.0
Cycle Q Clear(g_c), s	11.8	3.2	16.4				0.0	6.0	21.6	11.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	609	251				0	3011	863	431	2695	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.19	0.52	0.76	0.34	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3011	863	660	2695	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	46.0	42.5	47.9				0.0	11.2	14.4	41.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.1	7.5				0.0	0.1	2.2	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.6	7.1				0.0	2.8	9.2	5.1	0.1	0.0
LnGrp Delay(d),s/veh	48.3	42.6	55.4				0.0	11.4	16.6	44.3	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		491						1004			1240	
Approach Delay, s/veh		50.0						13.7			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.3	75.0		24.6		95.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.4	23.6		18.4		2.0		
Green Ext Time (p_c), s	0.9	9.9		1.6		12.1		

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	447	120	0	0	0	0	613	374	534	892	0
Future Volume (veh/h)	167	447	120	0	0	0	0	613	374	534	892	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	182	486	130				0	666	407	580	970	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	521	581	240				0	1856	765	670	2722	0
Arrive On Green	0.16	0.16	0.16				0.00	0.52	0.52	0.42	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	182	486	130				0	666	407	580	970	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.1	16.0	9.8				0.0	13.2	22.1	20.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	16.0	9.8				0.0	13.2	22.1	20.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	521	581	240				0	1856	765	670	2722	0
V/C Ratio(X)	0.35	0.84	0.54				0.00	0.36	0.53	0.87	0.36	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1856	765	792	2722	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.87	0.87	0.87				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	44.5	48.6	46.0				0.0	16.7	18.8	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.7	1.7				0.0	0.5	2.6	6.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.5	4.1				0.0	6.6	9.4	9.3	0.1	0.0
LnGrp Delay(d),s/veh	44.8	56.3	47.7				0.0	17.3	21.5	39.4	0.3	0.0
LnGrp LOS	D	E	D					B	C	D	A	
Approach Vol, veh/h		798						1073			1550	
Approach Delay, s/veh		52.3						18.9			14.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.4	66.9		23.7		96.3		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.4	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	22.0	24.1		18.0		2.0		
Green Ext Time (p_c), s	1.4	11.5		1.2		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	11	0	0	3
Future Vol, veh/h	0	0	11	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1069	-	-	1607	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1607	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	23	23	0	8	0	21
Future Vol, veh/h	23	23	0	8	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	25	0	9	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	47	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1557	-	963	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1557	-	963	1034
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	1014	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1557	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	6	187	12	0	191
Future Vol, veh/h	0	6	187	12	0	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	203	13	0	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	418	210	0	0	216	0
Stage 1	210	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	591	830	-	-	1354	-
Stage 1	825	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	830	-	-	1354	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	1354	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	273	217	32	0	24
Future Vol, veh/h	0	273	217	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	297	236	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	271	0	-	0	550	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	297	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1292	-	-	-	496	786
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1292	-	-	-	496	786
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	754	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1292	-	-	-	786
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	15	110	78	89	137
Future Vol, veh/h	11	15	110	78	89	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	120	85	97	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	462	120	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	558	931	-	-	1468	-
Stage 1	905	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	931	-	-	1468	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	521	931	1468	-
HCM Lane V/C Ratio	-	-	0.023	0.018	0.066	-
HCM Control Delay (s)	-	-	12.1	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	19	124	90	92	143
Future Vol, veh/h	15	19	124	90	92	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	135	98	100	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	490	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	537	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	500	914	-	-	1449	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	500	914	1449	-
HCM Lane V/C Ratio	-	-	0.033	0.023	0.069	-
HCM Control Delay (s)	-	-	12.4	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	119	68	0	136
Future Vol, veh/h	0	20	119	68	0	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	129	74	0	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	129	0	0	129	0
Stage 1	129	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	713	921	-	-	1457	-
Stage 1	897	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	921	-	-	1457	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	880	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	921	1457	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	70	80	71	47	12	13
Future Vol, veh/h	70	80	71	47	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	87	77	51	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	316	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	677	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	643	984
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1522	-	-	-	643	984
HCM Lane V/C Ratio	0.05	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	69	75	61	62	9	8
Future Vol, veh/h	69	75	61	62	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	82	66	67	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	298	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	693	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	659	998
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	659	998
HCM Lane V/C Ratio	0.049	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	48	74	64	52	4	6
Future Vol, veh/h	48	74	64	52	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	80	70	57	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	255	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	734	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	709	993
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1531	-	-	-	709	993
HCM Lane V/C Ratio	0.034	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

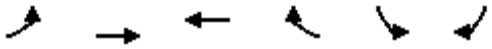
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	77	24	34	60	6	9
Future Vol, veh/h	77	24	34	60	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	26	37	65	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	223	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1513	-	765	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	746	975
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	866	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	975	-	-	1513	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	163	172	0	230	50
Future Volume (veh/h)	0	163	172	0	230	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	177	187	0	250	54
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	301	301	0	2583	1188
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	177	187	0	250	54
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.8	6.1	0.0	1.9	0.9
Cycle Q Clear(g_c), s	0.0	5.8	6.1	0.0	1.9	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	301	301	0	2583	1188
V/C Ratio(X)	0.00	0.59	0.62	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2583	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.70	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.9	53.0	0.0	2.2	2.1
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.7	54.5	0.0	2.3	2.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		177	187		304	
Approach Delay, s/veh		54.7	54.5		2.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.2		103.8		16.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.8		3.9		8.1
Green Ext Time (p_c), s				2.1		1.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	375	0	0	422	297	31	0	272	0	0	0
Future Volume (veh/h)	23	375	0	0	422	297	31	0	272	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	25	408	0	0	459	323	34	0	296			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	30	1192	0	0	964	397	1809	0	832			
Arrive On Green	0.02	0.34	0.00	0.00	0.27	0.27	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	25	408	0	0	459	323	34	0	296			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.0	11.2	0.0	0.0	14.1	26.9	0.6	0.0	14.2			
Cycle Q Clear(g_c), s	2.0	11.2	0.0	0.0	14.1	26.9	0.6	0.0	14.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	30	1192	0	0	964	397	1809	0	832			
V/C Ratio(X)	0.84	0.34	0.00	0.00	0.48	0.81	0.02	0.00	0.36			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1809	0	832			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.6	32.3	0.0	0.0	39.5	44.2	12.1	0.0	15.0			
Incr Delay (d2), s/veh	41.4	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	5.5	0.0	0.0	6.9	11.1	0.3	0.0	5.7			
LnGrp Delay(d),s/veh	105.0	32.5	0.0	0.0	39.7	46.7	12.1	0.0	15.3			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		433			782			330				
Approach Delay, s/veh		36.7			42.6			15.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.2		49.8			8.4	41.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		16.2		13.2			4.0	28.9
Green Ext Time (p_c), s		0.0		7.0			0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	63	166	14	0	8	248	23	0	63	10	19	0	65	11	144
Future Vol, veh/h	0	63	166	14	0	8	248	23	0	63	10	19	0	65	11	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	180	15	0	9	270	25	0	68	11	21	0	71	12	157
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.6	11.3	10.6	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	80%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	20%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	63	111	69	8	165	106	65	7	148
LT Vol	63	0	63	0	0	8	0	0	65	0	0
Through Vol	0	10	0	111	55	0	165	83	0	7	4
RT Vol	0	19	0	0	14	0	0	23	0	0	144
Lane Flow Rate	68	32	68	120	75	9	180	115	71	8	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.055	0.131	0.213	0.131	0.016	0.315	0.196	0.138	0.014	0.26
Departure Headway (Hd)	7.264	6.305	6.89	6.386	6.243	6.812	6.309	6.155	7.019	6.518	5.834
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	566	520	561	573	525	570	582	510	548	613
Service Time	5.022	4.064	4.642	4.138	3.995	4.563	4.059	3.906	4.773	4.272	3.588
HCM Lane V/C Ratio	0.138	0.057	0.131	0.214	0.131	0.017	0.316	0.198	0.139	0.015	0.263
HCM Control Delay	11.2	9.4	10.7	10.9	9.9	9.7	12	10.4	10.9	9.4	10.6
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.4	0	1.3	0.7	0.5	0	1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	276	209	33	0	28
Future Vol, veh/h	0	276	209	33	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	227	36	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	545	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1301	-	-	-	499	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1301	-	-	-	499	794
Mov Cap-2 Maneuver	-	-	-	-	499	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	752	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	-	794
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	3	158	35	4	162
Future Vol, veh/h	31	3	158	35	4	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	3	172	38	4	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	357	172	0	0	172	0
Stage 1	172	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	641	872	-	-	1405	-
Stage 1	858	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	872	-	-	1405	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	639	872	1405	-
HCM Lane V/C Ratio	-	-	0.053	0.004	0.003	-
HCM Control Delay (s)	-	-	10.9	9.1	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	15	17	21
Future Vol, veh/h	0	12	0	15	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	16	18	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	38	21	41	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	969	1051	1567	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1051	1567	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	1051	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	11	0	0	3
Future Vol, veh/h	0	0	11	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1069	-	-	1607	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1607	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	15	13	0	0	0
Future Vol, veh/h	0	15	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	14	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	14	14	-	0	14	0
Stage 1	0	0	-	-	-	-
Stage 2	14	14	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1005	880	-	-	1604	-
Stage 1	-	-	-	-	-	-
Stage 2	1009	884	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1005	0	-	-	1604	-
Mov Cap-2 Maneuver	1005	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1009	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1604	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	22	11	70	33	77	13	648	57	85	811	4
Future Volume (veh/h)	5	22	11	70	33	77	13	648	57	85	811	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	5	24	12	76	36	84	14	704	62	92	882	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	656	641	321	736	272	634	27	920	81	121	1217	6
Arrive On Green	0.55	0.55	0.54	0.55	0.55	0.54	0.02	0.28	0.28	0.07	0.34	0.33
Sat Flow, veh/h	1166	1173	586	1259	497	1161	1634	3292	290	1634	3613	16
Grp Volume(v), veh/h	5	0	36	76	0	120	14	378	388	92	432	454
Grp Sat Flow(s),veh/h/ln	1166	0	1759	1259	0	1658	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.3	0.0	1.1	3.6	0.0	4.3	1.0	23.5	23.5	6.6	25.7	25.7
Cycle Q Clear(g_c), s	4.5	0.0	1.1	4.7	0.0	4.3	1.0	23.5	23.5	6.6	25.7	25.7
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	656	0	962	736	0	906	27	495	506	121	596	626
V/C Ratio(X)	0.01	0.00	0.04	0.10	0.00	0.13	0.52	0.76	0.77	0.76	0.72	0.72
Avail Cap(c_a), veh/h	656	0	962	736	0	906	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	12.6	13.7	0.0	13.4	58.5	39.6	39.7	54.5	34.9	34.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.3	14.4	2.5	2.5	9.5	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.3	0.0	2.0	0.6	11.8	12.1	3.3	12.8	13.4
LnGrp Delay(d),s/veh	14.4	0.0	12.7	14.0	0.0	13.7	72.9	42.1	42.1	64.1	36.6	36.5
LnGrp LOS	B		B	B		B	E	D	D	E	D	D
Approach Vol, veh/h		41			196			780			978	
Approach Delay, s/veh		12.9			13.8			42.7			39.2	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	37.5		69.6	6.0	44.4		69.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.6	25.5		6.5	3.0	27.7		6.7
Green Ext Time (p_c), s	0.1	7.5		0.6	0.0	7.5		0.6

Intersection Summary		
HCM 2010 Ctrl Delay	37.5	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	7	34	210	25	16
Future Vol, veh/h	154	7	34	210	25	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	167	8	37	228	27	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	473	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	550	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	534	873
Mov Cap-2 Maneuver	-	-	-	-	534	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	629	-	-	1401	-
HCM Lane V/C Ratio	0.071	-	-	0.026	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	24.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	128	41	0	251	196	12	0	57	19	282
Future Vol, veh/h	0	4	128	41	0	251	196	12	0	57	19	282
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	4	139	45	0	273	213	13	0	62	21	307
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12	35.5	16.9
HCM LOS	B	E	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	8%
Vol Thru, %	5%	74%	44%	0%	83%
Vol Right, %	79%	24%	0%	100%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	358	173	447	12	24
LT Vol	57	4	251	0	2
Through Vol	19	128	196	0	20
RT Vol	282	41	0	12	2
Lane Flow Rate	389	188	486	13	26
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.604	0.317	0.857	0.019	0.051
Departure Headway (Hd)	5.589	6.063	6.35	5.355	6.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	642	589	568	665	516
Service Time	3.671	4.152	4.114	3.119	4.984
HCM Lane V/C Ratio	0.606	0.319	0.856	0.02	0.05
HCM Control Delay	16.9	12	36.2	8.2	10.4
HCM Lane LOS	C	B	E	A	B
HCM 95th-tile Q	4.1	1.4	9.3	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	20	2
Future Vol, veh/h	0	2	20	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	22	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	176	250	320	36	38	124
Future Vol, veh/h	176	250	320	36	38	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	272	348	39	41	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	387	0	-	0	1021	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	654	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1171	-	-	-	262	678
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1171	-	-	-	212	678
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1171	-	-	-	447
HCM Lane V/C Ratio	0.163	-	-	-	0.394
HCM Control Delay (s)	8.7	0	-	-	18.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.8

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	0	14	6	90	0	536	6	73	820	3
Future Vol, veh/h	0	8	0	14	6	90	0	536	6	73	820	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	15	7	98	0	583	7	79	891	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1641	447	1195	1639	295	895	0	0	589	0	0
Stage 1	1052	1052	-	586	586	-	-	-	-	-	-	-
Stage 2	295	589	-	609	1053	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	110	99	559	142	99	701	754	-	-	982	-	-
Stage 1	242	302	-	463	495	-	-	-	-	-	-	-
Stage 2	689	494	-	449	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	91	559	124	91	701	754	-	-	982	-	-
Mov Cap-2 Maneuver	84	91	-	124	91	-	-	-	-	-	-	-
Stage 1	242	278	-	463	495	-	-	-	-	-	-	-
Stage 2	585	494	-	400	277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.7	20	0	0.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	754	-	-	91	358	982	-	-
HCM Lane V/C Ratio	-	-	-	0.096	0.334	0.081	-	-
HCM Control Delay (s)	0	-	-	48.7	20	9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	101	3	1	103	1	0
Future Vol, veh/h	101	3	1	103	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	3	1	112	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	225	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	763	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	762	942
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1476	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	85	0	0	108	0	0
Future Vol, veh/h	85	0	0	108	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	92	0	0	117	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	209	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	779	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	779	965
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	908	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1503	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	64	31	36	94	10	26	32	10	2	39	2
Future Vol, veh/h	3	64	31	36	94	10	26	32	10	2	39	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	70	34	39	102	11	28	35	11	2	42	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	103	0	0	301	284	86	302	296	108
Stage 1	-	-	-	-	-	-	93	93	-	186	186	-
Stage 2	-	-	-	-	-	-	208	191	-	116	110	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1476	-	-	1489	-	-	651	625	973	650	616	946
Stage 1	-	-	-	-	-	-	914	818	-	816	746	-
Stage 2	-	-	-	-	-	-	794	742	-	889	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1476	-	-	1489	-	-	600	606	973	601	598	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	600	606	-	601	598	-
Stage 1	-	-	-	-	-	-	912	816	-	814	725	-
Stage 2	-	-	-	-	-	-	725	721	-	840	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	11.4	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	1476	-	-	1489	-	-	609
HCM Lane V/C Ratio	0.116	0.002	-	-	0.026	-	-	0.077
HCM Control Delay (s)	11.4	7.4	0	-	7.5	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	65	4	7	121	8	18
Future Vol, veh/h	65	4	7	121	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	4	8	132	9	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	220	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	768	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	763	989
Mov Cap-2 Maneuver	-	-	-	-	763	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1524	-
HCM Lane V/C Ratio	0.031	-	-	0.005	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	1	1	108	11	2
Future Vol, veh/h	66	1	1	108	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	1	1	117	12	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	73	0	192	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1527	-	797	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	796	990
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1527	-
HCM Lane V/C Ratio	0.017	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	78	0	2	126	1	8
Future Vol, veh/h	78	0	2	126	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	0	2	137	1	9

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	89	85	153	85
Stage 1	-	-	0	0	85	-
Stage 2	-	-	89	85	68	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	912	805	839	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	934	824	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	912	0	839	974
Mov Cap-2 Maneuver	-	-	912	0	839	-
Stage 1	-	-	-	0	938	-
Stage 2	-	-	934	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.7	8.8
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	957	-	-	912
HCM Lane V/C Ratio	0.01	-	-	0.153
HCM Control Delay (s)	8.8	-	-	9.7
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.5

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	80	24	77	94	48	68
Future Vol, veh/h	80	24	77	94	48	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	26	84	102	52	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	370	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	630	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	592	956
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1476	-
HCM Lane V/C Ratio	0.165	-	-	0.057	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	42	79	92	300	214	85
Future Vol, veh/h	42	79	92	300	214	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	86	100	326	233	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	805	279	325	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	352	760	1235	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	760	1235	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1235	-	512	-	-
HCM Lane V/C Ratio	0.081	-	0.257	-	-
HCM Control Delay (s)	8.2	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	1	55	5	2	83
Future Vol, veh/h	16	1	55	5	2	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1	60	5	2	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	63	0	0	65	0
Stage 1	63	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	833	1002	-	-	1537	-
Stage 1	960	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	832	1002	-	-	1537	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	840	1537	-
HCM Lane V/C Ratio	-	-	0.022	0.001	-
HCM Control Delay (s)	-	-	9.4	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	35	32	24	31
Demand Flow Rate, veh/h	35	32	24	31
Vehicles Circulating, veh/h	38	24	30	26
Vehicles Exiting, veh/h	19	30	43	30
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	3.5	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	35	32	24	31
Cap Entry Lane, veh/h	1088	1103	1097	1101
Entry HV Adj Factor	0.994	0.994	0.992	0.990
Flow Entry, veh/h	35	32	24	31
Cap Entry, veh/h	1081	1096	1087	1089
V/C Ratio	0.032	0.029	0.022	0.028
Control Delay, s/veh	3.6	3.5	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	12	13	5
Demand Flow Rate, veh/h	38	12	13	5
Vehicles Circulating, veh/h	4	24	26	16
Vehicles Exiting, veh/h	17	15	16	20
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.4	3.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	12	13	5
Cap Entry Lane, veh/h	1125	1103	1101	1112
Entry HV Adj Factor	0.993	0.984	0.989	0.988
Flow Entry, veh/h	38	12	13	5
Cap Entry, veh/h	1117	1084	1089	1098
V/C Ratio	0.034	0.011	0.012	0.004
Control Delay, s/veh	3.5	3.4	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	30	5	5	21
Demand Flow Rate, veh/h	30	5	5	21
Vehicles Circulating, veh/h	23	4	36	7
Vehicles Exiting, veh/h	5	37	17	2
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.3	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	30	5	5	21
Cap Entry Lane, veh/h	1104	1125	1090	1122
Entry HV Adj Factor	0.984	0.988	0.996	0.991
Flow Entry, veh/h	30	5	5	21
Cap Entry, veh/h	1086	1111	1085	1111
V/C Ratio	0.027	0.004	0.005	0.019
Control Delay, s/veh	3.5	3.3	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	42	8	163	89	0
Future Vol, veh/h	5	42	8	163	89	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	46	9	177	97	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	203	48	97	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	767	1011	1494	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	1011	1494	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	977	-	-
HCM Lane V/C Ratio	0.006	-	0.052	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	52	76	328	39	38	230
Future Vol, veh/h	52	76	328	39	38	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	83	357	42	41	250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	690	357	0	0	357	0
Stage 1	357	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	411	687	-	-	1202	-
Stage 1	708	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	395	687	-	-	1202	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	395	687	1202	-
HCM Lane V/C Ratio	-	-	0.143	0.12	0.034	-
HCM Control Delay (s)	-	-	15.6	11	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	1	58	3	1	91
Future Vol, veh/h	12	1	58	3	1	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	63	3	1	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	166	65	0	0	66	0
Stage 1	65	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	824	999	-	-	1536	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	999	-	-	1536	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1536	-
HCM Lane V/C Ratio	-	-	0.017	0.001	-
HCM Control Delay (s)	-	-	9.4	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	2	0	0	0	1	2	0	0	3	0
Future Vol, veh/h	0	2	2	0	0	0	1	2	0	0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	2	0	0	0	1	2	0	0	3	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.6	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	0%	11%
Vol Thru, %	100%	50%	33%	47%
Vol Right, %	0%	0%	67%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	4	3	19
LT Vol	0	2	0	2
Through Vol	3	2	1	9
RT Vol	0	0	2	8
Lane Flow Rate	3	4	3	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.005	0.003	0.021
Departure Headway (Hd)	3.963	4.078	3.578	3.719
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	881	1004	968
Service Time	1.967	2.086	1.587	1.721
HCM Lane V/C Ratio	0.003	0.005	0.003	0.022
HCM Control Delay	7	7.1	6.6	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	9	8
Future Vol, veh/h	0	2	9	8
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	10	9
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	7	6	13	24
Demand Flow Rate, veh/h	7	6	13	24
Vehicles Circulating, veh/h	27	10	14	5
Vehicles Exiting, veh/h	2	17	20	11
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.3	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	7	6	13	24
Cap Entry Lane, veh/h	1100	1119	1114	1124
Entry HV Adj Factor	0.986	1.000	0.988	0.988
Flow Entry, veh/h	7	6	13	24
Cap Entry, veh/h	1084	1118	1100	1110
V/C Ratio	0.006	0.005	0.012	0.021
Control Delay, s/veh	3.4	3.3	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	13	15	1	7	5
Future Vol, veh/h	3	13	15	1	7	5
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	16	1	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	43	27
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	968	1048
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1586	-	-	-	958	1039
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1586	-	-	-	990
HCM Lane V/C Ratio	0.002	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	8	32	0	22	3	12	0	8	119	51
Future Vol, veh/h	0	3	8	32	0	22	3	12	0	8	119	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	9	35	0	24	3	13	0	9	129	55
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8	8.4	8.2
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	20%	0%	20%	0%	100%	100%
Vol Right, %	0%	0%	56%	0%	80%	0%	80%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	79	91	3	40	22	15	13	58	58
LT Vol	8	0	0	3	0	22	0	13	0	0
Through Vol	0	79	40	0	8	0	3	0	58	58
RT Vol	0	0	51	0	32	0	12	0	0	0
Lane Flow Rate	9	86	99	3	43	24	16	14	62	62
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.013	0.12	0.127	0.005	0.059	0.039	0.022	0.022	0.089	0.059
Departure Headway (Hd)	5.529	5.028	4.633	5.906	4.847	5.91	4.851	5.656	5.155	3.416
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	649	715	776	607	739	606	738	634	697	1048
Service Time	3.249	2.748	2.353	3.634	2.575	3.639	2.58	3.376	2.875	1.137
HCM Lane V/C Ratio	0.014	0.12	0.128	0.005	0.058	0.04	0.022	0.022	0.089	0.059
HCM Control Delay	8.3	8.4	8	8.7	7.9	8.9	7.7	8.5	8.4	6.4
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0.4	0	0.2	0.1	0.1	0.1	0.3	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	115	0
Future Vol, veh/h	0	13	115	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	125	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	329	0	0	0	311	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	329	0	0	0	311	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	358	0	0	0	338	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.6	11.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	329	0	0	0	0	311	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	329	0	0	0	0	311	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	358	0	0	0	0	338	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.466	0	0	0	0	0.442	0
Departure Headway (Hd)	4.695	4.695	4.695	6.176	6.176	4.705	4.705	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	758	0	0	0	0	757	0
Service Time	2.472	2.472	2.472	3.876	3.876	2.485	2.485	2.485
HCM Lane V/C Ratio	0	0.472	0	0	0	0	0.446	0
HCM Control Delay	7.5	11.6	7.5	8.9	8.9	7.5	11.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.5	0	0	0	0	2.3	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	10	0	75	8	4	6	60	87	5	91	6
Future Vol, veh/h	2	10	0	75	8	4	6	60	87	5	91	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	11	0	82	9	4	7	65	95	5	99	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	188	99	193	188	65	99	0	0	65	0	0
Stage 1	110	110	-	78	78	-	-	-	-	-	-	-
Stage 2	83	78	-	115	110	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	707	957	767	707	999	1494	-	-	1537	-	-
Stage 1	895	804	-	931	830	-	-	-	-	-	-	-
Stage 2	925	830	-	890	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	752	701	957	753	701	999	1494	-	-	1537	-	-
Mov Cap-2 Maneuver	752	701	-	753	701	-	-	-	-	-	-	-
Stage 1	891	801	-	927	826	-	-	-	-	-	-	-
Stage 2	907	826	-	875	801	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.3	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	752	701	-	753	701	999	1537	-	-
HCM Lane V/C Ratio	0.004	-	-	0.003	0.016	-	0.108	0.012	0.004	0.004	-	-
HCM Control Delay (s)	7.4	-	-	9.8	10.2	0	10.4	10.2	8.6	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	0.4	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	1	0	0	1	2	0	0	6	0
Future Vol, veh/h	0	4	0	1	0	0	1	2	0	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	1	0	0	1	2	0	0	7	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.6	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	0%	32%
Vol Thru, %	100%	0%	33%	42%
Vol Right, %	0%	20%	67%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	5	3	19
LT Vol	0	4	0	6
Through Vol	6	0	1	8
RT Vol	0	1	2	5
Lane Flow Rate	7	5	3	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.006	0.003	0.022
Departure Headway (Hd)	3.965	4.024	3.585	3.86
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	907	893	1001	932
Service Time	1.97	2.033	1.596	1.863
HCM Lane V/C Ratio	0.008	0.006	0.003	0.023
HCM Control Delay	7	7.1	6.6	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	6	8	5
Future Vol, veh/h	0	6	8	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	9	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	4	7	17
Demand Flow Rate, veh/h	12	4	7	17
Vehicles Circulating, veh/h	15	9	7	4
Vehicles Exiting, veh/h	6	5	20	9
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	12	4	7	17
Cap Entry Lane, veh/h	1113	1120	1122	1125
Entry HV Adj Factor	0.995	0.990	0.986	0.985
Flow Entry, veh/h	12	4	7	17
Cap Entry, veh/h	1108	1109	1106	1109
V/C Ratio	0.011	0.004	0.006	0.015
Control Delay, s/veh	3.3	3.3	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	15	8	0
Demand Flow Rate, veh/h	3	15	8	0
Vehicles Circulating, veh/h	14	0	3	15
Vehicles Exiting, veh/h	1	11	14	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	15	8	0
Cap Entry Lane, veh/h	1114	1130	1127	1113
Entry HV Adj Factor	0.980	0.999	1.000	1.000
Flow Entry, veh/h	3	15	8	0
Cap Entry, veh/h	1092	1128	1126	1112
V/C Ratio	0.003	0.013	0.007	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	19	25	177	166	6
Future Vol, veh/h	5	19	25	177	166	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	27	192	180	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	335	93	187	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	635	946	1385	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	621	946	1385	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1385	-	853	-	-
HCM Lane V/C Ratio	0.02	-	0.031	-	-
HCM Control Delay (s)	7.7	0.1	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	553	108	80	722	14	110	0	40	5	3	24
Future Volume (veh/h)	193	553	108	80	722	14	110	0	40	5	3	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	210	601	117	87	785	15	120	0	43	5	3	26
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	770	317	261	926	18	565	0	203	10	6	53
Arrive On Green	0.12	0.22	0.22	0.16	0.26	0.24	0.45	0.00	0.44	0.04	0.04	0.04
Sat Flow, veh/h	1634	3539	1458	1634	3552	68	1266	0	454	240	144	1247
Grp Volume(v), veh/h	210	601	117	87	391	409	163	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1719	0	0	1631	0	0
Q Serve(g_s), s	14.0	19.2	8.2	5.7	25.2	25.2	7.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	14.0	19.2	8.2	5.7	25.2	25.2	7.0	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.15		0.76
Lane Grp Cap(c), veh/h	191	770	317	261	461	483	768	0	0	70	0	0
V/C Ratio(X)	1.10	0.78	0.37	0.33	0.85	0.85	0.21	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	768	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	44.2	39.9	44.7	42.1	42.1	20.4	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	92.3	1.6	0.7	0.5	6.5	6.3	0.6	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.5	3.4	2.6	13.1	13.7	3.4	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	145.3	45.8	40.6	45.2	48.6	48.4	21.0	0.0	0.0	61.6	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		928			887			163			34	
Approach Delay, s/veh		67.7			48.2			21.0			61.6	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		57.6	23.2	30.1		9.1	18.0	35.3
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		9.0	7.7	21.2		4.5	16.0	27.2
Green Ext Time (p_c), s		0.3	0.0	2.9		0.1	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	555	52	12	653	8	84	4	8	3	1	39
Future Volume (veh/h)	30	555	52	12	653	8	84	4	8	3	1	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	33	603	57	13	710	9	91	4	9	3	1	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	855	81	46	868	11	822	290	652	14	3	111
Arrive On Green	0.05	0.26	0.25	0.03	0.24	0.23	0.50	0.57	0.56	0.01	0.07	0.07
Sat Flow, veh/h	1774	3266	308	1634	3578	45	1634	510	1147	1774	36	1518
Grp Volume(v), veh/h	33	326	334	13	351	368	91	0	13	3	0	43
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1657	1774	0	1555
Q Serve(g_s), s	2.2	20.0	20.1	0.9	22.5	22.5	3.5	0.0	0.4	0.2	0.0	3.2
Cycle Q Clear(g_c), s	2.2	20.0	20.1	0.9	22.5	22.5	3.5	0.0	0.4	0.2	0.0	3.2
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.69	1.00		0.98
Lane Grp Cap(c), veh/h	84	463	473	46	429	450	822	0	941	14	0	114
V/C Ratio(X)	0.39	0.70	0.71	0.28	0.82	0.82	0.11	0.00	0.01	0.21	0.00	0.38
Avail Cap(c_a), veh/h	177	900	917	82	811	850	822	0	941	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	40.1	40.3	57.1	42.9	43.0	15.7	0.0	11.4	59.1	0.0	53.3
Incr Delay (d2), s/veh	1.9	1.3	1.2	3.2	3.9	3.7	0.1	0.0	0.0	6.9	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.9	10.2	0.5	11.5	12.0	1.6	0.0	0.2	0.1	0.0	1.7
LnGrp Delay(d),s/veh	57.3	41.3	41.5	60.3	46.8	46.7	15.7	0.0	11.4	66.0	0.0	62.7
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		693			732			104			46	
Approach Delay, s/veh		42.2			47.0			15.2			62.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	72.2	7.4	35.4	64.4	12.8	9.7	33.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.2	2.4	2.9	22.1	5.5	5.2	4.2	24.5
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.1	0.1	1.4	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	452	40	32	586	56	75
Future Vol, veh/h	452	40	32	586	56	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	491	43	35	637	61	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	901	267
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1029	-	278	731
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	269	731
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	1029	-
HCM Lane V/C Ratio	0.337	-	-	0.034	-
HCM Control Delay (s)	17.8	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	491	7	16	626	4	8
Future Vol, veh/h	491	7	16	626	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	534	8	17	680	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	541	0	913	271
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1024	-	273	727
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1024	-	268	727
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1024	-
HCM Lane V/C Ratio	0.016	-	-	0.017	-
HCM Control Delay (s)	9.6	-	-	8.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	190	97	79	333	42	60	340	48	30	503	198
Future Volume (veh/h)	201	190	97	79	333	42	60	340	48	30	503	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	218	207	105	86	362	46	65	370	52	33	547	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	983	405	350	1119	461	116	1002	413	77	644	253
Arrive On Green	0.18	0.28	0.28	0.21	0.32	0.32	0.07	0.28	0.28	0.05	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2486	974
Grp Volume(v), veh/h	218	207	105	86	362	46	65	370	52	33	389	373
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	11.4	4.0	3.6	3.9	7.0	2.0	3.5	7.5	1.2	1.8	18.8	18.9
Cycle Q Clear(g_c), s	11.4	4.0	3.6	3.9	7.0	2.0	3.5	7.5	1.2	1.8	18.8	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	287	983	405	350	1119	461	116	1002	413	77	459	438
V/C Ratio(X)	0.76	0.21	0.26	0.25	0.32	0.10	0.56	0.37	0.13	0.43	0.85	0.85
Avail Cap(c_a), veh/h	436	983	405	350	1119	461	163	1002	413	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	24.9	13.0	29.3	23.4	21.7	40.4	25.8	6.4	41.7	31.6	32.3
Incr Delay (d2), s/veh	4.1	0.5	1.5	0.4	0.8	0.4	3.9	0.2	0.1	3.7	13.3	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.0	1.6	1.8	3.5	0.9	1.7	3.7	0.5	0.9	10.9	10.6
LnGrp Delay(d),s/veh	39.4	25.4	14.5	29.7	24.2	22.2	44.4	26.0	6.5	45.4	44.9	46.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		530			494			487			795	
Approach Delay, s/veh		29.0			25.0			26.4			45.6	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	29.5	23.3	29.0	10.4	27.3	19.8	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.8	9.5	5.9	6.0	5.5	20.9	13.4	9.0
Green Ext Time (p_c), s	0.0	4.0	0.8	1.1	0.0	0.4	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	288	25	12	514	0	6	1	5	3	0	0
Future Vol, veh/h	0	288	25	12	514	0	6	1	5	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	313	27	13	559	0	7	1	5	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	559	0	0	313	0	0	898	898	313	901	898	559
Stage 1	-	-	-	-	-	-	313	313	-	585	585	-
Stage 2	-	-	-	-	-	-	585	585	-	316	313	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1012	-	-	1247	-	-	260	279	727	259	279	529
Stage 1	-	-	-	-	-	-	698	657	-	497	498	-
Stage 2	-	-	-	-	-	-	497	498	-	695	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1247	-	-	257	275	727	253	275	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	275	-	253	275	-
Stage 1	-	-	-	-	-	-	698	657	-	497	491	-
Stage 2	-	-	-	-	-	-	490	491	-	689	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	15.6	19.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	1012	-	-	1247	-	-	253
HCM Lane V/C Ratio	0.037	-	-	-	0.01	-	-	0.013
HCM Control Delay (s)	15.6	0	-	-	7.9	0	-	19.4
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	0	1	36	0	0	0	1	0	0	0
Future Volume (veh/h)	0	20	0	1	36	0	0	0	1	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	0	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	22	0	1	39	0	0	0	1	0	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	2	65	51	2	160	0	2	1517	1187	2	1517	1187
Arrive On Green	0.00	0.03	0.00	0.00	0.09	0.00	0.00	0.00	0.81	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	0	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	22	0	1	39	0	0	0	1	0	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	0	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	1.0	0.0	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.0	0.0	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	65	51	2	160	0	2	1517	1187	2	1517	1187
V/C Ratio(X)	0.00	0.34	0.00	0.55	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	828	0	73	1517	1187	73	1517	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.62	0.62	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	42.4	0.0	44.9	38.4	0.0	0.0	0.0	1.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.0	106.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	45.5	0.0	151.1	38.9	0.0	0.0	0.0	1.6	0.0	0.0	0.0
LnGrp LOS		D		F	D				A			
Approach Vol, veh/h		22			40			1			0	
Approach Delay, s/veh		45.5			41.7			1.6			0.0	
Approach LOS		D			D			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	77.8	4.6	7.6	0.0	77.8	0.0	12.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	2.1	3.0	0.0	0.0	0.0	3.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	198	75	138	445	46	97	93	53	15	143	10
Future Volume (veh/h)	17	198	75	138	445	46	97	93	53	15	143	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	18	215	82	150	484	50	105	101	58	16	155	11
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	354	277	179	528	413	130	905	709	24	784	614
Arrive On Green	0.01	0.06	0.06	0.22	0.57	0.57	0.13	0.81	0.81	0.01	0.42	0.42
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	18	215	82	150	484	50	105	101	58	16	155	11
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.0	10.1	4.8	7.9	21.1	1.4	5.6	1.0	0.7	0.9	4.7	0.4
Cycle Q Clear(g_c), s	1.0	10.1	4.8	7.9	21.1	1.4	5.6	1.0	0.7	0.9	4.7	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	354	277	179	528	413	130	905	709	24	784	614
V/C Ratio(X)	0.68	0.61	0.30	0.84	0.92	0.12	0.81	0.11	0.08	0.67	0.20	0.02
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	905	709	82	784	614
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	38.9	36.4	34.4	18.5	14.3	38.4	4.5	4.4	44.1	16.5	15.2
Incr Delay (d2), s/veh	26.8	1.7	0.6	12.0	14.3	0.1	11.1	0.2	0.2	27.6	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.4	2.0	4.1	12.6	0.6	2.9	0.6	0.3	0.6	2.5	0.2
LnGrp Delay(d),s/veh	71.3	40.6	37.0	46.3	32.9	14.4	49.4	4.7	4.7	71.7	17.0	15.3
LnGrp LOS	E	D	D	D	C	B	D	A	A	E	B	B
Approach Vol, veh/h		315			684			264			182	
Approach Delay, s/veh		41.4			34.5			22.5			21.7	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	48.2	14.4	21.6	11.7	42.4	5.9	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	2.9	3.0	9.9	12.1	7.6	6.7	3.0	23.1
Green Ext Time (p_c), s	0.0	1.1	0.2	2.4	0.1	0.9	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	211	13	10	211	84	5	6	3	71	7	44
Future Volume (veh/h)	50	211	13	10	211	84	5	6	3	71	7	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	229	14	11	229	91	5	7	3	77	8	48
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	358	280	17	301	236	753	1001	784	97	1103	863
Arrive On Green	0.08	0.38	0.38	0.00	0.05	0.05	0.01	0.54	0.54	0.06	0.59	0.59
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	54	229	14	11	229	91	5	7	3	77	8	48
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.9	9.0	0.5	0.6	10.9	5.4	0.1	0.2	0.1	4.2	0.2	1.2
Cycle Q Clear(g_c), s	2.9	9.0	0.5	0.6	10.9	5.4	0.1	0.2	0.1	4.2	0.2	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	358	280	17	301	236	753	1001	784	97	1103	863
V/C Ratio(X)	0.81	0.64	0.05	0.63	0.76	0.39	0.01	0.01	0.00	0.79	0.01	0.06
Avail Cap(c_a), veh/h	209	631	494	118	528	413	863	1001	784	263	1103	863
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	25.2	22.6	44.7	40.9	38.3	9.4	9.7	9.6	41.8	7.5	7.7
Incr Delay (d2), s/veh	19.9	1.9	0.1	31.0	3.8	1.0	0.0	0.0	0.0	13.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.8	0.2	0.4	6.0	2.3	0.1	0.1	0.0	2.2	0.1	0.5
LnGrp Delay(d),s/veh	60.8	27.1	22.6	75.7	44.7	39.3	9.4	9.7	9.6	54.9	7.5	7.9
LnGrp LOS	E	C	C	E	D	D	A	A	A	D	A	A
Approach Vol, veh/h		297			331			15			133	
Approach Delay, s/veh		33.0			44.2			9.6			35.1	
Approach LOS		C			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	52.9	5.5	21.8	5.0	57.8	8.2	19.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	6.2	2.2	2.6	11.0	2.1	3.2	4.9	12.9
Green Ext Time (p_c), s	0.1	0.1	0.0	1.9	0.0	0.2	0.0	1.6

Intersection Summary		
HCM 2010 Ctrl Delay		37.7
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	171	53	380	238	10	26	5	13	29	13	9
Future Volume (veh/h)	3	171	53	380	238	10	26	5	13	29	13	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	3	186	58	413	259	11	28	5	14	32	14	10
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	238	187	451	746	584	37	692	542	40	696	545
Arrive On Green	0.01	0.26	0.26	0.28	0.40	0.40	0.02	0.37	0.37	0.02	0.37	0.37
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	3	186	58	413	259	11	28	5	14	32	14	10
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.2	8.4	2.9	22.0	8.7	0.4	1.5	0.2	0.5	1.8	0.4	0.4
Cycle Q Clear(g_c), s	0.2	8.4	2.9	22.0	8.7	0.4	1.5	0.2	0.5	1.8	0.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	238	187	451	746	584	37	692	542	40	696	545
V/C Ratio(X)	0.57	0.78	0.31	0.92	0.35	0.02	0.77	0.01	0.03	0.80	0.02	0.02
Avail Cap(c_a), veh/h	73	373	292	536	900	705	107	692	542	73	696	545
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	32.3	30.3	31.6	18.8	16.3	43.8	17.8	17.9	43.7	17.8	17.8
Incr Delay (d2), s/veh	66.2	5.0	0.8	18.7	0.3	0.0	27.3	0.0	0.1	29.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.6	1.2	12.2	4.5	0.2	1.0	0.1	0.2	1.1	0.2	0.2
LnGrp Delay(d),s/veh	110.9	37.3	31.1	50.3	19.1	16.3	71.1	17.8	18.0	73.0	17.8	17.8
LnGrp LOS	F	D	C	D	B	B	E	B	B	E	B	B
Approach Vol, veh/h		247			683			47			56	
Approach Delay, s/veh		36.7			37.9			49.6			49.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	38.0	29.3	16.0	6.5	38.1	4.8	40.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	3.8	2.5	24.0	10.4	3.5	2.4	2.2	10.7
Green Ext Time (p_c), s	0.0	0.1	0.8	1.2	0.0	0.1	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		38.8
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	196	617	16	0	16
Future Vol, veh/h	5	196	617	16	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	213	671	17	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	688	0	-	0	903	679
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	906	-	-	-	308	452
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	306	452
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	906	-	-	-	452
HCM Lane V/C Ratio	0.006	-	-	-	0.038
HCM Control Delay (s)	9	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	240	92	183	510	55	142	105	93	60	172	57
Future Volume (veh/h)	46	240	92	183	510	55	142	105	93	60	172	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	50	261	100	199	554	60	154	114	101	65	187	62
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	461	188	207	732	299	177	1926	791	107	1775	728
Arrive On Green	0.05	0.13	0.13	0.13	0.21	0.21	0.18	0.91	0.91	0.07	0.50	0.50
Sat Flow, veh/h	1634	3539	1442	1634	3539	1448	1634	3539	1454	1634	3539	1451
Grp Volume(v), veh/h	50	261	100	199	554	60	154	114	101	65	187	62
Grp Sat Flow(s),veh/h/ln	1634	1770	1442	1634	1770	1448	1634	1770	1454	1634	1770	1451
Q Serve(g_s), s	3.6	8.3	5.9	14.5	17.7	4.1	11.0	0.4	0.4	4.6	3.3	2.7
Cycle Q Clear(g_c), s	3.6	8.3	5.9	14.5	17.7	4.1	11.0	0.4	0.4	4.6	3.3	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	461	188	207	732	299	177	1926	791	107	1775	728
V/C Ratio(X)	0.61	0.57	0.53	0.96	0.76	0.20	0.87	0.06	0.13	0.61	0.11	0.09
Avail Cap(c_a), veh/h	82	1445	589	207	1681	688	177	1926	791	109	1775	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.60	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	49.0	28.2	52.1	44.8	39.4	48.3	2.5	0.6	54.5	15.7	15.6
Incr Delay (d2), s/veh	12.7	1.1	2.3	38.6	1.0	0.2	33.6	0.1	0.3	9.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.1	2.5	8.8	8.7	1.7	6.6	0.2	0.2	2.4	1.7	1.1
LnGrp Delay(d),s/veh	68.5	50.1	30.5	90.7	45.7	39.6	81.9	2.6	1.0	63.6	15.9	15.8
LnGrp LOS	E	D	C	F	D	D	F	A	A	E	B	B
Approach Vol, veh/h		411			813			369			314	
Approach Delay, s/veh		47.6			56.3			35.3			25.7	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	69.3	19.2	19.6	17.0	64.2	10.0	28.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	6.6	2.4	16.5	10.3	13.0	5.3	5.6	19.7
Green Ext Time (p_c), s	0.0	1.8	0.0	1.4	0.0	1.7	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	45.3
HCM 2010 LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	412	38	21	739	35	17
Future Volume (veh/h)	412	38	21	739	35	17
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	448	41	23	803	38	18
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	924	724	54	899	660	589
Arrive On Green	0.50	0.50	0.50	0.50	0.40	0.40
Sat Flow, veh/h	1863	1458	25	1811	1634	1458
Grp Volume(v), veh/h	448	41	826	0	38	18
Grp Sat Flow(s),veh/h/ln	1863	1458	1836	0	1634	1458
Q Serve(g_s), s	14.4	1.3	14.5	0.0	1.3	0.7
Cycle Q Clear(g_c), s	14.4	1.3	36.9	0.0	1.3	0.7
Prop In Lane		1.00	0.03		1.00	1.00
Lane Grp Cap(c), veh/h	924	724	952	0	660	589
V/C Ratio(X)	0.48	0.06	0.87	0.00	0.06	0.03
Avail Cap(c_a), veh/h	1252	980	1271	0	660	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	11.7	20.6	0.0	16.4	16.2
Incr Delay (d2), s/veh	0.4	0.0	3.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.5	19.5	0.0	0.6	0.3
LnGrp Delay(d),s/veh	15.4	11.8	24.1	0.0	16.5	16.3
LnGrp LOS	B	B	C		B	B
Approach Vol, veh/h	489			826	56	
Approach Delay, s/veh	15.1			24.1	16.5	
Approach LOS	B			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		40.8		49.2				49.2
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		3.3		16.4				38.9
Green Ext Time (p_c), s		0.1		6.5				5.8

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	279	108	228	502	49	73	343	82	31	379	144
Future Volume (veh/h)	103	279	108	228	502	49	73	343	82	31	379	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	112	303	117	248	546	53	79	373	89	34	412	157
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	686	282	361	738	304	122	1470	347	68	1219	460
Arrive On Green	0.10	0.19	0.19	0.11	0.21	0.21	0.15	1.00	1.00	0.04	0.48	0.47
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2843	671	1634	2516	949
Grp Volume(v), veh/h	112	303	117	248	546	53	79	231	231	34	288	281
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1695
Q Serve(g_s), s	8.0	9.1	8.4	9.0	17.3	3.6	5.5	0.0	0.0	2.4	12.0	12.4
Cycle Q Clear(g_c), s	8.0	9.1	8.4	9.0	17.3	3.6	5.5	0.0	0.0	2.4	12.0	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	162	686	282	361	738	304	122	915	902	68	857	821
V/C Ratio(X)	0.69	0.44	0.41	0.69	0.74	0.17	0.65	0.25	0.26	0.50	0.34	0.34
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	915	902	136	857	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	42.7	42.4	51.1	44.5	39.0	49.6	0.0	0.0	56.3	19.1	19.5
Incr Delay (d2), s/veh	4.8	0.4	0.9	2.1	1.6	0.2	8.4	0.6	0.6	5.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.5	3.5	4.1	8.7	1.5	2.7	0.2	0.2	1.2	6.1	6.1
LnGrp Delay(d),s/veh	57.0	43.1	43.3	53.2	46.1	39.3	58.0	0.6	0.6	61.7	20.1	20.6
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	C	C
Approach Vol, veh/h		532			847			541			603	
Approach Delay, s/veh		46.1			47.7			9.0			22.7	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	66.1	17.7	27.2	12.9	62.1	15.9	29.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	3.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	1.4	2.0	11.0	11.1	7.5	14.4	10.0	19.3
Green Ext Time (p_c), s	0.0	4.0	0.7	4.3	0.0	3.7	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	234	77	109	277	44	60	315	46	70	301	50
Future Volume (veh/h)	81	234	77	109	277	44	60	315	46	70	301	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	254	84	118	301	48	65	342	50	76	327	54
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	393	162	188	504	208	1612	2090	861	158	467	192
Arrive On Green	0.08	0.11	0.11	0.12	0.14	0.14	0.51	0.59	0.59	0.05	0.13	0.13
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	88	254	84	118	301	48	65	342	50	76	327	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	6.3	8.2	6.5	8.3	9.6	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Cycle Q Clear(g_c), s	6.3	8.2	6.5	8.3	9.6	3.5	1.2	5.3	0.8	2.8	10.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	393	162	188	504	208	1612	2090	861	158	467	192
V/C Ratio(X)	0.64	0.65	0.52	0.63	0.60	0.23	0.04	0.16	0.06	0.48	0.70	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1612	2090	861	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	51.1	50.3	50.6	48.2	45.6	14.8	11.1	2.3	55.5	49.8	29.2
Incr Delay (d2), s/veh	4.6	1.7	2.4	3.4	1.1	0.6	0.0	0.2	0.1	2.2	8.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.1	2.7	3.9	4.8	1.4	0.5	2.6	0.4	1.3	5.7	1.5
LnGrp Delay(d),s/veh	57.8	52.8	52.7	54.0	49.4	46.2	14.8	11.3	2.5	57.7	58.3	32.8
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		426			467			457			457	
Approach Delay, s/veh		53.8			50.2			10.8			55.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.9	17.8	17.3	65.0	19.8	14.0	21.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.3	7.3	10.3	10.2	3.2	12.6	8.3	11.6
Green Ext Time (p_c), s	0.0	1.8	1.8	1.1	0.8	1.2	0.2	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	29	174	29	76	59	146	78	27	287	42
Future Volume (veh/h)	7	4	29	174	29	76	59	146	78	27	287	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	8	4	32	189	32	83	64	159	85	29	312	46
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	88	69	224	327	256	83	1105	865	37	1061	902
Arrive On Green	0.01	0.05	0.05	0.14	0.18	0.18	0.05	0.59	0.59	0.05	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	8	4	32	189	32	83	64	159	85	29	312	46
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.4	0.2	1.9	10.2	1.3	4.5	3.2	3.4	2.3	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.2	1.9	10.2	1.3	4.5	3.2	3.4	2.3	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	88	69	224	327	256	83	1105	865	37	1061	902
V/C Ratio(X)	0.61	0.05	0.47	0.85	0.10	0.32	0.77	0.14	0.10	0.77	0.29	0.05
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1105	865	118	1061	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.88	0.88	0.88	0.93	0.93	0.93
Uniform Delay (d), s/veh	44.5	41.0	41.8	37.9	31.1	32.4	42.4	8.1	7.9	42.7	0.0	0.0
Incr Delay (d2), s/veh	37.7	0.2	4.9	12.4	0.1	0.7	12.6	0.2	0.2	26.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.9	5.3	0.7	1.8	1.9	1.8	1.0	1.0	0.2	0.0
LnGrp Delay(d),s/veh	82.2	41.2	46.7	50.3	31.2	33.1	55.1	8.4	8.1	69.1	0.7	0.1
LnGrp LOS	F	D	D	D	C	C	E	A	A	E	A	A
Approach Vol, veh/h		44			304			308			387	
Approach Delay, s/veh		52.6			43.6			18.0			5.7	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	57.9	16.8	8.7	8.7	55.8	5.2	20.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	2.6	5.4	12.2	3.9	5.2	2.0	2.4	6.5
Green Ext Time (p_c), s	0.0	2.1	0.3	0.4	0.0	2.1	0.0	0.5

Intersection Summary		
HCM 2010 Ctrl Delay		22.4
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	132	8	49	237	22	7	205	59	44	19	39
Future Volume (veh/h)	16	132	8	49	237	22	7	205	59	44	19	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	17	143	9	53	258	24	8	223	64	48	21	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	298	19	66	370	34	13	1184	927	59	1236	968
Arrive On Green	0.01	0.03	0.03	0.04	0.11	0.11	0.01	0.64	0.64	0.04	0.66	0.66
Sat Flow, veh/h	1634	3384	211	1634	3277	302	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	17	74	78	53	138	144	8	223	64	48	21	42
Grp Sat Flow(s),veh/h/ln	1634	1770	1825	1634	1770	1809	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.9	3.7	3.8	2.9	6.8	6.9	0.4	4.5	1.5	2.6	0.3	0.9
Cycle Q Clear(g_c), s	0.9	3.7	3.8	2.9	6.8	6.9	0.4	4.5	1.5	2.6	0.3	0.9
Prop In Lane	1.00		0.12	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	156	161	66	200	204	13	1184	927	59	1236	968
V/C Ratio(X)	0.68	0.48	0.48	0.80	0.69	0.70	0.61	0.19	0.07	0.81	0.02	0.04
Avail Cap(c_a), veh/h	118	383	396	209	482	493	118	1184	927	209	1236	968
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	44.5	41.7	41.7	42.8	38.4	38.5	44.5	6.8	6.3	43.1	5.1	5.2
Incr Delay (d2), s/veh	27.1	2.3	2.2	19.8	4.3	4.4	37.7	0.4	0.1	13.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	2.0	1.7	3.5	3.7	0.3	2.4	0.6	1.4	0.2	0.4
LnGrp Delay(d),s/veh	71.7	43.9	43.9	62.7	42.7	42.8	82.2	7.1	6.4	56.9	5.2	5.3
LnGrp LOS	E	D	D	E	D	D	F	A	A	E	A	A
Approach Vol, veh/h		169			335			295			111	
Approach Delay, s/veh		46.7			45.9			9.0			27.6	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	61.7	8.1	12.4	5.2	64.2	5.9	14.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.6	6.5	4.9	5.8	2.4	2.9	2.9	8.9
Green Ext Time (p_c), s	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.3

Intersection Summary		
HCM 2010 Ctrl Delay		31.9
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	65	231	244	184	38	110	260	105	17	528	35
Future Volume (veh/h)	22	65	231	244	184	38	110	260	105	17	528	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	71	251	265	200	41	120	283	114	18	574	38
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	337	302	177	783	157	165	1331	524	52	1573	104
Arrive On Green	0.03	0.19	0.18	0.11	0.27	0.25	0.20	1.00	1.00	0.06	0.93	0.93
Sat Flow, veh/h	1634	1770	1583	1634	2937	591	1634	2483	977	1634	3370	223
Grp Volume(v), veh/h	24	71	251	265	119	122	120	200	197	18	301	311
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1759	1634	1770	1690	1634	1770	1823
Q Serve(g_s), s	1.7	4.1	18.4	13.0	6.3	6.6	8.2	0.0	0.0	1.3	2.1	2.1
Cycle Q Clear(g_c), s	1.7	4.1	18.4	13.0	6.3	6.6	8.2	0.0	0.0	1.3	2.1	2.1
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.58	1.00		0.12
Lane Grp Cap(c), veh/h	53	337	302	177	471	468	165	949	906	52	826	851
V/C Ratio(X)	0.45	0.21	0.83	1.50	0.25	0.26	0.73	0.21	0.22	0.35	0.36	0.37
Avail Cap(c_a), veh/h	144	457	409	177	493	489	204	949	906	82	826	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	57.0	41.0	47.6	53.5	34.6	34.9	46.3	0.0	0.0	55.0	2.2	2.2
Incr Delay (d2), s/veh	5.9	0.3	10.2	251.0	0.3	0.3	9.3	0.5	0.5	3.7	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.0	8.9	18.2	3.1	3.2	4.1	0.1	0.1	0.6	1.1	1.1
LnGrp Delay(d),s/veh	62.9	41.3	57.8	304.5	34.9	35.2	55.7	0.5	0.5	58.7	3.4	3.3
LnGrp LOS	E	D	E	F	C	D	E	A	A	E	A	A
Approach Vol, veh/h		346			506			517			630	
Approach Delay, s/veh		54.8			176.2			13.3			4.9	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	68.3	17.0	26.9	16.1	60.0	7.9	36.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.3	2.0	15.0	20.4	10.2	4.1	3.7	8.6
Green Ext Time (p_c), s	0.0	3.9	0.0	0.8	0.1	3.9	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	59.1
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Future Vol, veh/h	0	13	163	79	0	15	271	15	0	88	18	21	0	37	84	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	177	86	0	16	295	16	0	96	20	23	0	40	91	88
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.4	11.3	11.8	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	17%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	13	109	133	15	181	105	202
LT Vol	88	13	0	0	15	0	0	37
Through Vol	18	0	109	54	0	181	90	84
RT Vol	21	0	0	79	0	0	15	81
Lane Flow Rate	138	14	118	145	16	196	114	220
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.258	0.026	0.204	0.233	0.03	0.335	0.192	0.376
Departure Headway (Hd)	6.732	6.733	6.223	5.8	6.649	6.14	6.038	6.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	530	575	617	538	585	593	582
Service Time	4.491	4.489	3.979	3.555	4.401	3.891	3.79	3.925
HCM Lane V/C Ratio	0.259	0.026	0.205	0.235	0.03	0.335	0.192	0.378
HCM Control Delay	11.8	9.7	10.6	10.3	9.6	12	10.2	12.6
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	1	0.1	0.8	0.9	0.1	1.5	0.7	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	83	43	177	166	27	51	479	93	30	633	40
Future Volume (veh/h)	33	83	43	177	166	27	51	479	93	30	633	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	90	47	192	180	29	55	521	101	33	688	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	158	124	142	243	190	96	1938	374	66	2154	135
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.06	0.65	0.64	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2960	571	1634	3384	211
Grp Volume(v), veh/h	36	90	47	192	180	29	55	311	311	33	360	371
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1762	1634	1770	1825
Q Serve(g_s), s	2.6	5.6	3.7	10.4	11.2	2.1	3.9	8.8	9.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	2.6	5.6	3.7	10.4	11.2	2.1	3.9	8.8	9.0	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.12
Lane Grp Cap(c), veh/h	67	158	124	142	243	190	96	1158	1153	66	1126	1162
V/C Ratio(X)	0.54	0.57	0.38	1.36	0.74	0.15	0.57	0.27	0.27	0.50	0.32	0.32
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1158	1153	82	1126	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.4	52.8	51.9	54.8	50.2	46.3	55.0	8.7	8.9	53.9	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.2	1.9	199.1	4.4	0.4	5.0	0.5	0.5	5.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	1.5	12.5	6.0	0.9	1.9	4.5	4.5	1.1	0.2	0.2
LnGrp Delay(d),s/veh	63.0	56.0	53.9	253.9	54.6	46.7	60.0	9.2	9.4	59.1	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			401			677			764	
Approach Delay, s/veh		56.9			149.4			13.4			3.2	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	82.5	14.4	14.2	11.0	80.4	8.9	19.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.3	11.0	12.4	7.6	5.9	2.0	4.6	13.2
Green Ext Time (p_c), s	0.0	5.7	0.0	0.9	0.1	5.7	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	108	147	90	101	84	169	567	98	134	601	75
Future Volume (veh/h)	43	108	147	90	101	84	169	567	98	134	601	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	117	160	98	110	91	184	616	107	146	653	82
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.14	0.54	0.54	0.12	0.51	0.51
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	47	117	160	98	110	91	184	616	107	146	653	82
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Cycle Q Clear(g_c), s	3.4	3.5	12.6	7.0	3.2	6.7	13.0	11.7	4.4	10.4	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	533	219	95	554	228	235	1903	784	196	1820	750
V/C Ratio(X)	0.55	0.22	0.73	1.03	0.20	0.40	0.78	0.32	0.14	0.74	0.36	0.11
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1903	784	259	1820	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	55.5	44.8	48.6	56.5	44.1	45.5	49.6	15.5	13.8	51.0	17.4	15.0
Incr Delay (d2), s/veh	5.4	0.2	4.6	96.7	0.2	1.0	10.0	0.5	0.4	5.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	5.3	5.7	1.6	2.8	6.5	5.8	1.8	4.9	6.5	1.4
LnGrp Delay(d),s/veh	60.9	45.0	53.2	153.6	44.2	46.6	59.5	16.0	14.2	56.1	17.7	15.2
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		324			299			907			881	
Approach Delay, s/veh		51.4			80.8			24.6			23.8	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	68.5	11.0	22.1	21.2	65.7	10.3	22.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.4	13.7	9.0	14.6	15.0	15.2	5.4	8.7
Green Ext Time (p_c), s	0.2	7.2	0.0	1.5	0.2	7.1	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	116	102	80	211	70	175	495	74	45	517	87
Future Volume (veh/h)	38	116	102	80	211	70	175	495	74	45	517	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	41	126	111	87	229	76	190	538	80	49	562	95
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	219	178	82	427	176	123	579	453	634	2207	910
Arrive On Green	0.05	0.12	0.10	0.05	0.12	0.12	0.15	0.62	0.62	0.39	0.62	0.62
Sat Flow, veh/h	1634	1857	1509	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	41	120	117	87	229	76	190	538	80	49	562	95
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	2.9	7.7	8.5	6.0	7.3	2.6	9.0	31.0	2.2	2.3	8.5	3.1
Cycle Q Clear(g_c), s	2.9	7.7	8.5	6.0	7.3	2.6	9.0	31.0	2.2	2.3	8.5	3.1
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	209	188	82	427	176	123	579	453	634	2207	910
V/C Ratio(X)	0.53	0.57	0.62	1.06	0.54	0.43	1.55	0.93	0.18	0.08	0.25	0.10
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	634	2207	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.92	0.92	0.92	0.58	0.58	0.58	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.8	50.1	51.3	57.0	49.6	9.7	51.0	21.5	9.9	23.2	10.1	9.1
Incr Delay (d2), s/veh	5.1	2.3	3.1	114.4	1.0	1.5	269.6	15.8	0.5	0.0	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.9	3.9	5.3	3.6	1.1	13.2	18.1	0.9	1.0	4.2	1.3
LnGrp Delay(d),s/veh	61.0	52.4	54.4	172.5	50.6	11.3	320.6	37.3	10.4	23.2	10.4	9.3
LnGrp LOS	E	D	D	F	D	B	F	D	B	C	B	A
Approach Vol, veh/h		278			392			808			706	
Approach Delay, s/veh		54.5			70.0			101.2			11.1	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	41.3	10.0	18.2	13.0	78.8	9.7	18.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	4.3	33.0	8.0	10.5	11.0	10.5	4.9	9.3
Green Ext Time (p_c), s	2.3	2.3	0.0	1.7	0.0	3.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	60.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	148	41	96	201	79	152	302	70	274	563	116
Future Volume (veh/h)	40	148	41	96	201	79	152	302	70	274	563	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	43	161	45	104	218	86	165	328	76	298	612	126
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	291	120	155	454	187	211	1717	707	334	1983	817
Arrive On Green	0.05	0.08	0.08	0.09	0.13	0.13	0.26	0.97	0.97	0.41	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	43	161	45	104	218	86	165	328	76	298	612	126
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.0	5.2	2.6	7.4	6.9	6.6	11.3	0.4	0.1	20.4	0.0	0.0
Cycle Q Clear(g_c), s	3.0	5.2	2.6	7.4	6.9	6.6	11.3	0.4	0.1	20.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	291	120	155	454	187	211	1717	707	334	1983	817
V/C Ratio(X)	0.31	0.55	0.37	0.67	0.48	0.46	0.78	0.19	0.11	0.89	0.31	0.15
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1717	707	354	1983	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.87	0.87	0.87	0.98	0.98	0.98	0.84	0.84	0.84
Uniform Delay (d), s/veh	53.8	52.9	29.3	52.5	48.6	48.4	42.9	0.9	0.4	34.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.8	7.0	0.7	1.5	6.2	0.2	0.3	19.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	1.1	3.7	3.4	2.7	5.4	0.2	0.1	10.9	0.1	0.1
LnGrp Delay(d),s/veh	55.0	54.5	31.1	59.5	49.3	50.0	49.2	1.2	0.7	54.0	0.3	0.3
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		249			408			569			1036	
Approach Delay, s/veh		50.3			52.0			15.0			15.8	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	62.2	15.4	13.9	19.5	71.2	9.8	19.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.5	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	22.4	2.4	9.4	7.2	13.3	2.0	5.0	8.9
Green Ext Time (p_c), s	0.2	5.3	0.3	0.6	0.3	5.3	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	352	112	79	233	57	62	616	60	150	1394	401
Future Volume (veh/h)	186	352	112	79	233	57	62	616	60	150	1394	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	202	383	122	86	253	62	67	670	65	163	1515	436
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	587	242	183	449	185	110	2719	262	109	2037	839
Arrive On Green	0.10	0.17	0.17	0.06	0.13	0.13	0.07	0.58	0.58	0.07	0.58	0.58
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4718	454	1634	3539	1458
Grp Volume(v), veh/h	202	383	122	86	253	62	67	480	255	163	1515	436
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1783	1634	1770	1458
Q Serve(g_s), s	7.4	12.1	9.1	3.2	8.1	4.7	4.8	8.4	8.5	8.0	38.1	21.7
Cycle Q Clear(g_c), s	7.4	12.1	9.1	3.2	8.1	4.7	4.8	8.4	8.5	8.0	38.1	21.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	307	587	242	183	449	185	110	1954	1027	109	2037	839
V/C Ratio(X)	0.66	0.65	0.50	0.47	0.56	0.33	0.61	0.25	0.25	1.50	0.74	0.52
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1954	1027	109	2037	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.3	46.8	45.6	54.7	49.3	47.8	54.4	12.5	12.6	56.0	18.9	15.4
Incr Delay (d2), s/veh	2.1	1.0	1.3	1.9	1.1	1.1	5.2	0.3	0.6	261.1	2.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.0	3.8	1.4	4.0	1.9	2.3	4.0	4.3	11.5	19.1	9.2
LnGrp Delay(d),s/veh	54.3	47.8	46.9	56.6	50.4	48.8	59.6	12.8	13.1	317.1	21.1	17.4
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	B
Approach Vol, veh/h		707			401			802			2114	
Approach Delay, s/veh		49.5			51.5			16.8			43.2	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	73.2	10.9	23.9	12.1	73.1	15.6	19.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	10.5	5.2	14.1	6.8	40.1	9.4	10.1
Green Ext Time (p_c), s	0.0	19.0	0.1	3.1	0.0	4.5	0.2	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	7	31	0	7	16	1160	81	17	1026	30
Future Volume (veh/h)	24	0	7	31	0	7	16	1160	81	17	1026	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	26	0	8	34	0	8	17	1261	88	18	1115	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
Arrive On Green	0.03	0.00	0.04	0.04	0.00	0.03	0.03	0.76	0.76	0.03	0.76	0.76
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	26	0	8	34	0	8	17	1261	88	18	1115	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
V/C Ratio(X)	0.48	0.00	0.14	0.53	0.00	0.11	0.33	0.47	0.08	0.35	0.29	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2677	1103	82	3849	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	42.0	56.5	0.0	55.8	56.9	5.5	0.7	56.9	4.5	3.6
Incr Delay (d2), s/veh	6.3	0.0	1.1	6.5	0.0	0.7	3.8	0.6	0.1	3.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.2	0.0	0.3	0.6	7.9	0.3	0.6	3.9	0.3
LnGrp Delay(d),s/veh	63.2	0.0	43.1	63.1	0.0	56.5	60.7	6.1	0.8	60.8	4.7	3.7
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		34			42			1366			1166	
Approach Delay, s/veh		58.5			61.8			6.5			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	94.8	8.7	8.7	7.7	94.8	8.0	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	18.2	4.4	2.6	3.2	10.2	3.9	2.6
Green Ext Time (p_c), s	0.0	16.8	0.0	0.0	0.0	18.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	91	920	64	57	746
Future Volume (veh/h)	179	91	920	64	57	746
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	195	99	1000	70	62	811
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	216	1288	1008	99	1463
Arrive On Green	0.15	0.15	0.69	0.69	0.12	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	195	99	1000	70	62	811
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	13.9	7.4	42.9	1.9	4.3	0.0
Cycle Q Clear(g_c), s	13.9	7.4	42.9	1.9	4.3	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	216	1288	1008	99	1463
V/C Ratio(X)	0.81	0.46	0.78	0.07	0.63	0.55
Avail Cap(c_a), veh/h	268	239	1288	1008	150	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	49.4	46.7	12.3	6.0	51.5	0.0
Incr Delay (d2), s/veh	13.1	1.3	4.6	0.1	5.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.1	23.3	0.8	2.1	0.6
LnGrp Delay(d),s/veh	62.5	48.0	17.0	6.1	57.4	1.4
LnGrp LOS	E	D	B	A	E	A
Approach Vol, veh/h	294		1070			873
Approach Delay, s/veh	57.6		16.3			5.4
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.3	87.0				98.2		21.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.3	44.9				2.0		15.9
Green Ext Time (p_c), s	0.0	11.0				12.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	45	121	76	63	62	67	406	26	41	794	38
Future Volume (veh/h)	68	45	121	76	63	62	67	406	26	41	794	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	49	132	83	68	67	73	441	28	45	863	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	64	172	125	95	93	116	2020	128	82	1984	94
Arrive On Green	0.11	0.14	0.13	0.08	0.11	0.10	0.14	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	1634	447	1204	1634	863	850	1634	3381	214	1634	3440	163
Grp Volume(v), veh/h	74	0	181	83	0	135	73	230	239	45	444	460
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	5.1	0.0	12.7	5.9	0.0	9.2	5.1	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	12.7	5.9	0.0	9.2	5.1	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	179	0	236	125	0	188	116	1057	1090	82	1020	1058
V/C Ratio(X)	0.41	0.00	0.77	0.67	0.00	0.72	0.63	0.22	0.22	0.55	0.44	0.44
Avail Cap(c_a), veh/h	196	0	418	144	0	380	218	1057	1090	163	1020	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	0.93	0.93	0.93	0.93	0.93	0.93
Uniform Delay (d), s/veh	49.9	0.0	50.1	53.9	0.0	52.0	50.0	0.0	0.0	52.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	5.1	9.1	0.0	5.0	5.2	0.4	0.4	5.2	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	6.1	3.0	0.0	4.6	2.4	0.1	0.1	1.5	0.4	0.4
LnGrp Delay(d),s/veh	51.4	0.0	55.2	63.0	0.0	57.1	55.2	0.4	0.4	57.9	1.3	1.2
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		255			218			542			949	
Approach Delay, s/veh		54.1			59.3			7.8			3.9	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	75.7	13.1	21.1	12.5	73.2	17.1	17.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	5.1	2.0	7.9	14.7	7.1	2.0	7.1	11.2
Green Ext Time (p_c), s	0.0	5.8	0.0	0.7	0.1	5.8	0.4	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	59
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	39	1	460	0	183	464	0	0	0	622	409
Future Vol, veh/h	0	0	0	0	0	39	1	460	0	183	464	0	0	0	622	409
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	42	1	500	0	199	504	0	0	0	676	445
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	64.3	55.6	58.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	464	40	460	622	409
LT Vol	183	0	39	0	0	0
Through Vol	0	464	1	0	622	0
RT Vol	0	0	0	460	0	409
Lane Flow Rate	199	504	43	500	676	445
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	1	0.106	1	1	0.874
Departure Headway (Hd)	8.394	7.895	8.742	7.557	7.776	7.078
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	464	410	480	473	516
Service Time	6.109	5.609	6.481	5.295	5.484	4.785
HCM Lane V/C Ratio	0.461	1.086	0.105	1.042	1.429	0.862
HCM Control Delay	18.2	70.3	12.5	68.8	69.7	41.4
HCM Lane LOS	C	F	B	F	F	E
HCM 95th-tile Q	2.4	13.1	0.4	13.3	13.2	9.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	505	185	352	138	506	0	0	669	201
Future Volume (veh/h)	0	0	0	505	185	352	138	506	0	0	669	201
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				549	201	383	150	550	0	0	727	218
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				976	556	436	585	2217	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.63	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				549	201	383	150	550	0	0	727	218
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	10.2	30.0	4.9	8.2	0.0	0.0	8.0	4.9
Cycle Q Clear(g_c), s				17.0	10.2	30.0	4.9	8.2	0.0	0.0	8.0	4.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				976	556	436	585	2217	0	0	1430	589
V/C Ratio(X)				0.56	0.36	0.88	0.26	0.25	0.00	0.00	0.51	0.37
Avail Cap(c_a), veh/h				1185	675	529	585	2217	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.96	0.96	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				35.5	33.1	40.0	41.9	9.9	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.3	0.3	9.7	0.2	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	5.3	13.2	2.1	4.1	0.0	0.0	3.9	2.1
LnGrp Delay(d),s/veh				35.8	33.3	49.7	42.1	10.2	0.0	0.0	8.8	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1133			700			945	
Approach Delay, s/veh					40.1			17.0			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.7			26.7	53.0		40.3
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.2			6.9	10.0		32.0
Green Ext Time (p_c), s		3.1			1.9	4.4		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	456	181	235	589	0	0	1154	452
Future Volume (veh/h)	0	0	0	256	456	181	235	589	0	0	1154	452
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				278	496	197	255	640	0	0	1254	491
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	648	267	304	2655	0	0	1879	774
Arrive On Green				0.18	0.18	0.18	0.19	0.75	0.00	0.00	0.53	0.53
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				278	496	197	255	640	0	0	1254	491
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	16.0	15.3	18.1	6.6	0.0	0.0	30.9	28.6
Cycle Q Clear(g_c), s				9.4	16.0	15.3	18.1	6.6	0.0	0.0	30.9	28.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	648	267	304	2655	0	0	1879	774
V/C Ratio(X)				0.48	0.77	0.74	0.84	0.24	0.00	0.00	0.67	0.63
Avail Cap(c_a), veh/h				822	917	378	340	2655	0	0	1879	774
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.94	0.94	0.00	0.00	0.57	0.57
Uniform Delay (d), s/veh				43.9	46.6	46.3	47.1	4.6	0.0	0.0	20.4	19.9
Incr Delay (d2), s/veh				0.6	2.5	4.5	14.6	0.2	0.0	0.0	1.1	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.0	6.5	9.4	3.3	0.0	0.0	15.3	11.9
LnGrp Delay(d),s/veh				44.5	49.0	50.8	61.7	4.8	0.0	0.0	21.5	22.2
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					971			895			1745	
Approach Delay, s/veh					48.1			21.0			21.7	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.0			26.3	67.7		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		8.6			20.1	32.9		18.0
Green Ext Time (p_c), s		18.5			0.2	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.6
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1	73	0	0	0	0	409	79	313	263	0
Future Volume (veh/h)	170	1	73	0	0	0	0	409	79	313	263	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	1	79				0	445	86	340	286	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	229	1	189				0	910	712	379	1435	0
Arrive On Green	0.13	0.13	0.13				0.00	0.49	0.49	0.23	0.77	0.00
Sat Flow, veh/h	1765	10	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	186	0	79				0	445	86	340	286	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	9.2	0.0	4.5				0.0	14.5	2.9	18.2	3.7	0.0
Cycle Q Clear(g_c), s	9.2	0.0	4.5				0.0	14.5	2.9	18.2	3.7	0.0
Prop In Lane	0.99		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	230	0	189				0	910	712	379	1435	0
V/C Ratio(X)	0.81	0.00	0.42				0.00	0.49	0.12	0.90	0.20	0.00
Avail Cap(c_a), veh/h	355	0	292				0	910	712	499	1435	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.1	0.0	36.0				0.0	15.5	12.5	33.5	2.8	0.0
Incr Delay (d2), s/veh	7.7	0.0	1.5				0.0	1.9	0.3	15.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.9				0.0	7.9	1.2	9.8	2.0	0.0
LnGrp Delay(d),s/veh	45.8	0.0	37.5				0.0	17.4	12.9	48.9	3.1	0.0
LnGrp LOS	D		D					B	B	D	A	
Approach Vol, veh/h		265						531			626	
Approach Delay, s/veh		43.3						16.6			28.0	
Approach LOS		D						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.4	48.4		16.2		73.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	20.2	16.5		11.2		5.7		
Green Ext Time (p_c), s	0.7	2.7		0.5		3.1		

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	101	190	0	0	0	0	513	410	302	839	0
Future Volume (veh/h)	160	101	190	0	0	0	0	513	410	302	839	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	174	110	207				0	558	446	328	912	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	281	609	251				0	3011	863	431	2695	0
Arrive On Green	0.17	0.17	0.17				0.00	0.59	0.59	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	174	110	207				0	558	446	328	912	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.8	3.2	16.4				0.0	6.0	21.6	11.4	0.0	0.0
Cycle Q Clear(g_c), s	11.8	3.2	16.4				0.0	6.0	21.6	11.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	609	251				0	3011	863	431	2695	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.19	0.52	0.76	0.34	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3011	863	660	2695	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	46.0	42.5	47.9				0.0	11.2	14.4	41.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.1	7.5				0.0	0.1	2.2	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.6	7.1				0.0	2.8	9.2	5.1	0.1	0.0
LnGrp Delay(d),s/veh	48.3	42.6	55.4				0.0	11.4	16.6	44.3	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		491						1004			1240	
Approach Delay, s/veh		50.0						13.7			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.3	75.0		24.6		95.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.4	23.6		18.4		2.0		
Green Ext Time (p_c), s	0.9	9.9		1.6		12.1		

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	447	120	0	0	0	0	613	374	534	892	0
Future Volume (veh/h)	167	447	120	0	0	0	0	613	374	534	892	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	182	486	130				0	666	407	580	970	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	521	581	240				0	1856	765	670	2722	0
Arrive On Green	0.16	0.16	0.16				0.00	0.52	0.52	0.42	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	182	486	130				0	666	407	580	970	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.1	16.0	9.8				0.0	13.2	22.1	20.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	16.0	9.8				0.0	13.2	22.1	20.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	521	581	240				0	1856	765	670	2722	0
V/C Ratio(X)	0.35	0.84	0.54				0.00	0.36	0.53	0.87	0.36	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1856	765	792	2722	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.87	0.87	0.87				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	44.5	48.6	46.0				0.0	16.7	18.8	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.7	1.7				0.0	0.5	2.6	6.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.5	4.1				0.0	6.6	9.4	9.3	0.1	0.0
LnGrp Delay(d),s/veh	44.8	56.3	47.7				0.0	17.3	21.5	39.4	0.3	0.0
LnGrp LOS	D	E	D					B	C	D	A	
Approach Vol, veh/h		798						1073			1550	
Approach Delay, s/veh		52.3						18.9			14.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.4	66.9		23.7		96.3		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.4	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	22.0	24.1		18.0		2.0		
Green Ext Time (p_c), s	1.4	11.5		1.2		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	11	0	0	3
Future Vol, veh/h	0	0	11	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1069	-	-	1607	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1607	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	23	23	0	8	0	21
Future Vol, veh/h	23	23	0	8	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	25	0	9	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	47	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1557	-	963	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1557	-	963	1034
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	1014	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1557	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	6	187	12	0	191
Future Vol, veh/h	0	6	187	12	0	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	203	13	0	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	418	210	0	0	216	0
Stage 1	210	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	591	830	-	-	1354	-
Stage 1	825	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	830	-	-	1354	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	1354	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	273	217	32	0	24
Future Vol, veh/h	0	273	217	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	297	236	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	271	0	-	0	550	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	297	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1292	-	-	-	496	786
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1292	-	-	-	496	786
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	754	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1292	-	-	-	786
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	15	110	78	89	137
Future Vol, veh/h	11	15	110	78	89	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	120	85	97	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	462	120	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	558	931	-	-	1468	-
Stage 1	905	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	931	-	-	1468	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	521	931	1468	-
HCM Lane V/C Ratio	-	-	0.023	0.018	0.066	-
HCM Control Delay (s)	-	-	12.1	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	19	124	90	92	143
Future Vol, veh/h	15	19	124	90	92	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	135	98	100	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	490	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	537	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	500	914	-	-	1449	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	500	914	1449	-
HCM Lane V/C Ratio	-	-	0.033	0.023	0.069	-
HCM Control Delay (s)	-	-	12.4	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	119	68	0	136
Future Vol, veh/h	0	20	119	68	0	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	129	74	0	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	129	0	0	129	0
Stage 1	129	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	713	921	-	-	1457	-
Stage 1	897	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	921	-	-	1457	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	880	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	921	1457	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	70	80	71	47	12	13
Future Vol, veh/h	70	80	71	47	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	87	77	51	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	316	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	677	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	643	984
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1522	-	-	-	643	984
HCM Lane V/C Ratio	0.05	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	69	75	61	62	9	8
Future Vol, veh/h	69	75	61	62	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	82	66	67	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	298	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	693	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	659	998
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	659	998
HCM Lane V/C Ratio	0.049	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.5	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	48	74	64	52	4	6
Future Vol, veh/h	48	74	64	52	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	80	70	57	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	255	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	734	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	709	993
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1531	-	-	-	709	993
HCM Lane V/C Ratio	0.034	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

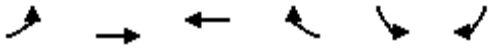
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	77	24	34	60	6	9
Future Vol, veh/h	77	24	34	60	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	26	37	65	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	223	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1513	-	765	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	746	975
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	866	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	975	-	-	1513	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.024	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	163	172	0	230	50
Future Volume (veh/h)	0	163	172	0	230	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	177	187	0	250	54
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	301	301	0	2583	1188
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	177	187	0	250	54
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.8	6.1	0.0	1.9	0.9
Cycle Q Clear(g_c), s	0.0	5.8	6.1	0.0	1.9	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	301	301	0	2583	1188
V/C Ratio(X)	0.00	0.59	0.62	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2583	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.70	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.9	53.0	0.0	2.2	2.1
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.7	54.5	0.0	2.3	2.2
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		177	187		304	
Approach Delay, s/veh		54.7	54.5		2.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.2		103.8		16.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.8		3.9		8.1
Green Ext Time (p_c), s				2.1		1.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	375	0	0	422	297	31	0	272	0	0	0
Future Volume (veh/h)	23	375	0	0	422	297	31	0	272	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	25	408	0	0	459	323	34	0	296			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	30	1192	0	0	964	397	1809	0	832			
Arrive On Green	0.02	0.34	0.00	0.00	0.27	0.27	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	25	408	0	0	459	323	34	0	296			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.0	11.2	0.0	0.0	14.1	26.9	0.6	0.0	14.2			
Cycle Q Clear(g_c), s	2.0	11.2	0.0	0.0	14.1	26.9	0.6	0.0	14.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	30	1192	0	0	964	397	1809	0	832			
V/C Ratio(X)	0.84	0.34	0.00	0.00	0.48	0.81	0.02	0.00	0.36			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1809	0	832			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.6	32.3	0.0	0.0	39.5	44.2	12.1	0.0	15.0			
Incr Delay (d2), s/veh	41.4	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	5.5	0.0	0.0	6.9	11.1	0.3	0.0	5.7			
LnGrp Delay(d),s/veh	105.0	32.5	0.0	0.0	39.7	46.7	12.1	0.0	15.3			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		433			782			330				
Approach Delay, s/veh		36.7			42.6			15.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.2		49.8			8.4	41.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		16.2		13.2			4.0	28.9
Green Ext Time (p_c), s		0.0		7.0			0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	63	166	14	0	8	248	23	0	63	10	19	0	65	11	144
Future Vol, veh/h	0	63	166	14	0	8	248	23	0	63	10	19	0	65	11	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	180	15	0	9	270	25	0	68	11	21	0	71	12	157
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.6	11.3	10.6	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	80%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	20%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	63	111	69	8	165	106	65	7	148
LT Vol	63	0	63	0	0	8	0	0	65	0	0
Through Vol	0	10	0	111	55	0	165	83	0	7	4
RT Vol	0	19	0	0	14	0	0	23	0	0	144
Lane Flow Rate	68	32	68	120	75	9	180	115	71	8	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.055	0.131	0.213	0.131	0.016	0.315	0.196	0.138	0.014	0.26
Departure Headway (Hd)	7.264	6.305	6.89	6.386	6.243	6.812	6.309	6.155	7.019	6.518	5.834
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	566	520	561	573	525	570	582	510	548	613
Service Time	5.022	4.064	4.642	4.138	3.995	4.563	4.059	3.906	4.773	4.272	3.588
HCM Lane V/C Ratio	0.138	0.057	0.131	0.214	0.131	0.017	0.316	0.198	0.139	0.015	0.263
HCM Control Delay	11.2	9.4	10.7	10.9	9.9	9.7	12	10.4	10.9	9.4	10.6
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.4	0	1.3	0.7	0.5	0	1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	276	209	33	0	28
Future Vol, veh/h	0	276	209	33	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	227	36	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	545	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1301	-	-	-	499	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1301	-	-	-	499	794
Mov Cap-2 Maneuver	-	-	-	-	499	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	752	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	-	794
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	3	158	35	4	162
Future Vol, veh/h	31	3	158	35	4	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	3	172	38	4	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	357	172	0	0	172	0
Stage 1	172	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	641	872	-	-	1405	-
Stage 1	858	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	872	-	-	1405	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	639	872	1405	-
HCM Lane V/C Ratio	-	-	0.053	0.004	0.003	-
HCM Control Delay (s)	-	-	10.9	9.1	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	15	17	21
Future Vol, veh/h	0	12	0	15	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	16	18	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	38	21	41	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	969	1051	1567	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1051	1567	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	1051	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	11	0	0	3
Future Vol, veh/h	0	0	11	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1069	-	-	1607	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1020	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1607	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	15	13	0	0	0
Future Vol, veh/h	0	15	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	14	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	14	14	-	0	14	0
Stage 1	0	0	-	-	-	-
Stage 2	14	14	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	1005	880	-	-	1604	-
Stage 1	-	-	-	-	-	-
Stage 2	1009	884	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1005	0	-	-	1604	-
Mov Cap-2 Maneuver	1005	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	1009	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1604	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	26	13	33	17	69	15	328	57	68	373	5
Future Volume (veh/h)	4	26	13	33	17	69	15	328	57	68	373	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	28	14	36	18	75	16	357	62	74	405	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	849	797	398	900	214	893	29	483	83	100	726	9
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.02	0.16	0.16	0.06	0.20	0.20
Sat Flow, veh/h	1195	1173	586	1252	316	1315	1634	3021	520	1634	3580	44
Grp Volume(v), veh/h	4	0	42	36	0	93	16	208	211	74	200	210
Grp Sat Flow(s),veh/h/ln	1195	0	1759	1252	0	1631	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.9	1.2	0.0	2.4	1.2	13.4	13.7	5.3	12.2	12.2
Cycle Q Clear(g_c), s	2.5	0.0	0.9	2.1	0.0	2.4	1.2	13.4	13.7	5.3	12.2	12.2
Prop In Lane	1.00		0.33	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	849	0	1195	900	0	1108	29	283	283	100	359	376
V/C Ratio(X)	0.00	0.00	0.04	0.04	0.00	0.08	0.55	0.73	0.75	0.74	0.56	0.56
Avail Cap(c_a), veh/h	849	0	1195	900	0	1108	101	1062	1063	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	6.4	6.7	0.0	6.6	58.4	48.0	48.2	55.4	43.0	43.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.1	14.9	3.7	3.9	10.3	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.4	0.0	1.1	0.6	6.9	7.0	2.7	6.1	6.4
LnGrp Delay(d),s/veh	7.0	0.0	6.4	6.8	0.0	6.8	73.3	51.7	52.1	65.7	44.3	44.3
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		46			129			435			484	
Approach Delay, s/veh		6.5			6.8			52.7			47.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	23.2		85.5	6.2	28.3		85.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.3	15.7		4.5	3.2	14.2		4.4
Green Ext Time (p_c), s	0.1	3.0		0.5	0.0	3.0		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		43.1
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	8	40	210	31	31
Future Vol, veh/h	154	8	40	210	31	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	167	9	43	228	34	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	487	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	540	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	521	872
Mov Cap-2 Maneuver	-	-	-	-	521	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1400	-
HCM Lane V/C Ratio	0.103	-	-	0.031	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	9	138	41	0	256	200	12	0	57	19	282
Future Vol, veh/h	0	9	138	41	0	256	200	12	0	57	19	282
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	10	150	45	0	278	217	13	0	62	21	307
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12.7	39.8	17.7
HCM LOS	B	E	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	5%	56%	0%	6%
Vol Thru, %	5%	73%	44%	0%	81%
Vol Right, %	79%	22%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	358	188	456	12	32
LT Vol	57	9	256	0	2
Through Vol	19	138	200	0	26
RT Vol	282	41	0	12	4
Lane Flow Rate	389	204	496	13	35
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.617	0.356	0.886	0.02	0.069
Departure Headway (Hd)	5.807	6.272	6.435	5.439	7.109
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	627	576	560	652	506
Service Time	3.807	4.277	4.217	3.22	5.122
HCM Lane V/C Ratio	0.62	0.354	0.886	0.02	0.069
HCM Control Delay	17.7	12.7	40.6	8.3	10.6
HCM Lane LOS	C	B	E	A	B
HCM 95th-tile Q	4.2	1.6	10.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	26	4
Future Vol, veh/h	0	2	26	4
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	28	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.6
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	183	252	321	36	38	132
Future Vol, veh/h	183	252	321	36	38	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	274	349	39	41	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	388	0	-	0	1040	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	672	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1170	-	-	-	255	677
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1170	-	-	-	204	677
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	446
HCM Lane V/C Ratio	0.17	-	-	-	0.414
HCM Control Delay (s)	8.7	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	2

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	0	14	6	90	0	538	6	74	821	3
Future Vol, veh/h	0	9	0	14	6	90	0	538	6	74	821	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	0	15	7	98	0	585	7	80	892	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1351	1646	448	1200	1645	296	896	0	0	591	0	0
Stage 1	1055	1055	-	588	588	-	-	-	-	-	-	-
Stage 2	296	591	-	612	1057	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	98	558	141	99	700	753	-	-	981	-	-
Stage 1	241	301	-	462	494	-	-	-	-	-	-	-
Stage 2	688	493	-	447	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	90	558	121	91	700	753	-	-	981	-	-
Mov Cap-2 Maneuver	83	90	-	121	91	-	-	-	-	-	-	-
Stage 1	241	276	-	462	494	-	-	-	-	-	-	-
Stage 2	584	493	-	396	276	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.8	20.2	0	0.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	90	355	981	-	-
HCM Lane V/C Ratio	-	-	-	0.109	0.337	0.082	-	-
HCM Control Delay (s)	0	-	-	49.8	20.2	9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.5	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	102	3	1	103	1	0
Future Vol, veh/h	102	3	1	103	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	3	1	112	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	114	0	227	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	761	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1475	-	760	940
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1475	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	86	0	0	108	0	0
Future Vol, veh/h	86	0	0	108	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	93	0	0	117	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	210	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	778	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	778	964
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	908	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1501	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	88	394	60	84	431	8	101	23	58	9	7	9
Future Vol, veh/h	88	394	60	84	431	8	101	23	58	9	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	428	65	91	468	9	110	25	63	10	8	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	477	0	0	493	0	0	1316	1312	461	1351	1340	473
Stage 1	-	-	-	-	-	-	652	652	-	655	655	-
Stage 2	-	-	-	-	-	-	664	660	-	696	685	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1085	-	-	1071	-	-	135	159	600	127	153	591
Stage 1	-	-	-	-	-	-	457	464	-	455	463	-
Stage 2	-	-	-	-	-	-	450	460	-	432	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1085	-	-	1071	-	-	~ 105	123	600	80	119	591
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 105	123	-	80	119	-
Stage 1	-	-	-	-	-	-	401	407	-	399	409	-
Stage 2	-	-	-	-	-	-	384	407	-	318	393	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	1.4	255.9	38.6
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1085	-	-	1071	-	-	134
HCM Lane V/C Ratio	1.355	0.088	-	-	0.085	-	-	0.203
HCM Control Delay (s)	255.9	8.6	0	-	8.7	0	-	38.6
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	12.4	0.3	-	-	0.3	-	-	0.7

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	10	20	122	7	17
Future Vol, veh/h	72	10	20	122	7	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	11	22	133	8	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	260	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	729	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1506	-	717	975
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	882	-	-	1506	-
HCM Lane V/C Ratio	0.03	-	-	0.014	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	3	4	117	7	2
Future Vol, veh/h	70	3	4	117	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	3	4	127	8	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	214	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	774	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	772	983
Mov Cap-2 Maneuver	-	-	-	-	772	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	811	-	-	1519	-
HCM Lane V/C Ratio	0.012	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	81	0	3	137	1	8
Future Vol, veh/h	81	0	3	137	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	0	3	149	1	9

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	92	88	162	88
Stage 1	-	-	0	0	88	-
Stage 2	-	-	92	88	74	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	908	802	829	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	932	822	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	908	0	829	970
Mov Cap-2 Maneuver	-	-	908	0	829	-
Stage 1	-	-	-	0	935	-
Stage 2	-	-	932	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.8	8.8
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	952	-	-	908
HCM Lane V/C Ratio	0.01	-	-	0.168
HCM Control Delay (s)	8.8	-	-	9.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.6

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	76	24	68	106	48	65
Future Vol, veh/h	76	24	68	106	48	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	26	74	115	52	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	359	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	263	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	640	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	606	960
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	-	-	1481	-
HCM Lane V/C Ratio	0.16	-	-	0.05	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	41	72	84	300	214	96
Future Vol, veh/h	41	72	84	300	214	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	78	91	326	233	104

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	794	285	337	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	357	754	1222	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	325	754	1222	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1222	-	510	-	-
HCM Lane V/C Ratio	0.075	-	0.241	-	-
HCM Control Delay (s)	8.2	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	14	2	78	15	2	89
Future Vol, veh/h	14	2	78	15	2	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	85	16	2	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	93	0	0	101	0
Stage 1	93	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	795	964	-	-	1491	-
Stage 1	931	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	964	-	-	1491	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1491	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	48	44	45
Demand Flow Rate, veh/h	38	48	44	45
Vehicles Circulating, veh/h	50	41	38	46
Vehicles Exiting, veh/h	41	41	50	43
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.7	3.7	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	48	44	45
Cap Entry Lane, veh/h	1075	1085	1088	1079
Entry HV Adj Factor	0.994	0.991	0.992	0.990
Flow Entry, veh/h	38	48	44	45
Cap Entry, veh/h	1067	1075	1078	1068
V/C Ratio	0.035	0.044	0.040	0.042
Control Delay, s/veh	3.7	3.7	3.7	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	26	21	12
Demand Flow Rate, veh/h	33	26	21	12
Vehicles Circulating, veh/h	8	29	21	40
Vehicles Exiting, veh/h	44	13	20	15
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.5	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	33	26	21	12
Cap Entry Lane, veh/h	1121	1098	1106	1086
Entry HV Adj Factor	0.993	0.983	0.996	0.992
Flow Entry, veh/h	33	26	21	12
Cap Entry, veh/h	1113	1079	1102	1076
V/C Ratio	0.029	0.024	0.019	0.011
Control Delay, s/veh	3.5	3.5	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	24	14	7	19
Demand Flow Rate, veh/h	24	14	7	19
Vehicles Circulating, veh/h	21	6	29	17
Vehicles Exiting, veh/h	15	30	16	3
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	24	14	7	19
Cap Entry Lane, veh/h	1106	1123	1098	1111
Entry HV Adj Factor	0.985	0.983	0.994	0.991
Flow Entry, veh/h	24	14	7	19
Cap Entry, veh/h	1089	1104	1091	1100
V/C Ratio	0.022	0.012	0.006	0.017
Control Delay, s/veh	3.5	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	33	20	162	101	3
Future Vol, veh/h	4	33	20	162	101	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	36	22	176	110	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	243	57	113	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	724	997	1474	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	997	1474	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	956	-	-
HCM Lane V/C Ratio	0.015	-	0.042	-	-
HCM Control Delay (s)	7.5	0.1	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	52	70	325	39	38	231
Future Vol, veh/h	52	70	325	39	38	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	76	353	42	41	251

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	687	353	0	0	353	0
Stage 1	353	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	413	691	-	-	1206	-
Stage 1	711	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	396	691	-	-	1206	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	396	691	1206	-
HCM Lane V/C Ratio	-	-	0.143	0.11	0.034	-
HCM Control Delay (s)	-	-	15.6	10.9	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	2	87	13	3	96
Future Vol, veh/h	10	2	87	13	3	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	2	95	14	3	104

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	213	102	0	0	109	0
Stage 1	102	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	775	953	-	-	1481	-
Stage 1	922	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	773	953	-	-	1481	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	798	1481	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	2	0	0	0	1	4	0	0	13	0
Future Vol, veh/h	0	10	2	0	0	0	1	4	0	0	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	2	0	0	0	1	4	0	0	14	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	83%	0%	21%
Vol Thru, %	100%	17%	20%	42%
Vol Right, %	0%	0%	80%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	12	5	19
LT Vol	0	10	0	4
Through Vol	13	2	1	8
RT Vol	0	0	4	7
Lane Flow Rate	14	13	5	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.015	0.005	0.022
Departure Headway (Hd)	3.982	4.166	3.524	3.799
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	862	1017	946
Service Time	1.992	2.179	1.541	1.808
HCM Lane V/C Ratio	0.016	0.015	0.005	0.022
HCM Control Delay	7.1	7.2	6.6	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	8	7
Future Vol, veh/h	0	4	8	7
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	9	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	14	19	21
Demand Flow Rate, veh/h	6	14	19	21
Vehicles Circulating, veh/h	23	16	13	7
Vehicles Exiting, veh/h	5	16	16	23
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	14	19	21
Cap Entry Lane, veh/h	1104	1112	1115	1122
Entry HV Adj Factor	0.987	0.997	0.986	0.990
Flow Entry, veh/h	6	14	19	21
Cap Entry, veh/h	1089	1108	1098	1110
V/C Ratio	0.005	0.013	0.017	0.019
Control Delay, s/veh	3.4	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	13	22	2	6	7
Future Vol, veh/h	4	13	22	2	6	7
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	14	24	2	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	31	0	-	0	53	35
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	955	1038
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	944	1029
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	988
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	8	30	0	40	4	14	0	13	128	60
Future Vol, veh/h	0	3	8	30	0	40	4	14	0	13	128	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	9	33	0	43	4	15	0	14	139	65
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.2	8.9	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	42%	0%	21%	0%	22%	0%	100%	98%
Vol Right, %	0%	0%	58%	0%	79%	0%	78%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	85	103	3	38	40	18	13	80	41
LT Vol	13	0	0	3	0	40	0	13	0	0
Through Vol	0	85	43	0	8	0	4	0	80	40
RT Vol	0	0	60	0	30	0	14	0	0	1
Lane Flow Rate	14	93	112	3	41	43	20	14	87	45
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.022	0.133	0.147	0.006	0.058	0.073	0.027	0.023	0.127	0.065
Departure Headway (Hd)	5.659	5.157	4.747	6.095	5.043	6.042	4.998	5.774	5.272	5.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	632	695	754	586	708	592	714	619	678	680
Service Time	3.396	2.894	2.484	3.845	2.793	3.791	2.747	3.517	3.015	2.998
HCM Lane V/C Ratio	0.022	0.134	0.149	0.005	0.058	0.073	0.028	0.023	0.128	0.066
HCM Control Delay	8.5	8.7	8.3	8.9	8.1	9.3	7.9	8.7	8.8	8.4
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5	0	0.2	0.2	0.1	0.1	0.4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	120	1
Future Vol, veh/h	0	13	120	1
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	130	1
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	326	0	0	0	312	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	326	0	0	0	312	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	354	0	0	0	339	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.5	11.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	326	0	0	0	0	312	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	326	0	0	0	0	312	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	354	0	0	0	0	339	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.462	0	0	0	0	0.443	0
Departure Headway (Hd)	4.696	4.696	4.696	6.171	6.171	4.704	4.704	4.704
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	758	0	0	0	0	756	0
Service Time	2.472	2.472	2.472	3.871	3.871	2.483	2.483	2.483
HCM Lane V/C Ratio	0	0.467	0	0	0	0	0.448	0
HCM Control Delay	7.5	11.5	7.5	8.9	8.9	7.5	11.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.5	0	0	0	0	2.3	0

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	31	0	279	32	16	28	97	273	16	88	4
Future Vol, veh/h	5	31	0	279	32	16	28	97	273	16	88	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	34	0	303	35	17	30	105	297	17	96	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	314	296	96	313	296	105	96	0	0	105	0	0
Stage 1	130	130	-	166	166	-	-	-	-	-	-	-
Stage 2	184	166	-	147	130	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	639	616	960	640	616	949	1498	-	-	1486	-	-
Stage 1	874	789	-	836	761	-	-	-	-	-	-	-
Stage 2	818	761	-	856	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	585	597	960	598	597	949	1498	-	-	1486	-	-
Mov Cap-2 Maneuver	585	597	-	598	597	-	-	-	-	-	-	-
Stage 1	856	780	-	819	746	-	-	-	-	-	-	-
Stage 2	750	746	-	810	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	16.1	0.5	1.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	585	597	-	598	597	949	1486	-	-
HCM Lane V/C Ratio	0.02	-	-	0.009	0.056	-	0.507	0.058	0.018	0.012	-	-
HCM Control Delay (s)	7.5	-	-	11.2	11.4	0	17.1	11.4	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	2.9	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	2	0	0	2	5	0	0	25	0
Future Vol, veh/h	0	17	3	2	0	0	2	5	0	0	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	2	0	0	2	5	0	0	27	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	77%	0%	10%
Vol Thru, %	100%	14%	29%	50%
Vol Right, %	0%	9%	71%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	22	7	42
LT Vol	0	17	0	4
Through Vol	25	3	2	21
RT Vol	0	2	5	17
Lane Flow Rate	27	24	8	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.028	0.008	0.048
Departure Headway (Hd)	4.023	4.167	3.65	3.785
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	859	978	946
Service Time	2.045	2.193	1.681	1.806
HCM Lane V/C Ratio	0.03	0.028	0.008	0.049
HCM Control Delay	7.2	7.3	6.7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	21	17
Future Vol, veh/h	0	4	21	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	23	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	6	14	15
Demand Flow Rate, veh/h	9	6	14	15
Vehicles Circulating, veh/h	13	16	7	8
Vehicles Exiting, veh/h	10	5	15	14
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	6	14	15
Cap Entry Lane, veh/h	1115	1112	1122	1121
Entry HV Adj Factor	0.993	0.987	0.986	0.986
Flow Entry, veh/h	9	6	14	15
Cap Entry, veh/h	1108	1097	1106	1105
V/C Ratio	0.008	0.005	0.012	0.013
Control Delay, s/veh	3.3	3.3	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	13	14	0
Demand Flow Rate, veh/h	3	13	14	0
Vehicles Circulating, veh/h	11	1	3	14
Vehicles Exiting, veh/h	3	16	11	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	13	14	0
Cap Entry Lane, veh/h	1118	1129	1127	1114
Entry HV Adj Factor	0.980	0.997	1.000	1.000
Flow Entry, veh/h	3	13	14	0
Cap Entry, veh/h	1095	1125	1126	1113
V/C Ratio	0.003	0.012	0.012	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	18	27	201	184	6
Future Vol, veh/h	5	18	27	201	184	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	29	218	200	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	103	207	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	603	932	1361	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	932	1361	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1361	-	827	-	-
HCM Lane V/C Ratio	0.022	-	0.03	-	-
HCM Control Delay (s)	7.7	0.1	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	564	108	90	735	14	110	0	51	5	3	24
Future Volume (veh/h)	193	564	108	90	735	14	110	0	51	5	3	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	210	613	117	98	799	15	120	0	55	5	3	26
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	783	323	261	939	18	519	0	238	10	6	53
Arrive On Green	0.12	0.22	0.22	0.16	0.26	0.25	0.44	0.00	0.44	0.04	0.04	0.04
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1172	0	537	240	144	1247
Grp Volume(v), veh/h	210	613	117	98	398	416	175	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1709	0	0	1631	0	0
Q Serve(g_s), s	14.0	19.6	8.2	6.4	25.6	25.6	7.6	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	14.0	19.6	8.2	6.4	25.6	25.6	7.6	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.69		0.31	0.15		0.76
Lane Grp Cap(c), veh/h	191	783	323	261	468	489	757	0	0	70	0	0
V/C Ratio(X)	1.10	0.78	0.36	0.38	0.85	0.85	0.23	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	757	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	44.0	39.6	45.1	41.9	41.9	20.8	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	92.2	1.6	0.6	0.6	6.8	6.5	0.7	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.7	3.3	3.0	13.4	14.0	3.8	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	145.2	45.6	40.2	45.6	48.7	48.5	21.5	0.0	0.0	61.6	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		940			912			175			34	
Approach Delay, s/veh		67.2			48.3			21.5			61.6	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		57.2	23.2	30.5		9.1	18.0	35.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		9.6	8.4	21.6		4.5	16.0	27.6
Green Ext Time (p_c), s		0.3	0.0	3.0		0.1	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	555	52	12	653	8	84	4	8	3	1	39
Future Volume (veh/h)	30	555	52	12	653	8	84	4	8	3	1	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	33	603	57	13	710	9	91	4	9	3	1	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	855	81	46	868	11	822	290	652	14	3	111
Arrive On Green	0.05	0.26	0.25	0.03	0.24	0.23	0.50	0.57	0.56	0.01	0.07	0.07
Sat Flow, veh/h	1774	3266	308	1634	3578	45	1634	510	1147	1774	36	1518
Grp Volume(v), veh/h	33	326	334	13	351	368	91	0	13	3	0	43
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1657	1774	0	1555
Q Serve(g_s), s	2.2	20.0	20.1	0.9	22.5	22.5	3.5	0.0	0.4	0.2	0.0	3.2
Cycle Q Clear(g_c), s	2.2	20.0	20.1	0.9	22.5	22.5	3.5	0.0	0.4	0.2	0.0	3.2
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.69	1.00		0.98
Lane Grp Cap(c), veh/h	84	463	473	46	429	450	822	0	941	14	0	114
V/C Ratio(X)	0.39	0.70	0.71	0.28	0.82	0.82	0.11	0.00	0.01	0.21	0.00	0.38
Avail Cap(c_a), veh/h	177	900	917	82	811	850	822	0	941	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	40.1	40.3	57.1	42.9	43.0	15.7	0.0	11.4	59.1	0.0	53.3
Incr Delay (d2), s/veh	1.8	1.2	1.2	3.2	3.9	3.7	0.1	0.0	0.0	6.9	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.9	10.2	0.5	11.5	12.0	1.6	0.0	0.2	0.1	0.0	1.7
LnGrp Delay(d),s/veh	57.3	41.3	41.5	60.3	46.8	46.7	15.7	0.0	11.4	66.0	0.0	62.7
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		693			732			104			46	
Approach Delay, s/veh		42.2			47.0			15.2			62.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	72.2	7.4	35.4	64.4	12.8	9.7	33.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.2	2.4	2.9	22.1	5.5	5.2	4.2	24.5
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.1	0.1	1.4	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	485	40	40	618	56	82
Future Vol, veh/h	485	40	40	618	56	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	527	43	43	672	61	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	571	0	972	285
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	998	-	250	712
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	998	-	239	712
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	-	-	998	-
HCM Lane V/C Ratio	0.38	-	-	0.044	-
HCM Control Delay (s)	19.6	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	532	7	20	665	4	12
Future Vol, veh/h	532	7	20	665	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	578	8	22	723	4	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	586	0	987	293
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	985	-	244	703
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	985	-	239	703
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	937	-	-	985	-
HCM Lane V/C Ratio	0.019	-	-	0.022	-
HCM Control Delay (s)	8.9	-	-	8.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	234	97	93	376	47	60	340	61	35	503	198
Future Volume (veh/h)	201	234	97	93	376	47	60	340	61	35	503	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	218	254	105	101	409	51	65	370	66	38	547	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	983	405	350	1119	461	116	993	409	81	644	253
Arrive On Green	0.18	0.28	0.28	0.21	0.32	0.32	0.07	0.28	0.28	0.05	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2486	974
Grp Volume(v), veh/h	218	254	105	101	409	51	65	370	66	38	389	373
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	11.4	5.0	3.6	4.7	8.0	2.2	3.5	7.6	1.6	2.0	18.8	18.9
Cycle Q Clear(g_c), s	11.4	5.0	3.6	4.7	8.0	2.2	3.5	7.6	1.6	2.0	18.8	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	287	983	405	350	1119	461	116	993	409	81	459	438
V/C Ratio(X)	0.76	0.26	0.26	0.29	0.37	0.11	0.56	0.37	0.16	0.47	0.85	0.85
Avail Cap(c_a), veh/h	436	983	405	350	1119	461	163	993	409	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	25.3	13.0	29.6	23.8	21.8	40.4	26.0	6.5	41.6	31.6	32.3
Incr Delay (d2), s/veh	4.1	0.6	1.5	0.5	0.9	0.5	3.9	0.2	0.2	4.1	13.3	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.5	1.6	2.1	4.1	1.0	1.7	3.7	0.7	1.0	10.9	10.6
LnGrp Delay(d),s/veh	39.4	25.9	14.5	30.1	24.7	22.3	44.4	26.2	6.7	45.7	44.9	46.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		577			561			501			800	
Approach Delay, s/veh		29.0			25.5			26.0			45.7	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	29.2	23.3	29.0	10.4	27.3	19.8	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	9.6	6.7	7.0	5.5	20.9	13.4	10.0
Green Ext Time (p_c), s	0.0	4.0	0.2	1.2	0.0	0.4	0.4	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	349	25	16	575	4	6	1	8	7	0	0
Future Vol, veh/h	0	349	25	16	575	4	6	1	8	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	379	27	17	625	4	7	1	9	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	629	0	0	379	0	0	1041	1043	379	1046	1041	627
Stage 1	-	-	-	-	-	-	379	379	-	662	662	-
Stage 2	-	-	-	-	-	-	662	664	-	384	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	953	-	-	1179	-	-	208	229	668	206	230	484
Stage 1	-	-	-	-	-	-	643	615	-	451	459	-
Stage 2	-	-	-	-	-	-	451	458	-	639	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	953	-	-	1179	-	-	205	224	668	199	225	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	224	-	199	225	-
Stage 1	-	-	-	-	-	-	643	615	-	451	449	-
Stage 2	-	-	-	-	-	-	441	448	-	630	615	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.5	23.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	953	-	-	1179	-	-	199
HCM Lane V/C Ratio	0.05	-	-	-	0.015	-	-	0.038
HCM Control Delay (s)	16.5	0	-	-	8.1	0	-	23.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	88	0	5	105	3	0	0	5	2	0	0
Future Vol, veh/h	0	88	0	5	105	3	0	0	5	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	96	0	5	114	3	0	0	5	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	96	0	0	223	224	96	225	223	116
Stage 1	-	-	-	-	-	-	96	96	-	127	127	-
Stage 2	-	-	-	-	-	-	127	128	-	98	96	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1471	-	-	1498	-	-	733	675	960	730	676	936
Stage 1	-	-	-	-	-	-	911	815	-	877	791	-
Stage 2	-	-	-	-	-	-	877	790	-	908	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1471	-	-	1498	-	-	731	672	960	724	673	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	672	-	724	673	-
Stage 1	-	-	-	-	-	-	911	815	-	877	788	-
Stage 2	-	-	-	-	-	-	873	787	-	903	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.8	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	960	1471	-	-	1498	-	-	724
HCM Lane V/C Ratio	0.006	-	-	-	0.004	-	-	0.003
HCM Control Delay (s)	8.8	0	-	-	7.4	0	-	10
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	75.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	42	246	75	0	236	497	184	0	97	307	103
Future Vol, veh/h	0	42	246	75	0	236	497	184	0	97	307	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	267	82	0	257	540	200	0	105	334	112
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78	78.1	66.1
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	0%	12%	26%	23%
Vol Thru, %	76%	0%	68%	54%	70%
Vol Right, %	0%	100%	21%	20%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	404	103	363	917	443
LT Vol	97	0	42	236	100
Through Vol	307	0	246	497	309
RT Vol	0	103	75	184	34
Lane Flow Rate	439	112	395	997	482
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.281	1	1	1
Departure Headway (Hd)	9.851	9.031	9.528	9.56	9.727
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	373	401	383	389	376
Service Time	7.551	6.731	7.528	7.56	7.727
HCM Lane V/C Ratio	1.177	0.279	1.031	2.563	1.282
HCM Control Delay	79.1	15.2	78	78.1	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	1.1	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	100	309	34
Future Vol, veh/h	0	100	309	34
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	109	336	37
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	304.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	146	302	13	10	453	247	5	19	3	250	20	148
Future Vol, veh/h	146	302	13	10	453	247	5	19	3	250	20	148
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	159	328	14	11	492	268	5	21	3	272	22	161

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	761	0	0	342	0	0	1393	1436	335	1313	1308	627
Stage 1	-	-	-	-	-	-	653	653	-	648	648	-
Stage 2	-	-	-	-	-	-	740	783	-	665	660	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	851	-	-	1217	-	-	119	133	707	~ 135	159	484
Stage 1	-	-	-	-	-	-	456	464	-	459	466	-
Stage 2	-	-	-	-	-	-	409	404	-	449	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	851	-	-	1217	-	-	56	101	707	~ 93	120	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	56	101	-	~ 93	120	-
Stage 1	-	-	-	-	-	-	351	357	-	353	458	-
Stage 2	-	-	-	-	-	-	256	397	-	324	354	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.1	58.2	$ 1168.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	851	-	-	1217	-	-	132
HCM Lane V/C Ratio	0.306	0.186	-	-	0.009	-	-	3.442
HCM Control Delay (s)	58.2	10.2	0	-	8	0	-	$ 1168.4
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0.7	-	-	0	-	-	44.2

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

Intersection	
Int Delay, s/veh	130.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	426	66	379	624	24	45	10	15	21	10	7
Future Vol, veh/h	6	426	66	379	624	24	45	10	15	21	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	463	72	412	678	26	49	11	16	23	11	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	704	0	0	535	0	0	2036	2040	499	2041	2063	691
Stage 1	-	-	-	-	-	-	512	512	-	1515	1515	-
Stage 2	-	-	-	-	-	-	1524	1528	-	526	548	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	894	-	-	1033	-	-	~ 42	57	572	42	55	445
Stage 1	-	-	-	-	-	-	545	536	-	149	182	-
Stage 2	-	-	-	-	-	-	148	179	-	535	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	894	-	-	1033	-	-	~ 11	19	572	~ 11	19	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	19	-	~ 11	19	-
Stage 1	-	-	-	-	-	-	539	530	-	147	62	-
Stage 2	-	-	-	-	-	-	~ 41	61	-	503	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	4	$ 2339.2	$ 1208.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	894	-	-	1033	-	-	16
HCM Lane V/C Ratio	5.072	0.007	-	-	0.399	-	-	2.582
HCM Control Delay (s)	$ 2339.2	9.1	0	-	10.8	0	-	$ 1208.7
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	10.4	0	-	-	1.9	-	-	5.8

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	14	436	1021	42	0	11
Future Vol, veh/h	14	436	1021	42	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	474	1110	46	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	1637	1133
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	605	-	-	-	111	247
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	605	-	-	-	107	247
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	605	-	-	-	247
HCM Lane V/C Ratio	0.025	-	-	-	0.048
HCM Control Delay (s)	11.1	0	-	-	20.3
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	335	218	183	678	60	365	115	93	47	160	98
Future Volume (veh/h)	56	335	218	183	678	60	365	115	93	47	160	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	364	237	199	737	65	397	125	101	51	174	107
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	442	344	392	795	621	177	1184	484	90	996	407
Arrive On Green	0.05	0.24	0.24	0.24	0.43	0.43	0.04	0.11	0.11	0.06	0.28	0.28
Sat Flow, veh/h	1634	1863	1449	1634	1863	1453	1634	3539	1447	1634	3539	1445
Grp Volume(v), veh/h	61	364	237	199	737	65	397	125	101	51	174	107
Grp Sat Flow(s),veh/h/ln	1634	1863	1449	1634	1863	1453	1634	1770	1447	1634	1770	1445
Q Serve(g_s), s	4.4	22.2	13.0	12.6	45.0	3.2	13.0	3.8	3.7	3.7	4.5	6.9
Cycle Q Clear(g_c), s	4.4	22.2	13.0	12.6	45.0	3.2	13.0	3.8	3.7	3.7	4.5	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	442	344	392	795	621	177	1184	484	90	996	407
V/C Ratio(X)	0.75	0.82	0.69	0.51	0.93	0.10	2.24	0.11	0.21	0.57	0.17	0.26
Avail Cap(c_a), veh/h	82	761	592	392	885	690	177	1184	484	109	996	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	43.4	22.1	39.5	32.6	20.6	57.9	37.2	9.3	55.3	32.6	33.5
Incr Delay (d2), s/veh	30.8	3.9	2.5	1.1	14.6	0.1	575.6	0.2	0.9	5.5	0.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	11.9	5.4	5.8	26.4	1.3	34.2	1.9	1.6	1.8	2.2	2.9
LnGrp Delay(d),s/veh	87.1	47.3	24.5	40.6	47.2	20.7	633.5	37.4	10.2	60.7	33.0	35.0
LnGrp LOS	F	D	C	D	D	C	F	D	B	E	C	D
Approach Vol, veh/h		662			1001			623			332	
Approach Delay, s/veh		42.8			44.2			412.8			37.9	
Approach LOS		D			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	44.1	32.8	32.5	17.0	37.8	10.0	55.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	5.8	14.6	24.2	15.0	8.9	6.4	47.0
Green Ext Time (p_c), s	0.0	2.0	0.0	2.2	0.0	1.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	130.8
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	473	59	21	868	69	17
Future Vol, veh/h	473	59	21	868	69	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	514	64	23	943	75	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	578	0	1535	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	989	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	996	-	128	538
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	360	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	996	-	122	538
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	342	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	67.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	144	-	-	996	-
HCM Lane V/C Ratio	0.649	-	-	0.023	-
HCM Control Delay (s)	67.4	-	-	8.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	3.6	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	322	125	228	592	48	111	341	82	31	380	145
Future Volume (veh/h)	104	322	125	228	592	48	111	341	82	31	380	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	113	350	136	248	643	52	121	371	89	34	413	158
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	782	322	361	832	343	136	1391	330	68	1127	426
Arrive On Green	0.10	0.22	0.22	0.11	0.24	0.24	0.17	0.98	0.95	0.04	0.45	0.43
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2840	674	1634	2513	951
Grp Volume(v), veh/h	113	350	136	248	643	52	121	230	230	34	289	282
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1695
Q Serve(g_s), s	8.0	10.3	9.6	9.0	20.4	3.4	8.7	0.4	0.7	2.4	12.9	13.4
Cycle Q Clear(g_c), s	8.0	10.3	9.6	9.0	20.4	3.4	8.7	0.4	0.7	2.4	12.9	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	163	782	322	361	832	343	136	867	854	68	793	760
V/C Ratio(X)	0.69	0.45	0.42	0.69	0.77	0.15	0.89	0.26	0.27	0.50	0.36	0.37
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	867	854	136	793	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	40.4	40.1	51.1	42.9	36.4	49.5	0.6	1.0	56.3	21.8	22.3
Incr Delay (d2), s/veh	5.1	0.4	0.9	2.0	2.6	0.2	43.7	0.7	0.7	5.5	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.1	3.9	4.1	10.2	1.4	5.6	0.3	0.4	1.2	6.6	6.5
LnGrp Delay(d),s/veh	57.4	40.8	41.0	53.1	45.5	36.6	93.2	1.3	1.8	61.7	23.1	23.7
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	C	C
Approach Vol, veh/h		599			943			581			605	
Approach Delay, s/veh		44.0			47.0			20.6			25.6	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	62.8	17.7	30.5	14.0	57.8	16.0	32.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	2.7	11.0	12.3	10.7	15.4	10.0	22.4
Green Ext Time (p_c), s	0.0	4.0	0.7	5.0	0.0	3.7	0.2	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	244	103	109	298	44	112	315	46	70	301	50
Future Volume (veh/h)	81	244	103	109	298	44	112	315	46	70	301	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	265	112	118	324	48	122	342	50	76	327	54
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	413	170	190	527	217	1592	2067	852	158	467	192
Arrive On Green	0.08	0.12	0.12	0.12	0.15	0.15	0.50	0.58	0.58	0.05	0.13	0.13
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	88	265	112	118	324	48	122	342	50	76	327	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	6.3	8.6	8.8	8.3	10.3	3.5	2.4	5.3	0.9	2.8	10.6	3.2
Cycle Q Clear(g_c), s	6.3	8.6	8.8	8.3	10.3	3.5	2.4	5.3	0.9	2.8	10.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	413	170	190	527	217	1592	2067	852	158	467	192
V/C Ratio(X)	0.64	0.64	0.66	0.62	0.61	0.22	0.08	0.17	0.06	0.48	0.70	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1592	2067	852	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	50.6	50.7	50.5	47.8	44.9	15.5	11.5	2.5	55.5	49.8	29.2
Incr Delay (d2), s/veh	4.6	1.5	3.9	3.3	1.2	0.5	0.0	0.2	0.1	2.2	8.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.3	3.7	3.9	5.1	1.4	1.1	2.7	0.4	1.3	5.7	1.5
LnGrp Delay(d),s/veh	57.8	52.1	54.7	53.9	49.0	45.4	15.5	11.7	2.6	57.7	58.3	32.8
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		465			490			514			457	
Approach Delay, s/veh		53.8			49.8			11.7			55.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.1	17.9	18.0	64.3	19.8	14.0	21.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.3	7.3	10.3	10.8	4.4	12.6	8.3	12.3
Green Ext Time (p_c), s	0.0	2.0	1.9	1.2	0.8	1.2	0.2	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	48.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	4	29	0	174	29	115	0	59	371	78	0	66	512	42
Future Vol, veh/h	0	7	4	29	0	174	29	115	0	59	371	78	0	66	512	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	4	32	0	189	32	125	0	64	403	85	0	72	557	46
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.1	15.4	53.7	63.1
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	17%	100%	0%	11%
Vol Thru, %	73%	10%	0%	20%	83%
Vol Right, %	15%	72%	0%	80%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	508	40	174	144	620
LT Vol	59	7	174	0	66
Through Vol	371	4	0	29	512
RT Vol	78	29	0	115	42
Lane Flow Rate	552	43	189	157	674
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.962	0.098	0.433	0.312	1
Departure Headway (Hd)	6.272	8.153	8.243	7.184	6.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	437	437	501	573
Service Time	4.311	6.24	5.99	4.931	4.413
HCM Lane V/C Ratio	0.952	0.098	0.432	0.313	1.176
HCM Control Delay	53.7	12.1	17.2	13.2	63.1
HCM Lane LOS	F	B	C	B	F
HCM 95th-tile Q	13.1	0.3	2.1	1.3	14.5

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	17	132	11	49	237	23	14	205	59	44	19	39
Future Vol, veh/h	17	132	11	49	237	23	14	205	59	44	19	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	143	12	53	258	25	15	223	64	48	21	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	155	0	0	432	575	78	597	569	141
Stage 1	-	-	-	-	-	-	186	186	-	377	377	-
Stage 2	-	-	-	-	-	-	246	389	-	220	192	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1276	-	-	1423	-	-	507	427	967	387	430	881
Stage 1	-	-	-	-	-	-	798	745	-	616	614	-
Stage 2	-	-	-	-	-	-	736	607	-	762	740	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1423	-	-	446	405	967	197	408	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	405	-	197	408	-
Stage 1	-	-	-	-	-	-	787	734	-	607	591	-
Stage 2	-	-	-	-	-	-	651	584	-	488	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	23.8	21.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	465	1276	-	-	1423	-	-	325
HCM Lane V/C Ratio	0.034	0.617	0.014	-	-	0.037	-	-	0.341
HCM Control Delay (s)	13.4	24.4	7.9	-	-	7.6	-	-	21.7
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	4.1	0	-	-	0.1	-	-	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	65	231	244	184	45	110	330	105	21	557	38
Future Volume (veh/h)	26	65	231	244	184	45	110	330	105	21	557	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	28	71	251	265	200	49	120	359	114	23	605	41
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	81	287	177	432	106	165	929	727	56	805	630
Arrive On Green	0.03	0.23	0.21	0.11	0.30	0.28	0.20	1.00	1.00	0.05	0.57	0.57
Sat Flow, veh/h	1634	361	1276	1634	1446	354	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	28	0	322	265	0	249	120	359	114	23	605	41
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1800	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.0	0.0	22.8	13.0	0.0	13.5	8.2	0.1	0.0	1.6	29.2	1.5
Cycle Q Clear(g_c), s	2.0	0.0	22.8	13.0	0.0	13.5	8.2	0.1	0.0	1.6	29.2	1.5
Prop In Lane	1.00		0.78	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	0	369	177	0	538	165	929	727	56	805	630
V/C Ratio(X)	0.50	0.00	0.87	1.50	0.00	0.46	0.73	0.39	0.16	0.41	0.75	0.07
Avail Cap(c_a), veh/h	144	0	423	177	0	538	204	929	727	82	805	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.9	0.0	45.5	53.5	0.0	34.4	46.3	0.1	0.0	56.1	20.7	14.8
Incr Delay (d2), s/veh	6.6	0.0	16.3	251.0	0.0	0.6	9.2	1.2	0.4	4.2	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.0	18.2	0.0	6.8	4.1	0.3	0.1	0.8	16.1	0.6
LnGrp Delay(d),s/veh	63.5	0.0	61.8	304.5	0.0	35.0	55.6	1.3	0.5	60.3	26.5	15.0
LnGrp LOS	E		E	F		C	E	A	A	E	C	B
Approach Vol, veh/h		350			514			593			669	
Approach Delay, s/veh		62.0			173.9			12.1			27.0	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	63.8	17.0	31.0	16.1	55.8	8.1	39.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.6	2.1	15.0	24.8	10.2	31.2	4.0	15.5
Green Ext Time (p_c), s	0.0	4.8	0.0	0.5	0.1	3.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	64.1
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	163	79	0	15	271	16	0	88	19	21	0	37	84	81
Future Vol, veh/h	0	13	163	79	0	15	271	16	0	88	19	21	0	37	84	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	177	86	0	16	295	17	0	96	21	23	0	40	91	88
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.4	11.3	11.9	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	13	109	133	15	181	106	202
LT Vol	88	13	0	0	15	0	0	37
Through Vol	19	0	109	54	0	181	90	84
RT Vol	21	0	0	79	0	0	16	81
Lane Flow Rate	139	14	118	145	16	196	116	220
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.26	0.026	0.204	0.234	0.03	0.335	0.194	0.377
Departure Headway (Hd)	6.735	6.741	6.231	5.808	6.656	6.146	6.038	6.178
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	530	574	616	537	583	593	582
Service Time	4.495	4.498	3.987	3.563	4.409	3.899	3.791	3.932
HCM Lane V/C Ratio	0.262	0.026	0.206	0.235	0.03	0.336	0.196	0.378
HCM Control Delay	11.9	9.7	10.6	10.3	9.6	12	10.3	12.7
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	1	0.1	0.8	0.9	0.1	1.5	0.7	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	83	43	177	167	38	51	504	93	36	645	40
Future Volume (veh/h)	33	83	43	177	167	38	51	504	93	36	645	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	90	47	192	182	41	55	548	101	39	701	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	160	125	142	245	192	96	1938	356	74	2153	132
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.06	0.65	0.63	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2987	549	1634	3388	208
Grp Volume(v), veh/h	36	90	47	192	182	41	55	324	325	39	366	378
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1826
Q Serve(g_s), s	2.6	5.6	3.7	10.4	11.3	3.0	3.9	9.4	9.6	2.7	0.0	0.0
Cycle Q Clear(g_c), s	2.6	5.6	3.7	10.4	11.3	3.0	3.9	9.4	9.6	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	67	160	125	142	245	192	96	1148	1146	74	1125	1161
V/C Ratio(X)	0.54	0.56	0.38	1.36	0.74	0.21	0.57	0.28	0.28	0.53	0.33	0.33
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1148	1146	82	1125	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.88	0.88	0.88
Uniform Delay (d), s/veh	56.4	52.7	51.8	54.8	50.2	46.6	55.0	9.1	9.2	53.3	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	199.1	4.6	0.6	4.7	0.5	0.6	5.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	1.5	12.5	6.1	1.2	1.9	4.8	4.8	1.3	0.2	0.2
LnGrp Delay(d),s/veh	63.0	55.8	53.7	253.9	54.7	47.1	59.7	9.6	9.8	58.3	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			415			704			783	
Approach Delay, s/veh		56.7			146.1			13.6			3.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	81.9	14.4	14.3	11.0	80.3	8.9	19.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.7	11.6	12.4	7.6	5.9	2.0	4.6	13.3
Green Ext Time (p_c), s	0.0	5.9	0.0	0.9	0.1	5.9	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	108	147	90	101	87	169	570	98	138	607	81
Future Volume (veh/h)	48	108	147	90	101	87	169	570	98	138	607	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	117	160	98	110	95	184	620	107	150	660	88
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	533	220	95	541	223	235	1894	780	200	1819	750
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.14	0.54	0.54	0.12	0.51	0.51
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	52	117	160	98	110	95	184	620	107	150	660	88
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.5	12.6	7.0	3.3	7.1	13.0	11.8	4.4	10.6	13.4	3.7
Cycle Q Clear(g_c), s	3.7	3.5	12.6	7.0	3.3	7.1	13.0	11.8	4.4	10.6	13.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	533	220	95	541	223	235	1894	780	200	1819	750
V/C Ratio(X)	0.57	0.22	0.73	1.03	0.20	0.43	0.78	0.33	0.14	0.75	0.36	0.12
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1894	780	259	1819	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	55.2	44.8	48.6	56.5	44.5	46.1	49.6	15.7	14.0	50.9	17.4	15.1
Incr Delay (d2), s/veh	5.4	0.2	4.6	95.6	0.2	1.2	10.0	0.5	0.4	5.5	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	5.3	5.7	1.6	2.9	6.5	5.9	1.9	5.1	6.6	1.5
LnGrp Delay(d),s/veh	60.6	45.0	53.2	152.6	44.6	47.2	59.5	16.2	14.4	56.4	17.8	15.3
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		329			303			911			898	
Approach Delay, s/veh		51.4			80.4			24.7			24.0	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	68.2	11.0	22.1	21.2	65.7	10.7	22.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	12.6	13.8	9.0	14.6	15.0	15.4	5.7	9.1
Green Ext Time (p_c), s	0.2	7.3	0.0	1.5	0.2	7.2	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	116	102	80	211	113	175	650	74	89	671	115
Future Volume (veh/h)	64	116	102	80	211	113	175	650	74	89	671	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	126	111	87	229	123	190	707	80	97	729	125
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	235	191	82	389	160	123	755	591	465	1146	897
Arrive On Green	0.07	0.13	0.11	0.05	0.11	0.11	0.10	0.54	0.54	0.28	0.62	0.62
Sat Flow, veh/h	1634	1857	1509	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	70	120	117	87	229	123	190	707	80	97	729	125
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.0	7.6	8.4	6.0	7.4	5.6	9.0	42.4	2.4	5.4	29.7	4.3
Cycle Q Clear(g_c), s	5.0	7.6	8.4	6.0	7.4	5.6	9.0	42.4	2.4	5.4	29.7	4.3
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	224	202	82	389	160	123	755	591	465	1146	897
V/C Ratio(X)	0.64	0.53	0.58	1.06	0.59	0.77	1.55	0.94	0.14	0.21	0.64	0.14
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	465	1146	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.37	0.37	0.37	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	49.1	50.3	57.0	50.8	16.7	54.0	26.2	9.6	32.6	14.6	9.7
Incr Delay (d2), s/veh	11.3	1.8	2.4	113.2	1.3	6.8	262.0	9.6	0.2	0.2	2.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.8	3.9	5.3	3.7	2.5	13.0	23.5	1.0	2.5	16.0	1.8
LnGrp Delay(d),s/veh	65.9	50.9	52.8	171.3	52.1	23.5	316.0	35.8	9.8	32.9	17.3	10.0
LnGrp LOS	E	D	D	F	D	C	F	D	A	C	B	B
Approach Vol, veh/h		307			439			977			951	
Approach Delay, s/veh		55.1			67.7			88.2			17.9	
Approach LOS		E			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	52.6	10.0	19.2	13.0	77.8	12.0	17.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	7.4	44.4	8.0	10.4	11.0	31.7	7.0	9.4
Green Ext Time (p_c), s	2.7	2.3	0.0	1.9	0.0	4.1	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	56.0
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	168	66	96	219	102	176	342	70	283	578	121
Future Volume (veh/h)	46	168	66	96	219	102	176	342	70	283	578	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	50	183	72	104	238	111	191	372	76	308	628	132
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	317	131	155	462	190	236	1671	689	343	1903	784
Arrive On Green	0.05	0.09	0.09	0.10	0.13	0.13	0.29	0.94	0.94	0.42	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	50	183	72	104	238	111	191	372	76	308	628	132
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.5	6.0	4.2	7.4	7.5	8.6	13.0	0.9	0.2	21.1	0.0	0.0
Cycle Q Clear(g_c), s	3.5	6.0	4.2	7.4	7.5	8.6	13.0	0.9	0.2	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	317	131	155	462	190	236	1671	689	343	1903	784
V/C Ratio(X)	0.34	0.58	0.55	0.67	0.51	0.58	0.81	0.22	0.11	0.90	0.33	0.17
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1671	689	354	1903	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.86	0.86	0.86	0.97	0.97	0.97	0.40	0.40	0.40
Uniform Delay (d), s/veh	53.2	52.4	28.0	52.5	48.6	49.1	41.1	1.8	0.7	33.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.5	3.3	6.8	0.8	2.4	9.8	0.3	0.3	11.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.0	1.8	3.6	3.7	3.6	6.5	0.5	0.1	10.5	0.0	0.0
LnGrp Delay(d),s/veh	54.5	54.0	31.3	59.3	49.4	51.5	51.0	2.1	1.0	45.3	0.2	0.2
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		305			453			639			1068	
Approach Delay, s/veh		48.7			52.2			16.6			13.2	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.2	60.7	15.4	14.8	21.3	68.5	10.5	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	23.1	2.9	9.4	8.0	15.0	2.0	5.5	10.6
Green Ext Time (p_c), s	0.1	5.6	0.3	0.8	0.3	5.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	352	113	79	239	67	69	627	60	155	1400	401
Future Volume (veh/h)	186	352	113	79	239	67	69	627	60	155	1400	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	383	123	86	260	73	75	682	65	168	1522	436
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	595	245	183	458	189	119	2031	837	109	2009	828
Arrive On Green	0.10	0.17	0.17	0.06	0.13	0.13	0.07	0.57	0.57	0.07	0.57	0.57
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	202	383	123	86	260	73	75	682	65	168	1522	436
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.4	12.1	9.2	3.2	8.3	5.5	5.4	12.2	2.4	8.0	39.2	22.1
Cycle Q Clear(g_c), s	7.4	12.1	9.2	3.2	8.3	5.5	5.4	12.2	2.4	8.0	39.2	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	595	245	183	458	189	119	2031	837	109	2009	828
V/C Ratio(X)	0.66	0.64	0.50	0.47	0.57	0.39	0.63	0.34	0.08	1.54	0.76	0.53
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2031	837	109	2009	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.96	0.96	0.96	0.88	0.88	0.88
Uniform Delay (d), s/veh	52.3	46.5	45.3	54.7	49.1	47.9	54.0	13.5	11.4	56.0	19.7	16.0
Incr Delay (d2), s/veh	2.0	0.9	1.2	1.9	1.1	1.3	5.2	0.4	0.2	280.1	2.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.0	3.8	1.4	4.1	2.3	2.6	6.1	1.0	12.1	19.7	9.3
LnGrp Delay(d),s/veh	54.3	47.5	46.6	56.6	50.2	49.2	59.2	13.9	11.6	336.1	22.1	18.1
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	B
Approach Vol, veh/h		708			419			822			2126	
Approach Delay, s/veh		49.3			51.3			17.9			46.1	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	72.9	10.9	24.2	12.8	72.1	15.6	19.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	14.2	5.2	14.1	7.4	41.2	9.4	10.3
Green Ext Time (p_c), s	0.0	18.6	0.1	3.2	0.0	3.8	0.2	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	7	31	0	7	16	1163	81	17	1032	30
Future Volume (veh/h)	24	0	7	31	0	7	16	1163	81	17	1032	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	26	0	8	34	0	8	17	1264	88	18	1122	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
Arrive On Green	0.03	0.00	0.04	0.04	0.00	0.03	0.03	0.76	0.76	0.03	0.76	0.76
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	26	0	8	34	0	8	17	1264	88	18	1122	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.3	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
V/C Ratio(X)	0.48	0.00	0.14	0.53	0.00	0.11	0.33	0.47	0.08	0.35	0.29	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2677	1103	82	3849	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	42.0	56.5	0.0	55.8	56.9	5.5	0.7	56.9	4.6	3.6
Incr Delay (d2), s/veh	6.3	0.0	1.1	6.5	0.0	0.7	3.8	0.6	0.1	3.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.2	0.0	0.3	0.6	8.1	0.3	0.6	3.9	0.3
LnGrp Delay(d),s/veh	63.2	0.0	43.1	63.1	0.0	56.5	60.7	6.1	0.8	60.8	4.7	3.7
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		34			42			1369			1173	
Approach Delay, s/veh		58.5			61.8			6.5			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	94.8	8.7	8.7	7.7	94.8	8.0	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	18.2	4.4	2.6	3.2	10.3	3.9	2.6
Green Ext Time (p_c), s	0.0	16.9	0.0	0.0	0.0	18.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	122	1044	64	89	868
Future Volume (veh/h)	179	122	1044	64	89	868
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	195	133	1135	70	97	943
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	217	1243	973	137	1462
Arrive On Green	0.15	0.15	0.67	0.67	0.17	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	195	133	1135	70	97	943
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	13.8	10.3	62.2	2.0	6.7	0.0
Cycle Q Clear(g_c), s	13.8	10.3	62.2	2.0	6.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	243	217	1243	973	137	1462
V/C Ratio(X)	0.80	0.61	0.91	0.07	0.71	0.65
Avail Cap(c_a), veh/h	268	239	1243	973	150	1462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.79	0.79	1.00	1.00	0.45	0.45
Uniform Delay (d), s/veh	49.4	47.9	17.0	7.0	48.5	0.0
Incr Delay (d2), s/veh	12.0	3.1	11.7	0.1	6.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	4.3	35.6	0.8	3.2	0.4
LnGrp Delay(d),s/veh	61.4	51.0	28.7	7.1	54.6	1.0
LnGrp LOS	E	D	C	A	D	A
Approach Vol, veh/h	328		1205			1040
Approach Delay, s/veh	57.2		27.4			6.0
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.1	84.1				98.2		21.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	8.7	64.2				2.0		15.8
Green Ext Time (p_c), s	0.0	7.8				18.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	58	139	76	76	80	84	449	26	52	821	41
Future Volume (veh/h)	72	58	139	76	76	80	84	449	26	52	821	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	78	63	151	83	83	87	91	488	28	57	892	45
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	79	190	125	109	114	136	1937	111	97	1870	94
Arrive On Green	0.11	0.16	0.15	0.08	0.13	0.12	0.17	1.00	1.00	0.12	1.00	1.00
Sat Flow, veh/h	1634	488	1169	1634	834	874	1634	3403	195	1634	3429	173
Grp Volume(v), veh/h	78	0	214	83	0	170	91	253	263	57	460	477
Grp Sat Flow(s),veh/h/ln	1634	0	1656	1634	0	1708	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	5.4	0.0	15.0	5.9	0.0	11.6	6.3	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	15.0	5.9	0.0	11.6	6.3	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.51	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	176	0	269	125	0	223	136	1007	1040	97	965	999
V/C Ratio(X)	0.44	0.00	0.80	0.67	0.00	0.76	0.67	0.25	0.25	0.59	0.48	0.48
Avail Cap(c_a), veh/h	196	0	420	144	0	379	218	1007	1040	163	965	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
Uniform Delay (d), s/veh	50.1	0.0	49.0	53.9	0.0	50.8	48.5	0.0	0.0	51.5	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	5.3	9.1	0.0	5.3	5.2	0.5	0.5	5.2	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	7.2	3.0	0.0	5.8	3.0	0.2	0.2	1.9	0.4	0.4
LnGrp Delay(d),s/veh	51.7	0.0	54.2	63.0	0.0	56.2	53.7	0.5	0.5	56.7	1.6	1.5
LnGrp LOS	D		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		292			253			607			994	
Approach Delay, s/veh		53.6			58.4			8.5			4.7	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	72.3	13.1	23.5	14.0	69.4	17.0	19.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	16.0	2.0	7.9	17.0	8.3	2.0	7.4	13.6
Green Ext Time (p_c), s	0.0	6.3	0.0	0.8	0.1	6.3	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	60.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	39	1	462	0	183	575	0	0	0	735	416
Future Vol, veh/h	0	0	0	0	0	39	1	462	0	183	575	0	0	0	735	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	42	1	502	0	199	625	0	0	0	799	452
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	64.3	57.7	60.3
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	575	40	462	735	416
LT Vol	183	0	39	0	0	0
Through Vol	0	575	1	0	735	0
RT Vol	0	0	0	462	0	416
Lane Flow Rate	199	625	43	502	799	452
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	1	0.106	1	1	0.889
Departure Headway (Hd)	8.403	7.904	8.761	7.575	7.779	7.08
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	463	410	482	471	515
Service Time	6.113	5.614	6.491	5.305	5.484	4.785
HCM Lane V/C Ratio	0.461	1.35	0.105	1.041	1.696	0.878
HCM Control Delay	18.2	70.3	12.5	68.8	69.7	43.6
HCM Lane LOS	C	F	B	F	F	E
HCM 95th-tile Q	2.4	13.1	0.4	13.3	13.2	10



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	505	185	371	138	539	0	0	710	206
Future Volume (veh/h)	0	0	0	505	185	371	138	539	0	0	710	206
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				549	201	403	150	586	0	0	772	224
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1014	578	453	548	2175	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				549	201	403	150	586	0	0	772	224
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.0	31.6	4.9	9.2	0.0	0.0	8.9	5.1
Cycle Q Clear(g_c), s				16.7	10.0	31.6	4.9	9.2	0.0	0.0	8.9	5.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1014	578	453	548	2175	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.89	0.27	0.27	0.00	0.00	0.54	0.38
Avail Cap(c_a), veh/h				1185	675	529	548	2175	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.96	0.96	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				34.3	32.0	39.4	43.1	10.7	0.0	0.0	7.7	7.3
Incr Delay (d2), s/veh				0.3	0.2	11.0	0.3	0.3	0.0	0.0	1.3	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	14.1	2.2	4.6	0.0	0.0	4.3	2.3
LnGrp Delay(d),s/veh				34.6	32.2	50.5	43.3	11.0	0.0	0.0	9.0	8.9
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1153			736			996	
Approach Delay, s/veh					39.7			17.6			9.0	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.3			25.3	53.0		41.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.2			6.9	10.9		33.6
Green Ext Time (p_c), s		3.3			2.0	4.7		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	456	181	235	601	0	0	1160	452
Future Volume (veh/h)	0	0	0	256	456	181	235	601	0	0	1160	452
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				278	496	197	255	653	0	0	1261	491
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	648	267	304	2655	0	0	1879	774
Arrive On Green				0.18	0.18	0.18	0.19	0.75	0.00	0.00	0.53	0.53
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				278	496	197	255	653	0	0	1261	491
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	16.0	15.3	18.1	6.8	0.0	0.0	31.2	28.6
Cycle Q Clear(g_c), s				9.4	16.0	15.3	18.1	6.8	0.0	0.0	31.2	28.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	648	267	304	2655	0	0	1879	774
V/C Ratio(X)				0.48	0.77	0.74	0.84	0.25	0.00	0.00	0.67	0.63
Avail Cap(c_a), veh/h				822	917	378	340	2655	0	0	1879	774
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.93	0.93	0.00	0.00	0.56	0.56
Uniform Delay (d), s/veh				43.9	46.6	46.3	47.1	4.6	0.0	0.0	20.5	19.9
Incr Delay (d2), s/veh				0.6	2.5	4.5	14.6	0.2	0.0	0.0	1.1	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.0	6.5	9.4	3.3	0.0	0.0	15.3	11.9
LnGrp Delay(d),s/veh				44.5	49.0	50.8	61.7	4.8	0.0	0.0	21.6	22.1
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					971			908			1752	
Approach Delay, s/veh					48.1			20.8			21.7	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.0			26.3	67.7		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		8.8			20.1	33.2		18.0
Green Ext Time (p_c), s		18.8			0.2	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.6
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	30.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	170	1	73	0	0	0	0	0	0	463	79	0	369	322	0
Future Vol, veh/h	0	170	1	73	0	0	0	0	0	0	463	79	0	369	322	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	1	79	0	0	0	0	0	0	503	86	0	401	350	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	15.2	44.1	25.1
HCM LOS	C	E	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	463	79	171	73	369	322
LT Vol	0	0	170	0	369	0
Through Vol	463	0	1	0	0	322
RT Vol	0	79	0	73	0	0
Lane Flow Rate	503	86	186	79	401	350
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.934	0.142	0.424	0.154	0.775	0.627
Departure Headway (Hd)	6.683	5.969	8.218	6.99	6.956	6.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	596	437	510	517	557
Service Time	4.469	3.754	6.002	4.772	4.737	4.227
HCM Lane V/C Ratio	0.935	0.144	0.426	0.155	0.776	0.628
HCM Control Delay	50	9.8	17	11.1	29.9	19.6
HCM Lane LOS	E	A	C	B	D	C
HCM 95th-tile Q	11.6	0.5	2.1	0.5	7	4.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	101	190	0	0	0	0	529	410	329	854	0
Future Volume (veh/h)	160	101	190	0	0	0	0	529	410	329	854	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	174	110	207				0	575	446	358	928	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	281	609	251				0	2965	850	459	2695	0
Arrive On Green	0.17	0.17	0.17				0.00	0.58	0.58	0.29	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	174	110	207				0	575	446	358	928	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.8	3.2	16.4				0.0	6.4	22.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	11.8	3.2	16.4				0.0	6.4	22.0	12.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	609	251				0	2965	850	459	2695	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.19	0.52	0.78	0.34	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2965	850	660	2695	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	46.0	42.5	47.9				0.0	11.8	15.0	40.8	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.1	7.5				0.0	0.1	2.3	3.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.6	7.1				0.0	3.0	9.3	5.6	0.1	0.0
LnGrp Delay(d),s/veh	48.3	42.6	55.4				0.0	11.9	17.3	44.0	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		491						1021			1286	
Approach Delay, s/veh		50.0						14.3			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.4	74.0		24.6		95.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.4	24.0		18.4		2.0		
Green Ext Time (p_c), s	1.0	10.0		1.6		12.5		

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	447	120	0	0	0	0	614	374	540	892	0
Future Volume (veh/h)	167	447	120	0	0	0	0	614	374	540	892	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	182	486	130				0	667	407	587	970	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	521	581	240				0	1849	762	676	2722	0
Arrive On Green	0.16	0.16	0.16				0.00	0.52	0.52	0.43	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	182	486	130				0	667	407	587	970	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.1	16.0	9.8				0.0	13.3	22.2	20.2	0.0	0.0
Cycle Q Clear(g_c), s	6.1	16.0	9.8				0.0	13.3	22.2	20.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	521	581	240				0	1849	762	676	2722	0
V/C Ratio(X)	0.35	0.84	0.54				0.00	0.36	0.53	0.87	0.36	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1849	762	792	2722	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.86	0.86	0.86				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	44.5	48.6	46.0				0.0	16.9	19.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.6	1.6				0.0	0.5	2.7	6.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.4	4.1				0.0	6.6	9.5	9.4	0.1	0.0
LnGrp Delay(d),s/veh	44.8	56.2	47.7				0.0	17.4	21.7	39.4	0.3	0.0
LnGrp LOS	D	E	D					B	C	D	A	
Approach Vol, veh/h		798						1074			1557	
Approach Delay, s/veh		52.2						19.0			15.0	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.6	66.7		23.7		96.3		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	22.2	24.2		18.0		2.0		
Green Ext Time (p_c), s	1.3	11.5		1.2		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	9	0	0	7
Future Vol, veh/h	0	0	9	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1000	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1071	-	-	1610	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	21	8	0	20	0	7
Future Vol, veh/h	21	8	0	20	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	0	22	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	49	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	960	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	960	1048
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1048	-	-	1580	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	101	472	104	0	468
Future Vol, veh/h	0	101	472	104	0	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	110	513	113	0	509

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1079	570	0	0	626	0
Stage 1	570	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	242	521	-	-	956	-
Stage 1	566	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	521	-	-	956	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	521	956	-
HCM Lane V/C Ratio	-	-	0.211	-	-
HCM Control Delay (s)	-	-	13.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	458	493	101	0	105
Future Vol, veh/h	0	458	493	101	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	498	536	110	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	646	0	-	0	1089	591
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	939	-	-	-	238	507
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	238	507
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	611	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	507
HCM Lane V/C Ratio	-	-	-	-	0.225
HCM Control Delay (s)	0	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	16	113	78	89	135
Future Vol, veh/h	11	16	113	78	89	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	17	123	85	97	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	463	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	557	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	520	928	-	-	1464	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	520	928	1464	-
HCM Lane V/C Ratio	-	-	0.023	0.019	0.066	-
HCM Control Delay (s)	-	-	12.1	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	18	128	90	92	141
Future Vol, veh/h	15	18	128	90	92	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	20	139	98	100	153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	492	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	536	909	-	-	1445	-
Stage 1	888	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	909	-	-	1445	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	499	909	1445	-
HCM Lane V/C Ratio	-	-	0.033	0.022	0.069	-
HCM Control Delay (s)	-	-	12.5	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	122	68	0	134
Future Vol, veh/h	0	20	122	68	0	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	133	74	0	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	279	133	0	0	133	0
Stage 1	133	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	711	916	-	-	1452	-
Stage 1	893	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	711	916	-	-	1452	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	881	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	916	1452	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	70	80	72	47	12	13
Future Vol, veh/h	70	80	72	47	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	87	78	51	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	317	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	676	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	642	983
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1520	-	-	-	642	983
HCM Lane V/C Ratio	0.05	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	69	75	62	62	9	8
Future Vol, veh/h	69	75	62	62	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	82	67	67	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	299	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	692	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	658	997
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	658	997
HCM Lane V/C Ratio	0.049	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.6	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	48	74	65	52	4	6
Future Vol, veh/h	48	74	65	52	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	80	71	57	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	256	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1529	-	-	-	733	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	708	991
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1529	-	-	-	708	991
HCM Lane V/C Ratio	0.034	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

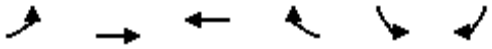
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	79	24	35	66	6	9
Future Vol, veh/h	79	24	35	66	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	26	38	72	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	234	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	754	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	735	973
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	973	-	-	1510	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.025	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	174	185	0	230	50
Future Volume (veh/h)	0	174	185	0	230	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	189	201	0	250	54
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	319	319	0	2567	1181
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	189	201	0	250	54
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.2	6.6	0.0	2.0	0.9
Cycle Q Clear(g_c), s	0.0	6.2	6.6	0.0	2.0	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	319	319	0	2567	1181
V/C Ratio(X)	0.00	0.59	0.63	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2567	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.5	52.6	0.0	2.4	2.3
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.3	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.2	54.1	0.0	2.4	2.3
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		189	201		304	
Approach Delay, s/veh		54.2	54.1		2.4	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.8		103.2		16.8
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.2		4.0		8.6
Green Ext Time (p_c), s				2.3		1.0		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	386	0	0	435	297	31	0	272	0	0	0
Future Volume (veh/h)	23	386	0	0	435	297	31	0	272	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	25	420	0	0	473	323	34	0	296			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	30	1197	0	0	968	399	1806	0	831			
Arrive On Green	0.02	0.34	0.00	0.00	0.27	0.27	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	25	420	0	0	473	323	34	0	296			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.0	11.6	0.0	0.0	14.6	26.9	0.6	0.0	14.2			
Cycle Q Clear(g_c), s	2.0	11.6	0.0	0.0	14.6	26.9	0.6	0.0	14.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	30	1197	0	0	968	399	1806	0	831			
V/C Ratio(X)	0.84	0.35	0.00	0.00	0.49	0.81	0.02	0.00	0.36			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1806	0	831			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.6	32.3	0.0	0.0	39.6	44.1	12.2	0.0	15.1			
Incr Delay (d2), s/veh	41.3	0.2	0.0	0.0	0.2	2.4	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	5.7	0.0	0.0	7.1	11.1	0.3	0.0	5.8			
LnGrp Delay(d),s/veh	104.9	32.5	0.0	0.0	39.8	46.5	12.2	0.0	15.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		445			796			330				
Approach Delay, s/veh		36.6			42.5			15.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.0		50.0			8.4	41.6
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		16.2		13.6			4.0	28.9
Green Ext Time (p_c), s		0.0		7.3			0.0	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	63	168	14	0	8	251	23	0	63	10	19	0	65	11	144
Future Vol, veh/h	0	63	168	14	0	8	251	23	0	63	10	19	0	65	11	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	183	15	0	9	273	25	0	68	11	21	0	71	12	157
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.6	11.3	10.7	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	80%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	20%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	63	112	70	8	167	107	65	7	148
LT Vol	63	0	63	0	0	8	0	0	65	0	0
Through Vol	0	10	0	112	56	0	167	84	0	7	4
RT Vol	0	19	0	0	14	0	0	23	0	0	144
Lane Flow Rate	68	32	68	122	76	9	182	116	71	8	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.055	0.131	0.216	0.132	0.016	0.319	0.198	0.138	0.014	0.261
Departure Headway (Hd)	7.279	6.32	6.898	6.394	6.253	6.818	6.314	6.162	7.035	6.534	5.85
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	565	519	560	572	524	567	581	509	547	612
Service Time	5.039	4.08	4.652	4.148	4.006	4.57	4.066	3.914	4.788	4.287	3.603
HCM Lane V/C Ratio	0.138	0.057	0.131	0.218	0.133	0.017	0.321	0.2	0.139	0.015	0.263
HCM Control Delay	11.2	9.5	10.7	10.9	10	9.7	12	10.4	10.9	9.4	10.7
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.5	0	1.4	0.7	0.5	0	1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	459	497	101	0	107
Future Vol, veh/h	0	459	497	101	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	499	540	110	0	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	650	0	-	0	1094	595
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	936	-	-	-	237	504
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	936	-	-	-	237	504
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	936	-	-	-	504
HCM Lane V/C Ratio	-	-	-	-	0.231
HCM Control Delay (s)	0	-	-	-	14.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	111	12	476	97	11	366
Future Vol, veh/h	111	12	476	97	11	366
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	517	105	12	398

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	517	0	0	517	0
Stage 1	517	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	558	-	-	1049	-
Stage 1	598	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	290	558	-	-	1049	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	290	558	1049	-
HCM Lane V/C Ratio	-	-	0.416	0.023	0.011	-
HCM Control Delay (s)	-	-	26	11.6	8.5	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	11	44	0
Future Vol, veh/h	0	0	0	11	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	48	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	54	24	48	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	948	1047	1557	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1047	1557	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1557	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	9	0	0	7
Future Vol, veh/h	0	0	9	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1000	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1071	-	-	1610	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	12	24	0	0	0
Future Vol, veh/h	0	12	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	26	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	26	26	-	0	26	0
Stage 1	0	0	-	-	-	-
Stage 2	26	26	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	989	867	-	-	1588	-
Stage 1	-	-	-	-	-	-
Stage 2	997	874	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	989	0	-	-	1588	-
Mov Cap-2 Maneuver	989	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	997	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	26	13	33	17	69	15	328	57	68	373	5
Future Volume (veh/h)	4	26	13	33	17	69	15	328	57	68	373	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	28	14	36	18	75	16	357	62	74	405	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	849	797	398	900	214	893	29	483	83	100	726	9
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.02	0.16	0.16	0.06	0.20	0.20
Sat Flow, veh/h	1195	1173	586	1252	316	1315	1634	3021	520	1634	3580	44
Grp Volume(v), veh/h	4	0	42	36	0	93	16	208	211	74	200	210
Grp Sat Flow(s),veh/h/ln	1195	0	1759	1252	0	1631	1634	1770	1771	1634	1770	1855
Q Serve(g_s), s	0.1	0.0	0.9	1.2	0.0	2.4	1.2	13.4	13.7	5.3	12.2	12.2
Cycle Q Clear(g_c), s	2.5	0.0	0.9	2.1	0.0	2.4	1.2	13.4	13.7	5.3	12.2	12.2
Prop In Lane	1.00		0.33	1.00		0.81	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	849	0	1195	900	0	1108	29	283	283	100	359	376
V/C Ratio(X)	0.00	0.00	0.04	0.04	0.00	0.08	0.55	0.73	0.75	0.74	0.56	0.56
Avail Cap(c_a), veh/h	849	0	1195	900	0	1108	101	1062	1063	245	1218	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	6.4	6.7	0.0	6.6	58.4	48.0	48.2	55.4	43.0	43.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.1	14.9	3.7	3.9	10.3	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.4	0.0	1.1	0.6	6.9	7.0	2.7	6.1	6.4
LnGrp Delay(d),s/veh	7.0	0.0	6.4	6.8	0.0	6.8	73.3	51.7	52.1	65.7	44.3	44.3
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		46			129			435			484	
Approach Delay, s/veh		6.5			6.8			52.7			47.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	23.2		85.5	6.2	28.3		85.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.3	15.7		4.5	3.2	14.2		4.4
Green Ext Time (p_c), s	0.1	3.0		0.5	0.0	3.0		0.5

Intersection Summary		
HCM 2010 Ctrl Delay	43.1	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	8	40	210	31	31
Future Vol, veh/h	154	8	40	210	31	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	167	9	43	228	34	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	487	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	540	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	521	872
Mov Cap-2 Maneuver	-	-	-	-	521	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1400	-
HCM Lane V/C Ratio	0.103	-	-	0.031	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	9	138	41	0	256	200	12	0	57	19	282
Future Vol, veh/h	0	9	138	41	0	256	200	12	0	57	19	282
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	10	150	45	0	278	217	13	0	62	21	307
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12.7	39.8	17.7
HCM LOS	B	E	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	5%	56%	0%	6%
Vol Thru, %	5%	73%	44%	0%	81%
Vol Right, %	79%	22%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	358	188	456	12	32
LT Vol	57	9	256	0	2
Through Vol	19	138	200	0	26
RT Vol	282	41	0	12	4
Lane Flow Rate	389	204	496	13	35
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.617	0.356	0.886	0.02	0.069
Departure Headway (Hd)	5.807	6.272	6.435	5.439	7.109
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	627	576	560	652	506
Service Time	3.807	4.277	4.217	3.22	5.122
HCM Lane V/C Ratio	0.62	0.354	0.886	0.02	0.069
HCM Control Delay	17.7	12.7	40.6	8.3	10.6
HCM Lane LOS	C	B	E	A	B
HCM 95th-tile Q	4.2	1.6	10.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	26	4
Future Vol, veh/h	0	2	26	4
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	28	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.6
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	183	252	321	36	38	132
Future Vol, veh/h	183	252	321	36	38	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	274	349	39	41	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	388	0	-	0	1040	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	672	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1170	-	-	-	255	677
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1170	-	-	-	204	677
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	446
HCM Lane V/C Ratio	0.17	-	-	-	0.414
HCM Control Delay (s)	8.7	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	2

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	0	14	6	90	0	538	6	74	821	3
Future Vol, veh/h	0	9	0	14	6	90	0	538	6	74	821	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	0	15	7	98	0	585	7	80	892	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1351	1646	448	1200	1645	296	896	0	0	591	0	0
Stage 1	1055	1055	-	588	588	-	-	-	-	-	-	-
Stage 2	296	591	-	612	1057	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	98	558	141	99	700	753	-	-	981	-	-
Stage 1	241	301	-	462	494	-	-	-	-	-	-	-
Stage 2	688	493	-	447	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	90	558	121	91	700	753	-	-	981	-	-
Mov Cap-2 Maneuver	83	90	-	121	91	-	-	-	-	-	-	-
Stage 1	241	276	-	462	494	-	-	-	-	-	-	-
Stage 2	584	493	-	396	276	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.8	20.2	0	0.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	90	355	981	-	-
HCM Lane V/C Ratio	-	-	-	0.109	0.337	0.082	-	-
HCM Control Delay (s)	0	-	-	49.8	20.2	9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.5	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	102	3	1	103	1	0
Future Vol, veh/h	102	3	1	103	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	3	1	112	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	114	0	227	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	761	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1475	-	760	940
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1475	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	86	0	0	108	0	0
Future Vol, veh/h	86	0	0	108	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	93	0	0	117	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	210	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	778	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	778	964
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	908	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1501	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	38.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	88	394	60	84	431	8	101	23	58	9	7	9
Future Vol, veh/h	88	394	60	84	431	8	101	23	58	9	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	428	65	91	468	9	110	25	63	10	8	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	477	0	0	493	0	0	1316	1312	461	1351	1340	473
Stage 1	-	-	-	-	-	-	652	652	-	655	655	-
Stage 2	-	-	-	-	-	-	664	660	-	696	685	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1085	-	-	1071	-	-	135	159	600	127	153	591
Stage 1	-	-	-	-	-	-	457	464	-	455	463	-
Stage 2	-	-	-	-	-	-	450	460	-	432	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1085	-	-	1071	-	-	~ 105	123	600	80	119	591
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 105	123	-	80	119	-
Stage 1	-	-	-	-	-	-	401	407	-	399	409	-
Stage 2	-	-	-	-	-	-	384	407	-	318	393	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	1.4	255.9	38.6
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1085	-	-	1071	-	-	134
HCM Lane V/C Ratio	1.355	0.088	-	-	0.085	-	-	0.203
HCM Control Delay (s)	255.9	8.6	0	-	8.7	0	-	38.6
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	12.4	0.3	-	-	0.3	-	-	0.7

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	10	20	122	7	17
Future Vol, veh/h	72	10	20	122	7	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	11	22	133	8	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	260	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	729	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1506	-	717	975
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	882	-	-	1506	-
HCM Lane V/C Ratio	0.03	-	-	0.014	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	3	4	117	7	2
Future Vol, veh/h	70	3	4	117	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	3	4	127	8	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	214	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	774	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	772	983
Mov Cap-2 Maneuver	-	-	-	-	772	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	811	-	-	1519	-
HCM Lane V/C Ratio	0.012	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	81	0	3	137	1	8
Future Vol, veh/h	81	0	3	137	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	0	3	149	1	9

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	92	88	162	88
Stage 1	-	-	0	0	88	-
Stage 2	-	-	92	88	74	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	908	802	829	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	932	822	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	908	0	829	970
Mov Cap-2 Maneuver	-	-	908	0	829	-
Stage 1	-	-	-	0	935	-
Stage 2	-	-	932	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	9.8	8.8
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	952	-	-	908
HCM Lane V/C Ratio	0.01	-	-	0.168
HCM Control Delay (s)	8.8	-	-	9.8
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0.6

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	76	24	68	106	48	65
Future Vol, veh/h	76	24	68	106	48	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	26	74	115	52	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	359	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	263	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	640	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	606	960
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	-	-	1481	-
HCM Lane V/C Ratio	0.16	-	-	0.05	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	41	72	84	300	214	96
Future Vol, veh/h	41	72	84	300	214	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	78	91	326	233	104

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	794	285	337	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	357	754	1222	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	325	754	1222	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1222	-	510	-	-
HCM Lane V/C Ratio	0.075	-	0.241	-	-
HCM Control Delay (s)	8.2	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	14	2	78	15	2	89
Future Vol, veh/h	14	2	78	15	2	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	85	16	2	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	93	0	0	101	0
Stage 1	93	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	795	964	-	-	1491	-
Stage 1	931	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	964	-	-	1491	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1491	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	48	44	45
Demand Flow Rate, veh/h	38	48	44	45
Vehicles Circulating, veh/h	50	41	38	46
Vehicles Exiting, veh/h	41	41	50	43
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.7	3.7	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	48	44	45
Cap Entry Lane, veh/h	1075	1085	1088	1079
Entry HV Adj Factor	0.994	0.991	0.992	0.990
Flow Entry, veh/h	38	48	44	45
Cap Entry, veh/h	1067	1075	1078	1068
V/C Ratio	0.035	0.044	0.040	0.042
Control Delay, s/veh	3.7	3.7	3.7	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	26	21	12
Demand Flow Rate, veh/h	33	26	21	12
Vehicles Circulating, veh/h	8	29	21	40
Vehicles Exiting, veh/h	44	13	20	15
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.5	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	33	26	21	12
Cap Entry Lane, veh/h	1121	1098	1106	1086
Entry HV Adj Factor	0.993	0.983	0.996	0.992
Flow Entry, veh/h	33	26	21	12
Cap Entry, veh/h	1113	1079	1102	1076
V/C Ratio	0.029	0.024	0.019	0.011
Control Delay, s/veh	3.5	3.5	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	24	14	7	19
Demand Flow Rate, veh/h	24	14	7	19
Vehicles Circulating, veh/h	21	6	29	17
Vehicles Exiting, veh/h	15	30	16	3
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.5	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	24	14	7	19
Cap Entry Lane, veh/h	1106	1123	1098	1111
Entry HV Adj Factor	0.985	0.983	0.994	0.991
Flow Entry, veh/h	24	14	7	19
Cap Entry, veh/h	1089	1104	1091	1100
V/C Ratio	0.022	0.012	0.006	0.017
Control Delay, s/veh	3.5	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	33	20	162	101	3
Future Vol, veh/h	4	33	20	162	101	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	36	22	176	110	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	243	57	113	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	724	997	1474	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	997	1474	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	956	-	-
HCM Lane V/C Ratio	0.015	-	0.042	-	-
HCM Control Delay (s)	7.5	0.1	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	52	70	325	39	38	231
Future Vol, veh/h	52	70	325	39	38	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	76	353	42	41	251

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	687	353	0	0	353	0
Stage 1	353	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	413	691	-	-	1206	-
Stage 1	711	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	396	691	-	-	1206	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	396	691	1206	-
HCM Lane V/C Ratio	-	-	0.143	0.11	0.034	-
HCM Control Delay (s)	-	-	15.6	10.9	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	2	87	13	3	96
Future Vol, veh/h	10	2	87	13	3	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	2	95	14	3	104

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	213	102	0	0	109	0
Stage 1	102	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	775	953	-	-	1481	-
Stage 1	922	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	773	953	-	-	1481	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	798	1481	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	2	0	0	0	1	4	0	0	13	0
Future Vol, veh/h	0	10	2	0	0	0	1	4	0	0	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	2	0	0	0	1	4	0	0	14	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	6.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	83%	0%	21%
Vol Thru, %	100%	17%	20%	42%
Vol Right, %	0%	0%	80%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	12	5	19
LT Vol	0	10	0	4
Through Vol	13	2	1	8
RT Vol	0	0	4	7
Lane Flow Rate	14	13	5	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.015	0.005	0.022
Departure Headway (Hd)	3.982	4.166	3.524	3.799
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	862	1017	946
Service Time	1.992	2.179	1.541	1.808
HCM Lane V/C Ratio	0.016	0.015	0.005	0.022
HCM Control Delay	7.1	7.2	6.6	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	8	7
Future Vol, veh/h	0	4	8	7
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	9	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	14	19	21
Demand Flow Rate, veh/h	6	14	19	21
Vehicles Circulating, veh/h	23	16	13	7
Vehicles Exiting, veh/h	5	16	16	23
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.4	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	14	19	21
Cap Entry Lane, veh/h	1104	1112	1115	1122
Entry HV Adj Factor	0.987	0.997	0.986	0.990
Flow Entry, veh/h	6	14	19	21
Cap Entry, veh/h	1089	1108	1098	1110
V/C Ratio	0.005	0.013	0.017	0.019
Control Delay, s/veh	3.4	3.4	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	13	22	2	6	7
Future Vol, veh/h	4	13	22	2	6	7
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	14	24	2	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	31	0	-	0	53	35
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	955	1038
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	944	1029
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	988
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	8	30	0	40	4	14	0	13	128	60
Future Vol, veh/h	0	3	8	30	0	40	4	14	0	13	128	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	9	33	0	43	4	15	0	14	139	65
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.2	8.9	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	42%	0%	21%	0%	22%	0%	100%	98%
Vol Right, %	0%	0%	58%	0%	79%	0%	78%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	85	103	3	38	40	18	13	80	41
LT Vol	13	0	0	3	0	40	0	13	0	0
Through Vol	0	85	43	0	8	0	4	0	80	40
RT Vol	0	0	60	0	30	0	14	0	0	1
Lane Flow Rate	14	93	112	3	41	43	20	14	87	45
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.022	0.133	0.147	0.006	0.058	0.073	0.027	0.023	0.127	0.065
Departure Headway (Hd)	5.659	5.157	4.747	6.095	5.043	6.042	4.998	5.774	5.272	5.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	632	695	754	586	708	592	714	619	678	680
Service Time	3.396	2.894	2.484	3.845	2.793	3.791	2.747	3.517	3.015	2.998
HCM Lane V/C Ratio	0.022	0.134	0.149	0.005	0.058	0.073	0.028	0.023	0.128	0.066
HCM Control Delay	8.5	8.7	8.3	8.9	8.1	9.3	7.9	8.7	8.8	8.4
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5	0	0.2	0.2	0.1	0.1	0.4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	120	1
Future Vol, veh/h	0	13	120	1
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	130	1
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	8.7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	326	0	0	0	312	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	326	0	0	0	312	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	354	0	0	0	339	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	11.5	11.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	326	0	0	0	0	312	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	326	0	0	0	0	312	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	354	0	0	0	0	339	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.462	0	0	0	0	0.443	0
Departure Headway (Hd)	4.696	4.696	4.696	6.171	6.171	4.704	4.704	4.704
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	758	0	0	0	0	756	0
Service Time	2.472	2.472	2.472	3.871	3.871	2.483	2.483	2.483
HCM Lane V/C Ratio	0	0.467	0	0	0	0	0.448	0
HCM Control Delay	7.5	11.5	7.5	8.9	8.9	7.5	11.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	2.5	0	0	0	0	2.3	0

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	31	0	279	32	16	28	97	273	16	88	4
Future Vol, veh/h	5	31	0	279	32	16	28	97	273	16	88	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	34	0	303	35	17	30	105	297	17	96	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	314	296	96	313	296	105	96	0	0	105	0	0
Stage 1	130	130	-	166	166	-	-	-	-	-	-	-
Stage 2	184	166	-	147	130	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	639	616	960	640	616	949	1498	-	-	1486	-	-
Stage 1	874	789	-	836	761	-	-	-	-	-	-	-
Stage 2	818	761	-	856	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	585	597	960	598	597	949	1498	-	-	1486	-	-
Mov Cap-2 Maneuver	585	597	-	598	597	-	-	-	-	-	-	-
Stage 1	856	780	-	819	746	-	-	-	-	-	-	-
Stage 2	750	746	-	810	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	16.1	0.5	1.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	585	597	-	598	597	949	1486	-	-
HCM Lane V/C Ratio	0.02	-	-	0.009	0.056	-	0.507	0.058	0.018	0.012	-	-
HCM Control Delay (s)	7.5	-	-	11.2	11.4	0	17.1	11.4	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	-	2.9	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	2	0	0	2	5	0	0	25	0
Future Vol, veh/h	0	17	3	2	0	0	2	5	0	0	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	2	0	0	2	5	0	0	27	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	77%	0%	10%
Vol Thru, %	100%	14%	29%	50%
Vol Right, %	0%	9%	71%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	22	7	42
LT Vol	0	17	0	4
Through Vol	25	3	2	21
RT Vol	0	2	5	17
Lane Flow Rate	27	24	8	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.028	0.008	0.048
Departure Headway (Hd)	4.023	4.167	3.65	3.785
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	859	978	946
Service Time	2.045	2.193	1.681	1.806
HCM Lane V/C Ratio	0.03	0.028	0.008	0.049
HCM Control Delay	7.2	7.3	6.7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	21	17
Future Vol, veh/h	0	4	21	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	23	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	6	14	15
Demand Flow Rate, veh/h	9	6	14	15
Vehicles Circulating, veh/h	13	16	7	8
Vehicles Exiting, veh/h	10	5	15	14
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.3	3.4	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	6	14	15
Cap Entry Lane, veh/h	1115	1112	1122	1121
Entry HV Adj Factor	0.993	0.987	0.986	0.986
Flow Entry, veh/h	9	6	14	15
Cap Entry, veh/h	1108	1097	1106	1105
V/C Ratio	0.008	0.005	0.012	0.013
Control Delay, s/veh	3.3	3.3	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	3	13	14	0
Demand Flow Rate, veh/h	3	13	14	0
Vehicles Circulating, veh/h	11	1	3	14
Vehicles Exiting, veh/h	3	16	11	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.3	3.3	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	3	13	14	0
Cap Entry Lane, veh/h	1118	1129	1127	1114
Entry HV Adj Factor	0.980	0.997	1.000	1.000
Flow Entry, veh/h	3	13	14	0
Cap Entry, veh/h	1095	1125	1126	1113
V/C Ratio	0.003	0.012	0.012	0.000
Control Delay, s/veh	3.3	3.3	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	18	27	201	184	6
Future Vol, veh/h	5	18	27	201	184	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	29	218	200	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	103	207	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	603	932	1361	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	932	1361	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1361	-	827	-	-
HCM Lane V/C Ratio	0.022	-	0.03	-	-
HCM Control Delay (s)	7.7	0.1	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	564	108	90	735	14	110	0	51	5	3	24
Future Volume (veh/h)	193	564	108	90	735	14	110	0	51	5	3	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	210	613	117	98	799	15	120	0	55	5	3	26
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	783	323	261	939	18	519	0	238	10	6	53
Arrive On Green	0.12	0.22	0.22	0.16	0.26	0.25	0.44	0.00	0.44	0.04	0.04	0.04
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1172	0	537	240	144	1247
Grp Volume(v), veh/h	210	613	117	98	398	416	175	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1709	0	0	1631	0	0
Q Serve(g_s), s	14.0	19.6	8.2	6.4	25.6	25.6	7.6	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	14.0	19.6	8.2	6.4	25.6	25.6	7.6	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.69		0.31	0.15		0.76
Lane Grp Cap(c), veh/h	191	783	323	261	468	489	757	0	0	70	0	0
V/C Ratio(X)	1.10	0.78	0.36	0.38	0.85	0.85	0.23	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	757	0	0	448	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	44.0	39.6	45.1	41.9	41.9	20.8	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	92.2	1.6	0.6	0.6	7.1	6.8	0.7	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.7	3.3	3.0	13.4	14.0	3.8	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	145.2	45.6	40.2	45.6	49.0	48.7	21.5	0.0	0.0	61.6	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		940			912			175			34	
Approach Delay, s/veh		67.2			48.5			21.5			61.6	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		57.2	23.2	30.5		9.1	18.0	35.7
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		9.6	8.4	21.6		4.5	16.0	27.6
Green Ext Time (p_c), s		0.3	0.0	3.0		0.1	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.0	1.0	1.0	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.5	7.8	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.2	42.6	42.8	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.5			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	485	40	40	618	56	82
Future Vol, veh/h	485	40	40	618	56	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	527	43	43	672	61	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	571	0	972	285
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	998	-	250	712
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	998	-	239	712
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	-	-	998	-
HCM Lane V/C Ratio	0.38	-	-	0.044	-
HCM Control Delay (s)	19.6	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

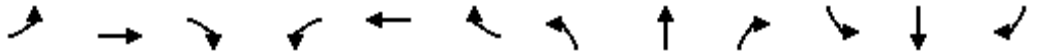
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	532	7	20	665	4	12
Future Vol, veh/h	532	7	20	665	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	578	8	22	723	4	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	586	0	987	293
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	985	-	244	703
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	985	-	239	703
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	937	-	-	985	-
HCM Lane V/C Ratio	0.019	-	-	0.022	-
HCM Control Delay (s)	8.9	-	-	8.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	234	97	93	376	47	60	340	61	35	503	198
Future Volume (veh/h)	201	234	97	93	376	47	60	340	61	35	503	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	218	254	105	101	409	51	65	370	66	38	547	215
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	983	405	350	1119	461	116	993	409	81	644	253
Arrive On Green	0.18	0.28	0.28	0.21	0.32	0.32	0.07	0.28	0.28	0.05	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2486	974
Grp Volume(v), veh/h	218	254	105	101	409	51	65	370	66	38	389	373
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1691
Q Serve(g_s), s	11.4	5.0	3.6	4.7	8.0	2.2	3.5	7.6	1.6	2.0	18.8	18.9
Cycle Q Clear(g_c), s	11.4	5.0	3.6	4.7	8.0	2.2	3.5	7.6	1.6	2.0	18.8	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	287	983	405	350	1119	461	116	993	409	81	459	438
V/C Ratio(X)	0.76	0.26	0.26	0.29	0.37	0.11	0.56	0.37	0.16	0.47	0.85	0.85
Avail Cap(c_a), veh/h	436	983	405	350	1119	461	163	993	409	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	25.3	13.0	29.6	23.8	21.8	40.4	26.0	6.5	41.6	31.6	32.3
Incr Delay (d2), s/veh	4.1	0.6	1.5	0.5	0.9	0.5	3.9	0.2	0.2	4.1	13.3	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.5	1.6	2.1	4.1	1.0	1.7	3.7	0.7	1.0	10.9	10.6
LnGrp Delay(d),s/veh	39.4	25.9	14.5	30.1	24.7	22.3	44.4	26.2	6.7	45.7	44.9	46.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		577			561			501			800	
Approach Delay, s/veh		29.0			25.5			26.0			45.7	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	29.2	23.3	29.0	10.4	27.3	19.8	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	9.6	6.7	7.0	5.5	20.9	13.4	10.0
Green Ext Time (p_c), s	0.0	4.0	0.2	1.2	0.0	0.4	0.4	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	349	25	16	575	4	6	1	8	7	0	0
Future Vol, veh/h	0	349	25	16	575	4	6	1	8	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	379	27	17	625	4	7	1	9	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	629	0	0	379	0	0	1041	1043	379	1046	1041	627
Stage 1	-	-	-	-	-	-	379	379	-	662	662	-
Stage 2	-	-	-	-	-	-	662	664	-	384	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	953	-	-	1179	-	-	208	229	668	206	230	484
Stage 1	-	-	-	-	-	-	643	615	-	451	459	-
Stage 2	-	-	-	-	-	-	451	458	-	639	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	953	-	-	1179	-	-	205	224	668	199	225	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	224	-	199	225	-
Stage 1	-	-	-	-	-	-	643	615	-	451	449	-
Stage 2	-	-	-	-	-	-	441	448	-	630	615	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.5	23.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	953	-	-	1179	-	-	199
HCM Lane V/C Ratio	0.05	-	-	-	0.015	-	-	0.038
HCM Control Delay (s)	16.5	0	-	-	8.1	0	-	23.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	88	0	5	105	3	0	0	5	2	0	0
Future Volume (veh/h)	0	88	0	5	105	3	0	0	5	2	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	96	0	5	114	3	0	0	5	2	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	146	114	9	242	6	2	1330	1041	4	1427	1118
Arrive On Green	0.00	0.08	0.00	0.00	0.04	0.04	0.00	0.00	0.71	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1807	48	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	96	0	5	0	117	0	0	5	2	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1854	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	4.5	0.0	0.3	0.0	5.5	0.0	0.0	0.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.5	0.0	0.3	0.0	5.5	0.0	0.0	0.1	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	146	114	9	0	248	2	1330	1041	4	1427	1118
V/C Ratio(X)	0.00	0.66	0.00	0.59	0.00	0.47	0.00	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	824	73	1330	1041	73	1427	1118
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.64	0.00	0.64	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	40.3	0.0	44.8	0.0	39.9	0.0	0.0	3.7	44.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	34.6	0.0	0.9	0.0	0.0	0.0	95.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	0.0	0.2	0.0	2.9	0.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	45.2	0.0	79.4	0.0	40.8	0.0	0.0	3.7	140.5	0.0	0.0
LnGrp LOS		D		E		D			A	F		
Approach Vol, veh/h		96			122			5			2	
Approach Delay, s/veh		45.2			42.4			3.7			140.5	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	68.8	5.0	11.6	0.0	73.5	0.0	16.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	2.1	2.3	6.5	0.0	0.0	0.0	7.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	246	75	236	497	184	97	307	103	100	309	34
Future Volume (veh/h)	42	246	75	236	497	184	97	307	103	100	309	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	267	82	257	540	200	105	334	112	109	336	37
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	361	283	281	618	484	132	715	560	82	657	515
Arrive On Green	0.01	0.06	0.06	0.34	0.66	0.66	0.03	0.13	0.13	0.05	0.35	0.35
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	46	267	82	257	540	200	105	334	112	109	336	37
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.5	12.7	4.8	13.5	20.9	5.7	5.8	15.0	6.2	4.5	12.8	1.5
Cycle Q Clear(g_c), s	2.5	12.7	4.8	13.5	20.9	5.7	5.8	15.0	6.2	4.5	12.8	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	361	283	281	618	484	132	715	560	82	657	515
V/C Ratio(X)	0.82	0.74	0.29	0.91	0.87	0.41	0.79	0.47	0.20	1.33	0.51	0.07
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	715	560	82	657	515
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	39.9	36.2	28.9	13.6	11.1	43.1	30.8	26.9	42.8	23.0	19.3
Incr Delay (d2), s/veh	30.4	4.1	0.5	32.0	11.0	0.6	9.6	2.0	0.7	212.6	2.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.0	2.0	8.5	12.1	2.3	3.0	8.1	2.6	6.8	7.0	0.6
LnGrp Delay(d),s/veh	74.6	44.0	36.7	60.8	24.7	11.6	52.6	32.8	27.7	255.3	25.8	19.6
LnGrp LOS	E	D	D	E	C	B	D	C	C	F	C	B
Approach Vol, veh/h		395			997			551			482	
Approach Delay, s/veh		46.1			31.4			35.5			77.2	
Approach LOS		D			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	39.0	20.0	22.0	11.8	36.3	7.6	34.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	17.0	15.5	14.7	7.8	14.8	4.5	22.9
Green Ext Time (p_c), s	0.0	2.5	0.0	2.8	0.1	1.8	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	302	13	10	453	247	5	19	3	250	20	148
Future Volume (veh/h)	146	302	13	10	453	247	5	19	3	250	20	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	159	328	14	11	492	268	5	21	3	272	22	161
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	720	564	17	528	413	355	450	352	263	741	580
Arrive On Green	0.23	0.77	0.77	0.00	0.09	0.09	0.01	0.24	0.24	0.16	0.40	0.40
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	159	328	14	11	492	268	5	21	3	272	22	161
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	8.4	5.6	0.2	0.6	23.6	16.0	0.2	0.8	0.1	14.5	0.6	6.7
Cycle Q Clear(g_c), s	8.4	5.6	0.2	0.6	23.6	16.0	0.2	0.8	0.1	14.5	0.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	720	564	17	528	413	355	450	352	263	741	580
V/C Ratio(X)	0.85	0.46	0.02	0.63	0.93	0.65	0.01	0.05	0.01	1.03	0.03	0.28
Avail Cap(c_a), veh/h	209	720	564	118	528	413	464	450	352	263	741	580
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	6.9	6.3	44.7	39.9	36.5	25.6	26.2	25.9	37.8	16.5	18.4
Incr Delay (d2), s/veh	25.6	0.5	0.0	24.3	19.0	2.6	0.0	0.2	0.0	64.4	0.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.8	0.1	0.4	15.0	6.7	0.1	0.4	0.1	11.2	0.3	2.9
LnGrp Delay(d),s/veh	59.6	7.3	6.3	69.0	58.9	39.1	25.6	26.4	26.0	102.1	16.6	19.5
LnGrp LOS	E	A	A	E	E	D	C	C	C	F	B	B
Approach Vol, veh/h		501			771			29			455	
Approach Delay, s/veh		23.9			52.2			26.2			68.8	
Approach LOS		C			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	26.2	5.5	39.3	5.0	40.3	14.8	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	10.5	2.8	2.6	7.6	2.2	8.7	10.4	25.6
Green Ext Time (p_c), s	0.0	0.7	0.0	4.3	0.0	0.7	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	426	66	379	624	24	45	10	15	21	10	7
Future Volume (veh/h)	6	426	66	379	624	24	45	10	15	21	10	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	7	463	72	412	678	26	49	11	16	23	11	8
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	373	292	450	872	683	60	569	445	32	536	420
Arrive On Green	0.01	0.40	0.40	0.28	0.47	0.47	0.04	0.31	0.31	0.02	0.29	0.29
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	7	463	72	412	678	26	49	11	16	23	11	8
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.4	18.0	3.0	22.0	27.4	0.9	2.7	0.4	0.7	1.3	0.4	0.4
Cycle Q Clear(g_c), s	0.4	18.0	3.0	22.0	27.4	0.9	2.7	0.4	0.7	1.3	0.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	373	292	450	872	683	60	569	445	32	536	420
V/C Ratio(X)	0.60	1.24	0.25	0.92	0.78	0.04	0.82	0.02	0.04	0.72	0.02	0.02
Avail Cap(c_a), veh/h	73	373	292	536	900	705	107	569	445	73	536	420
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	27.0	22.5	31.6	20.0	13.0	43.0	21.8	22.0	43.9	23.0	22.9
Incr Delay (d2), s/veh	29.8	124.3	0.3	18.7	4.2	0.0	22.2	0.1	0.1	26.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	22.0	1.2	12.2	15.0	0.3	1.6	0.2	0.3	0.8	0.2	0.2
LnGrp Delay(d),s/veh	74.0	151.3	22.8	50.3	24.3	13.0	65.3	21.9	22.1	70.4	23.0	23.0
LnGrp LOS	E	F	C	D	C	B	E	C	C	E	C	C
Approach Vol, veh/h		542			1116			76			42	
Approach Delay, s/veh		133.2			33.6			49.9			49.0	
Approach LOS		F			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	32.0	29.3	22.5	7.8	30.4	5.1	46.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	3.3	2.7	24.0	20.0	4.7	2.4	2.4	29.4
Green Ext Time (p_c), s	0.0	0.1	0.8	0.0	0.0	0.1	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	65.1
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	14	436	1021	42	0	11
Future Vol, veh/h	14	436	1021	42	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	474	1110	46	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	1637	1133
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	605	-	-	-	111	247
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	605	-	-	-	107	247
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	605	-	-	-	247
HCM Lane V/C Ratio	0.025	-	-	-	0.048
HCM Control Delay (s)	11.1	0	-	-	20.3
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	335	218	183	678	60	365	115	93	47	160	98
Future Volume (veh/h)	56	335	218	183	678	60	365	115	93	47	160	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	364	237	199	737	65	397	125	101	51	174	107
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	638	261	214	924	379	177	1771	728	90	1583	649
Arrive On Green	0.05	0.18	0.18	0.13	0.26	0.26	0.18	0.84	0.84	0.06	0.45	0.45
Sat Flow, veh/h	1634	3539	1446	1634	3539	1450	1634	3539	1454	1634	3539	1450
Grp Volume(v), veh/h	61	364	237	199	737	65	397	125	101	51	174	107
Grp Sat Flow(s),veh/h/ln	1634	1770	1446	1634	1770	1450	1634	1770	1454	1634	1770	1450
Q Serve(g_s), s	4.4	11.3	14.4	14.5	23.3	4.2	13.0	0.7	0.8	3.7	3.4	5.3
Cycle Q Clear(g_c), s	4.4	11.3	14.4	14.5	23.3	4.2	13.0	0.7	0.8	3.7	3.4	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	638	261	214	924	379	177	1771	728	90	1583	649
V/C Ratio(X)	0.75	0.57	0.91	0.93	0.80	0.17	2.24	0.07	0.14	0.57	0.11	0.16
Avail Cap(c_a), veh/h	82	1445	591	214	1681	689	177	1771	728	109	1583	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.54	0.54	0.54	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	44.9	26.8	51.6	41.4	34.3	49.1	5.0	1.5	55.3	19.3	19.8
Incr Delay (d2), s/veh	30.8	0.8	11.6	28.5	0.9	0.1	576.3	0.1	0.4	5.5	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.6	6.6	8.2	11.5	1.7	34.2	0.4	0.4	1.8	1.7	2.2
LnGrp Delay(d),s/veh	87.1	45.7	38.4	80.1	42.3	34.4	625.4	5.1	1.8	60.7	19.4	20.3
LnGrp LOS	F	D	D	F	D	C	F	A	A	E	B	C
Approach Vol, veh/h		662			1001			623			332	
Approach Delay, s/veh		46.9			49.3			399.9			26.1	
Approach LOS		D			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	64.0	19.7	25.6	17.0	57.7	10.0	35.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	2.8	16.5	16.4	15.0	7.3	6.4	25.3
Green Ext Time (p_c), s	0.0	2.0	0.0	2.5	0.0	1.9	0.0	4.0

Intersection Summary		
HCM 2010 Ctrl Delay		129.2
HCM 2010 LOS		F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	473	59	21	868	69	17
Future Volume (veh/h)	473	59	21	868	69	17
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	514	64	23	943	75	18
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1061	831	53	1034	540	482
Arrive On Green	0.57	0.57	0.57	0.57	0.33	0.33
Sat Flow, veh/h	1863	1458	21	1815	1634	1458
Grp Volume(v), veh/h	514	64	966	0	75	18
Grp Sat Flow(s),veh/h/ln	1863	1458	1836	0	1634	1458
Q Serve(g_s), s	14.8	1.8	16.8	0.0	2.9	0.8
Cycle Q Clear(g_c), s	14.8	1.8	42.7	0.0	2.9	0.8
Prop In Lane		1.00	0.02		1.00	1.00
Lane Grp Cap(c), veh/h	1061	831	1087	0	540	482
V/C Ratio(X)	0.48	0.08	0.89	0.00	0.14	0.04
Avail Cap(c_a), veh/h	1252	980	1273	0	540	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.63	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	8.7	17.4	0.0	21.1	20.4
Incr Delay (d2), s/veh	0.3	0.0	4.8	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.7	22.9	0.0	1.4	0.3
LnGrp Delay(d),s/veh	11.8	8.8	22.2	0.0	21.7	20.6
LnGrp LOS	B	A	C		C	C
Approach Vol, veh/h	578			966	93	
Approach Delay, s/veh	11.5			22.2	21.5	
Approach LOS	B			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		34.2		55.8				55.8
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		4.9		16.8				44.7
Green Ext Time (p_c), s		0.2		8.7				6.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	322	125	228	592	48	111	341	82	31	380	145
Future Volume (veh/h)	104	322	125	228	592	48	111	341	82	31	380	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	113	350	136	248	643	52	121	371	89	34	413	158
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	782	322	361	832	343	136	1391	330	68	1127	426
Arrive On Green	0.10	0.22	0.22	0.11	0.24	0.24	0.17	0.98	0.95	0.04	0.45	0.43
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2840	674	1634	2513	951
Grp Volume(v), veh/h	113	350	136	248	643	52	121	230	230	34	289	282
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1744	1634	1770	1695
Q Serve(g_s), s	8.0	10.3	9.6	9.0	20.4	3.4	8.7	0.4	0.7	2.4	12.9	13.4
Cycle Q Clear(g_c), s	8.0	10.3	9.6	9.0	20.4	3.4	8.7	0.4	0.7	2.4	12.9	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	163	782	322	361	832	343	136	867	854	68	793	760
V/C Ratio(X)	0.69	0.45	0.42	0.69	0.77	0.15	0.89	0.26	0.27	0.50	0.36	0.37
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	867	854	136	793	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	40.4	40.1	51.1	42.9	36.4	49.5	0.6	1.0	56.3	21.8	22.3
Incr Delay (d2), s/veh	4.7	0.4	0.8	2.0	2.6	0.2	43.7	0.7	0.7	5.5	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.0	3.9	4.1	10.2	1.4	5.6	0.3	0.4	1.2	6.6	6.5
LnGrp Delay(d),s/veh	56.9	40.8	40.9	53.1	45.5	36.6	93.2	1.3	1.8	61.7	23.1	23.7
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	C	C
Approach Vol, veh/h		599			943			581			605	
Approach Delay, s/veh		43.9			47.0			20.6			25.6	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	62.8	17.7	30.5	14.0	57.8	16.0	32.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	3.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	2.7	11.0	12.3	10.7	15.4	10.0	22.4
Green Ext Time (p_c), s	0.0	4.0	0.7	5.0	0.0	3.7	0.2	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	244	103	109	298	44	112	315	46	70	301	50
Future Volume (veh/h)	81	244	103	109	298	44	112	315	46	70	301	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	265	112	118	324	48	122	342	50	76	327	54
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	413	170	190	527	217	1592	2067	852	158	467	192
Arrive On Green	0.08	0.12	0.12	0.12	0.15	0.15	0.50	0.58	0.58	0.05	0.13	0.13
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	88	265	112	118	324	48	122	342	50	76	327	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	6.3	8.6	8.8	8.3	10.3	3.5	2.4	5.3	0.9	2.8	10.6	3.2
Cycle Q Clear(g_c), s	6.3	8.6	8.8	8.3	10.3	3.5	2.4	5.3	0.9	2.8	10.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	413	170	190	527	217	1592	2067	852	158	467	192
V/C Ratio(X)	0.64	0.64	0.66	0.62	0.61	0.22	0.08	0.17	0.06	0.48	0.70	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1592	2067	852	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	50.6	50.7	50.5	47.8	44.9	15.5	11.5	2.5	55.5	49.8	29.2
Incr Delay (d2), s/veh	4.6	1.5	3.9	3.3	1.2	0.5	0.0	0.2	0.1	2.2	8.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.3	3.7	3.9	5.1	1.4	1.1	2.7	0.4	1.3	5.7	1.5
LnGrp Delay(d),s/veh	57.8	52.1	54.7	53.9	49.0	45.4	15.5	11.7	2.6	57.7	58.3	32.8
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		465			490			514			457	
Approach Delay, s/veh		53.8			49.8			11.7			55.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.1	17.9	18.0	64.3	19.8	14.0	21.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.3	7.3	10.3	10.8	4.4	12.6	8.3	12.3
Green Ext Time (p_c), s	0.0	2.0	1.9	1.2	0.8	1.2	0.2	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	29	174	29	115	59	371	78	66	512	42
Future Volume (veh/h)	7	4	29	174	29	115	59	371	78	66	512	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	8	4	32	189	32	125	64	403	85	72	557	46
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	92	72	224	332	260	83	1042	816	89	1057	898
Arrive On Green	0.01	0.05	0.05	0.14	0.18	0.18	0.05	0.56	0.56	0.11	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	8	4	32	189	32	125	64	403	85	72	557	46
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.4	0.2	1.9	10.2	1.3	6.9	3.2	10.9	2.5	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.2	1.9	10.2	1.3	6.9	3.2	10.9	2.5	3.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	92	72	224	332	260	83	1042	816	89	1057	898
V/C Ratio(X)	0.61	0.04	0.45	0.85	0.10	0.48	0.77	0.39	0.10	0.81	0.53	0.05
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1042	816	118	1057	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.71	0.71	0.71	0.72	0.72	0.72
Uniform Delay (d), s/veh	44.5	40.8	41.6	37.9	30.9	33.3	42.4	11.1	9.3	39.6	0.0	0.0
Incr Delay (d2), s/veh	37.7	0.2	4.3	12.4	0.1	1.3	10.4	0.8	0.2	19.4	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.9	5.3	0.7	2.9	1.8	5.8	1.0	2.2	0.4	0.0
LnGrp Delay(d),s/veh	82.2	41.0	45.9	50.3	31.1	34.5	52.8	11.9	9.5	59.1	1.4	0.1
LnGrp LOS	F	D	D	D	C	C	D	B	A	E	A	A
Approach Vol, veh/h		44			346			552			675	
Approach Delay, s/veh		52.0			42.8			16.3			7.4	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	54.8	16.8	8.9	8.7	55.6	5.2	20.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	5.9	12.9	12.2	3.9	5.2	2.0	2.4	8.9
Green Ext Time (p_c), s	0.0	4.0	0.3	0.5	0.0	4.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	132	11	49	237	23	14	205	59	44	19	39
Future Volume (veh/h)	17	132	11	49	237	23	14	205	59	44	19	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	18	143	12	53	258	25	15	223	64	48	21	42
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	295	25	66	370	36	23	1182	925	59	1223	958
Arrive On Green	0.01	0.03	0.03	0.04	0.11	0.11	0.01	0.63	0.63	0.04	0.66	0.66
Sat Flow, veh/h	1634	3309	275	1634	3263	314	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	18	76	79	53	139	144	15	223	64	48	21	42
Grp Sat Flow(s),veh/h/ln	1634	1770	1814	1634	1770	1807	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.0	3.8	3.9	2.9	6.8	6.9	0.8	4.5	1.5	2.6	0.4	0.9
Cycle Q Clear(g_c), s	1.0	3.8	3.9	2.9	6.8	6.9	0.8	4.5	1.5	2.6	0.4	0.9
Prop In Lane	1.00		0.15	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	158	162	66	201	205	23	1182	925	59	1223	958
V/C Ratio(X)	0.68	0.48	0.49	0.80	0.69	0.70	0.66	0.19	0.07	0.81	0.02	0.04
Avail Cap(c_a), veh/h	118	383	393	209	482	492	118	1182	925	209	1223	958
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	44.5	41.6	41.7	42.8	38.4	38.4	44.2	6.8	6.3	43.1	5.4	5.5
Incr Delay (d2), s/veh	26.4	2.2	2.2	19.8	4.2	4.4	28.1	0.4	0.1	14.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	2.0	1.7	3.6	3.7	0.5	2.4	0.6	1.4	0.2	0.4
LnGrp Delay(d),s/veh	71.0	43.8	43.9	62.7	42.6	42.8	72.3	7.2	6.4	57.3	5.4	5.5
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			336			302			111	
Approach Delay, s/veh		46.7			45.9			10.3			27.9	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	61.6	8.1	12.5	5.8	63.6	5.9	14.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.6	6.5	4.9	5.9	2.8	2.9	3.0	8.9
Green Ext Time (p_c), s	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.3

Intersection Summary		
HCM 2010 Ctrl Delay		32.2
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	65	231	244	184	45	110	330	105	21	557	38
Future Volume (veh/h)	26	65	231	244	184	45	110	330	105	21	557	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	28	71	251	265	200	49	120	359	114	23	605	41
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	337	302	177	749	179	165	1415	443	56	1570	106
Arrive On Green	0.03	0.19	0.18	0.11	0.26	0.25	0.20	1.00	1.00	0.07	0.93	0.93
Sat Flow, veh/h	1634	1770	1583	1634	2834	679	1634	2654	831	1634	3364	228
Grp Volume(v), veh/h	28	71	251	265	123	126	120	238	235	23	318	328
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1743	1634	1770	1716	1634	1770	1823
Q Serve(g_s), s	2.0	4.1	18.4	13.0	6.6	6.9	8.2	0.0	0.0	1.6	2.2	2.3
Cycle Q Clear(g_c), s	2.0	4.1	18.4	13.0	6.6	6.9	8.2	0.0	0.0	1.6	2.2	2.3
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.48	1.00		0.12
Lane Grp Cap(c), veh/h	56	337	302	177	468	461	165	944	915	56	826	851
V/C Ratio(X)	0.50	0.21	0.83	1.50	0.26	0.27	0.73	0.25	0.26	0.41	0.38	0.39
Avail Cap(c_a), veh/h	144	457	409	177	493	485	204	944	915	82	826	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.85	0.85	0.85
Uniform Delay (d), s/veh	56.9	41.0	47.6	53.5	34.9	35.3	46.3	0.0	0.0	54.7	2.2	2.2
Incr Delay (d2), s/veh	6.6	0.3	10.2	251.0	0.3	0.3	9.2	0.6	0.7	4.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.0	8.9	18.2	3.3	3.4	4.1	0.2	0.2	0.8	1.1	1.2
LnGrp Delay(d),s/veh	63.5	41.3	57.8	304.5	35.2	35.6	55.6	0.6	0.7	58.7	3.4	3.3
LnGrp LOS	E	D	E	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		350			514			593			669	
Approach Delay, s/veh		54.9			174.1			11.8			5.3	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	68.0	17.0	26.9	16.1	60.0	8.1	35.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	13.6	2.0	15.0	20.4	10.2	4.3	4.0	8.9
Green Ext Time (p_c), s	0.0	4.4	0.0	0.8	0.1	4.4	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	56.1
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	163	79	0	15	271	16	0	88	19	21	0	37	84	81
Future Vol, veh/h	0	13	163	79	0	15	271	16	0	88	19	21	0	37	84	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	177	86	0	16	295	17	0	96	21	23	0	40	91	88
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.4	11.3	11.9	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	13	109	133	15	181	106	202
LT Vol	88	13	0	0	15	0	0	37
Through Vol	19	0	109	54	0	181	90	84
RT Vol	21	0	0	79	0	0	16	81
Lane Flow Rate	139	14	118	145	16	196	116	220
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.26	0.026	0.204	0.234	0.03	0.335	0.194	0.377
Departure Headway (Hd)	6.735	6.741	6.231	5.808	6.656	6.146	6.038	6.178
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	530	574	616	537	583	593	582
Service Time	4.495	4.498	3.987	3.563	4.409	3.899	3.791	3.932
HCM Lane V/C Ratio	0.262	0.026	0.206	0.235	0.03	0.336	0.196	0.378
HCM Control Delay	11.9	9.7	10.6	10.3	9.6	12	10.3	12.7
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	1	0.1	0.8	0.9	0.1	1.5	0.7	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	83	43	177	167	38	51	504	93	36	645	40
Future Volume (veh/h)	33	83	43	177	167	38	51	504	93	36	645	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	90	47	192	182	41	55	548	101	39	701	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	160	125	142	245	192	96	1938	356	74	2153	132
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.06	0.65	0.63	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2987	549	1634	3388	208
Grp Volume(v), veh/h	36	90	47	192	182	41	55	324	325	39	366	378
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1826
Q Serve(g_s), s	2.6	5.6	3.7	10.4	11.3	3.0	3.9	9.4	9.6	2.7	0.0	0.0
Cycle Q Clear(g_c), s	2.6	5.6	3.7	10.4	11.3	3.0	3.9	9.4	9.6	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	67	160	125	142	245	192	96	1148	1146	74	1125	1161
V/C Ratio(X)	0.54	0.56	0.38	1.36	0.74	0.21	0.57	0.28	0.28	0.53	0.33	0.33
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1148	1146	82	1125	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.88	0.88	0.88
Uniform Delay (d), s/veh	56.4	52.7	51.8	54.8	50.2	46.6	55.0	9.1	9.2	53.3	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	199.1	4.6	0.6	4.9	0.6	0.6	5.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	1.5	12.5	6.1	1.2	1.9	4.8	4.8	1.3	0.2	0.2
LnGrp Delay(d),s/veh	63.0	55.8	53.7	253.9	54.7	47.1	60.0	9.6	9.8	58.3	0.7	0.7
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		173			415			704			783	
Approach Delay, s/veh		56.7			146.1			13.6			3.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	81.9	14.4	14.3	11.0	80.3	8.9	19.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.7	11.6	12.4	7.6	5.9	2.0	4.6	13.3
Green Ext Time (p_c), s	0.0	5.9	0.0	0.9	0.1	5.9	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	108	147	90	101	87	169	570	98	138	607	81
Future Volume (veh/h)	48	108	147	90	101	87	169	570	98	138	607	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	117	160	98	110	95	184	620	107	150	660	88
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	533	220	95	541	223	235	1894	780	200	1819	750
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.14	0.54	0.54	0.12	0.51	0.51
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	52	117	160	98	110	95	184	620	107	150	660	88
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.5	12.6	7.0	3.3	7.1	13.0	11.8	4.4	10.6	13.4	3.7
Cycle Q Clear(g_c), s	3.7	3.5	12.6	7.0	3.3	7.1	13.0	11.8	4.4	10.6	13.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	533	220	95	541	223	235	1894	780	200	1819	750
V/C Ratio(X)	0.57	0.22	0.73	1.03	0.20	0.43	0.78	0.33	0.14	0.75	0.36	0.12
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1894	780	259	1819	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	55.2	44.8	48.6	56.5	44.5	46.1	49.6	15.7	14.0	50.9	17.4	15.1
Incr Delay (d2), s/veh	5.4	0.2	4.6	96.0	0.2	1.2	10.0	0.5	0.4	5.5	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	5.3	5.7	1.6	2.9	6.5	5.9	1.9	5.1	6.6	1.5
LnGrp Delay(d),s/veh	60.6	45.0	53.2	152.9	44.6	47.3	59.5	16.2	14.4	56.4	17.8	15.3
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		329			303			911			898	
Approach Delay, s/veh		51.4			80.5			24.7			24.0	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	68.2	11.0	22.1	21.2	65.7	10.7	22.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.4	13.8	9.0	14.6	15.0	15.4	5.7	9.1
Green Ext Time (p_c), s	0.2	7.3	0.0	1.5	0.2	7.2	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	116	102	80	211	113	175	650	74	89	671	115
Future Volume (veh/h)	64	116	102	80	211	113	175	650	74	89	671	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	126	111	87	229	123	190	707	80	97	729	125
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	235	191	82	389	160	123	732	573	486	2177	897
Arrive On Green	0.07	0.13	0.11	0.05	0.11	0.11	0.15	0.79	0.79	0.30	0.62	0.62
Sat Flow, veh/h	1634	1857	1509	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	70	120	117	87	229	123	190	707	80	97	729	125
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	5.0	7.6	8.4	6.0	7.4	5.4	9.0	40.5	1.2	5.3	12.0	4.3
Cycle Q Clear(g_c), s	5.0	7.6	8.4	6.0	7.4	5.4	9.0	40.5	1.2	5.3	12.0	4.3
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	224	202	82	389	160	123	732	573	486	2177	897
V/C Ratio(X)	0.64	0.53	0.58	1.06	0.59	0.77	1.55	0.97	0.14	0.20	0.33	0.14
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	486	2177	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.37	0.37	0.37	0.80	0.80	0.80
Uniform Delay (d), s/veh	54.6	49.1	50.3	57.0	50.8	15.9	51.0	12.1	4.5	31.5	11.2	9.7
Incr Delay (d2), s/veh	11.3	1.8	2.4	113.2	1.3	6.8	262.0	13.5	0.2	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.8	3.9	5.3	3.7	2.5	12.9	22.4	0.5	2.4	5.9	1.8
LnGrp Delay(d),s/veh	65.9	50.9	52.8	171.3	52.1	22.7	313.0	25.7	4.7	31.7	11.5	10.0
LnGrp LOS	E	D	D	F	D	C	F	C	A	C	B	A
Approach Vol, veh/h		307			439			977			951	
Approach Delay, s/veh		55.1			67.5			79.8			13.4	
Approach LOS		E			E			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	51.1	10.0	19.2	13.0	77.8	12.0	17.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	7.4	42.5	8.0	10.4	11.0	14.0	7.0	9.4
Green Ext Time (p_c), s	2.8	2.5	0.0	1.9	0.0	4.3	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	51.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	168	66	96	219	102	176	342	70	283	578	121
Future Volume (veh/h)	46	168	66	96	219	102	176	342	70	283	578	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	50	183	72	104	238	111	191	372	76	308	628	132
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	317	131	155	462	190	236	1671	689	343	1903	784
Arrive On Green	0.05	0.09	0.09	0.10	0.13	0.13	0.29	0.94	0.94	0.42	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	50	183	72	104	238	111	191	372	76	308	628	132
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.5	6.0	4.2	7.4	7.5	8.6	13.0	0.9	0.2	21.1	0.0	0.0
Cycle Q Clear(g_c), s	3.5	6.0	4.2	7.4	7.5	8.6	13.0	0.9	0.2	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	317	131	155	462	190	236	1671	689	343	1903	784
V/C Ratio(X)	0.34	0.58	0.55	0.67	0.51	0.58	0.81	0.22	0.11	0.90	0.33	0.17
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1671	689	354	1903	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.92	0.92	0.86	0.86	0.86	0.97	0.97	0.97	0.82	0.82	0.82
Uniform Delay (d), s/veh	53.2	52.4	28.0	52.5	48.6	49.1	41.1	1.8	0.7	33.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.5	3.3	6.8	0.8	2.4	9.8	0.3	0.3	20.7	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.0	1.8	3.6	3.7	3.6	6.5	0.5	0.1	11.4	0.1	0.1
LnGrp Delay(d),s/veh	54.4	54.0	31.3	59.3	49.4	51.5	51.0	2.1	1.0	54.4	0.4	0.4
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		305			453			639			1068	
Approach Delay, s/veh		48.7			52.2			16.6			16.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	89.2	60.7	15.4	14.8	21.3	68.5	10.5	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	23.1	2.9	9.4	8.0	15.0	2.0	5.5	10.6
Green Ext Time (p_c), s	0.1	5.6	0.3	0.8	0.3	5.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	352	113	79	239	67	69	627	60	155	1400	401
Future Volume (veh/h)	186	352	113	79	239	67	69	627	60	155	1400	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	202	383	123	86	260	73	75	682	65	168	1522	436
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	595	245	183	458	189	119	2713	257	109	2009	828
Arrive On Green	0.10	0.17	0.17	0.06	0.13	0.13	0.07	0.57	0.57	0.07	0.57	0.57
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4727	447	1634	3539	1458
Grp Volume(v), veh/h	202	383	123	86	260	73	75	488	259	168	1522	436
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1784	1634	1770	1458
Q Serve(g_s), s	7.4	12.1	9.2	3.2	8.3	5.5	5.4	8.6	8.7	8.0	39.2	22.1
Cycle Q Clear(g_c), s	7.4	12.1	9.2	3.2	8.3	5.5	5.4	8.6	8.7	8.0	39.2	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	307	595	245	183	458	189	119	1946	1024	109	2009	828
V/C Ratio(X)	0.66	0.64	0.50	0.47	0.57	0.39	0.63	0.25	0.25	1.54	0.76	0.53
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1946	1024	109	2009	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.96	0.96	0.96	0.88	0.88	0.88
Uniform Delay (d), s/veh	52.3	46.5	45.3	54.7	49.1	47.9	54.0	12.7	12.7	56.0	19.7	16.0
Incr Delay (d2), s/veh	2.0	0.9	1.2	1.9	1.1	1.3	5.2	0.3	0.6	280.1	2.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.0	3.8	1.4	4.1	2.3	2.6	4.1	4.4	12.1	19.7	9.3
LnGrp Delay(d),s/veh	54.3	47.5	46.6	56.6	50.2	49.2	59.2	13.0	13.3	336.1	22.1	18.1
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	B
Approach Vol, veh/h		708			419			822			2126	
Approach Delay, s/veh		49.3			51.3			17.3			46.1	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	72.9	10.9	24.2	12.8	72.1	15.6	19.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	10.7	5.2	14.1	7.4	41.2	9.4	10.3
Green Ext Time (p_c), s	0.0	19.2	0.1	3.2	0.0	3.7	0.2	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	7	31	0	7	16	1163	81	17	1032	30
Future Volume (veh/h)	24	0	7	31	0	7	16	1163	81	17	1032	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	26	0	8	34	0	8	17	1264	88	18	1122	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
Arrive On Green	0.03	0.00	0.04	0.04	0.00	0.03	0.03	0.76	0.76	0.03	0.76	0.76
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	26	0	8	34	0	8	17	1264	88	18	1122	33
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.3	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.6	2.4	0.0	0.6	1.2	16.2	0.8	1.3	8.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	73	57	64	0	72	51	2677	1103	52	3849	1104
V/C Ratio(X)	0.48	0.00	0.14	0.53	0.00	0.11	0.33	0.47	0.08	0.35	0.29	0.03
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2677	1103	82	3849	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	42.0	56.5	0.0	55.8	56.9	5.5	0.7	56.9	4.6	3.6
Incr Delay (d2), s/veh	6.3	0.0	1.1	6.5	0.0	0.7	3.8	0.6	0.1	3.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.2	0.0	0.3	0.6	8.1	0.3	0.6	3.9	0.3
LnGrp Delay(d),s/veh	63.2	0.0	43.1	63.1	0.0	56.5	60.7	6.1	0.8	60.8	4.7	3.7
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		34			42			1369			1173	
Approach Delay, s/veh		58.5			61.8			6.5			5.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	94.8	8.7	8.7	7.7	94.8	8.0	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.3	18.2	4.4	2.6	3.2	10.3	3.9	2.6
Green Ext Time (p_c), s	0.0	16.9	0.0	0.0	0.0	18.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	122	1044	64	89	868
Future Volume (veh/h)	179	122	1044	64	89	868
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	195	133	1135	70	97	943
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	217	1243	973	137	1462
Arrive On Green	0.15	0.15	0.67	0.67	0.17	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	195	133	1135	70	97	943
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	13.8	10.3	62.2	2.0	6.7	0.0
Cycle Q Clear(g_c), s	13.8	10.3	62.2	2.0	6.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	243	217	1243	973	137	1462
V/C Ratio(X)	0.80	0.61	0.91	0.07	0.71	0.65
Avail Cap(c_a), veh/h	268	239	1243	973	150	1462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.79	0.79	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	49.4	47.9	17.0	7.0	48.5	0.0
Incr Delay (d2), s/veh	12.0	3.1	11.7	0.1	11.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	4.3	35.6	0.8	3.4	0.8
LnGrp Delay(d),s/veh	61.4	51.0	28.7	7.1	59.9	1.9
LnGrp LOS	E	D	C	A	E	A
Approach Vol, veh/h	328		1205			1040
Approach Delay, s/veh	57.2		27.4			7.3
Approach LOS	E		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.1	84.1				98.2		21.8
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	8.7	64.2				2.0		15.8
Green Ext Time (p_c), s	0.0	7.8				18.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	58	139	76	76	80	84	449	26	52	821	41
Future Volume (veh/h)	72	58	139	76	76	80	84	449	26	52	821	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	78	63	151	83	83	87	91	488	28	57	892	45
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	79	190	125	109	114	136	1937	111	97	1870	94
Arrive On Green	0.11	0.16	0.15	0.08	0.13	0.12	0.17	1.00	1.00	0.12	1.00	1.00
Sat Flow, veh/h	1634	488	1169	1634	834	874	1634	3403	195	1634	3429	173
Grp Volume(v), veh/h	78	0	214	83	0	170	91	253	263	57	460	477
Grp Sat Flow(s),veh/h/ln	1634	0	1656	1634	0	1708	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	5.4	0.0	15.0	5.9	0.0	11.6	6.3	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	15.0	5.9	0.0	11.6	6.3	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.51	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	176	0	269	125	0	223	136	1007	1040	97	965	999
V/C Ratio(X)	0.44	0.00	0.80	0.67	0.00	0.76	0.67	0.25	0.25	0.59	0.48	0.48
Avail Cap(c_a), veh/h	196	0	420	144	0	379	218	1007	1040	163	965	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
Uniform Delay (d), s/veh	50.1	0.0	49.0	53.9	0.0	50.8	48.5	0.0	0.0	51.5	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	5.3	9.1	0.0	5.3	5.2	0.5	0.5	5.2	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	7.2	3.0	0.0	5.8	3.0	0.2	0.2	1.9	0.4	0.4
LnGrp Delay(d),s/veh	51.7	0.0	54.2	63.0	0.0	56.2	53.7	0.5	0.5	56.7	1.6	1.5
LnGrp LOS	D		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		292			253			607			994	
Approach Delay, s/veh		53.6			58.4			8.5			4.7	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	72.3	13.1	23.5	14.0	69.4	17.0	19.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	13.6	2.0	7.9	17.0	8.3	2.0	7.4	13.6
Green Ext Time (p_c), s	0.0	6.3	0.0	0.8	0.1	6.3	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	60.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	39	1	462	0	183	575	0	0	0	735	416
Future Vol, veh/h	0	0	0	0	0	39	1	462	0	183	575	0	0	0	735	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	42	1	502	0	199	625	0	0	0	799	452
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	64.3	57.7	60.3
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	575	40	462	735	416
LT Vol	183	0	39	0	0	0
Through Vol	0	575	1	0	735	0
RT Vol	0	0	0	462	0	416
Lane Flow Rate	199	625	43	502	799	452
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.464	1	0.106	1	1	0.889
Departure Headway (Hd)	8.403	7.904	8.761	7.575	7.779	7.08
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	463	410	482	471	515
Service Time	6.113	5.614	6.491	5.305	5.484	4.785
HCM Lane V/C Ratio	0.461	1.35	0.105	1.041	1.696	0.878
HCM Control Delay	18.2	70.3	12.5	68.8	69.7	43.6
HCM Lane LOS	C	F	B	F	F	E
HCM 95th-tile Q	2.4	13.1	0.4	13.3	13.2	10



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	505	185	371	138	539	0	0	710	206
Future Volume (veh/h)	0	0	0	505	185	371	138	539	0	0	710	206
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				549	201	403	150	586	0	0	772	224
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1014	578	453	548	2175	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				549	201	403	150	586	0	0	772	224
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.0	31.6	4.9	9.2	0.0	0.0	8.9	5.1
Cycle Q Clear(g_c), s				16.7	10.0	31.6	4.9	9.2	0.0	0.0	8.9	5.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1014	578	453	548	2175	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.89	0.27	0.27	0.00	0.00	0.54	0.38
Avail Cap(c_a), veh/h				1185	675	529	548	2175	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.96	0.96	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				34.3	32.0	39.4	43.1	10.7	0.0	0.0	7.7	7.3
Incr Delay (d2), s/veh				0.3	0.2	11.0	0.3	0.3	0.0	0.0	1.3	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	14.1	2.2	4.6	0.0	0.0	4.3	2.3
LnGrp Delay(d),s/veh				34.6	32.2	50.5	43.3	11.0	0.0	0.0	9.0	8.9
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1153			736			996	
Approach Delay, s/veh					39.7			17.6			9.0	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.3			25.3	53.0		41.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.2			6.9	10.9		33.6
Green Ext Time (p_c), s		3.3			2.0	4.7		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	456	181	235	601	0	0	1160	452
Future Volume (veh/h)	0	0	0	256	456	181	235	601	0	0	1160	452
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				278	496	197	255	653	0	0	1261	491
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	648	267	304	2655	0	0	1879	774
Arrive On Green				0.18	0.18	0.18	0.19	0.75	0.00	0.00	0.53	0.53
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				278	496	197	255	653	0	0	1261	491
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	16.0	15.3	18.1	6.8	0.0	0.0	31.2	28.6
Cycle Q Clear(g_c), s				9.4	16.0	15.3	18.1	6.8	0.0	0.0	31.2	28.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	648	267	304	2655	0	0	1879	774
V/C Ratio(X)				0.48	0.77	0.74	0.84	0.25	0.00	0.00	0.67	0.63
Avail Cap(c_a), veh/h				822	917	378	340	2655	0	0	1879	774
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.93	0.93	0.00	0.00	0.56	0.56
Uniform Delay (d), s/veh				43.9	46.6	46.3	47.1	4.6	0.0	0.0	20.5	19.9
Incr Delay (d2), s/veh				0.6	2.5	4.5	14.6	0.2	0.0	0.0	1.1	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.0	6.5	9.4	3.3	0.0	0.0	15.3	11.9
LnGrp Delay(d),s/veh				44.5	49.0	50.8	61.7	4.8	0.0	0.0	21.6	22.1
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					971			908			1752	
Approach Delay, s/veh					48.1			20.8			21.7	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.0			26.3	67.7		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		8.8			20.1	33.2		18.0
Green Ext Time (p_c), s		18.8			0.2	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.6
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1	73	0	0	0	0	463	79	369	322	0
Future Volume (veh/h)	170	1	73	0	0	0	0	463	79	369	322	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	1	79				0	503	86	401	350	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	229	1	189				0	844	661	437	1435	0
Arrive On Green	0.13	0.13	0.13				0.00	0.45	0.45	0.27	0.77	0.00
Sat Flow, veh/h	1765	10	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	186	0	79				0	503	86	401	350	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	9.2	0.0	4.5				0.0	18.2	3.1	21.4	4.8	0.0
Cycle Q Clear(g_c), s	9.2	0.0	4.5				0.0	18.2	3.1	21.4	4.8	0.0
Prop In Lane	0.99		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	230	0	189				0	844	661	437	1435	0
V/C Ratio(X)	0.81	0.00	0.42				0.00	0.60	0.13	0.92	0.24	0.00
Avail Cap(c_a), veh/h	355	0	292				0	844	661	499	1435	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.1	0.0	36.0				0.0	18.4	14.3	32.0	2.9	0.0
Incr Delay (d2), s/veh	7.7	0.0	1.5				0.0	3.1	0.4	20.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.9				0.0	10.1	1.3	12.2	2.6	0.0
LnGrp Delay(d),s/veh	45.8	0.0	37.5				0.0	21.5	14.7	52.6	3.3	0.0
LnGrp LOS	D		D					C	B	D	A	
Approach Vol, veh/h		265						589			751	
Approach Delay, s/veh		43.3						20.5			29.6	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.5	45.3		16.2		73.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	23.4	20.2		11.2		6.8		
Green Ext Time (p_c), s	0.6	2.8		0.5		3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	101	190	0	0	0	0	529	410	329	854	0
Future Volume (veh/h)	160	101	190	0	0	0	0	529	410	329	854	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	174	110	207				0	575	446	358	928	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	281	609	251				0	2965	850	459	2695	0
Arrive On Green	0.17	0.17	0.17				0.00	0.58	0.58	0.29	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	174	110	207				0	575	446	358	928	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.8	3.2	16.4				0.0	6.4	22.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	11.8	3.2	16.4				0.0	6.4	22.0	12.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	609	251				0	2965	850	459	2695	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.19	0.52	0.78	0.34	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2965	850	660	2695	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	46.0	42.5	47.9				0.0	11.8	15.0	40.8	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.1	7.5				0.0	0.1	2.3	3.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.6	7.1				0.0	3.0	9.3	5.6	0.1	0.0
LnGrp Delay(d),s/veh	48.3	42.6	55.4				0.0	11.9	17.3	44.0	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		491						1021			1286	
Approach Delay, s/veh		50.0						14.3			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.4	74.0		24.6		95.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.4	24.0		18.4		2.0		
Green Ext Time (p_c), s	1.0	10.0		1.6		12.5		

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	447	120	0	0	0	0	614	374	540	892	0
Future Volume (veh/h)	167	447	120	0	0	0	0	614	374	540	892	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	182	486	130				0	667	407	587	970	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	521	581	240				0	1849	762	676	2722	0
Arrive On Green	0.16	0.16	0.16				0.00	0.52	0.52	0.43	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	182	486	130				0	667	407	587	970	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.1	16.0	9.8				0.0	13.3	22.2	20.2	0.0	0.0
Cycle Q Clear(g_c), s	6.1	16.0	9.8				0.0	13.3	22.2	20.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	521	581	240				0	1849	762	676	2722	0
V/C Ratio(X)	0.35	0.84	0.54				0.00	0.36	0.53	0.87	0.36	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1849	762	792	2722	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.86	0.86	0.86				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	44.5	48.6	46.0				0.0	16.9	19.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.6	1.6				0.0	0.5	2.7	6.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.4	4.1				0.0	6.6	9.5	9.4	0.1	0.0
LnGrp Delay(d),s/veh	44.8	56.2	47.7				0.0	17.4	21.7	39.4	0.3	0.0
LnGrp LOS	D	E	D					B	C	D	A	
Approach Vol, veh/h		798						1074			1557	
Approach Delay, s/veh		52.2						19.0			15.0	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.6	66.7		23.7		96.3		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	22.2	24.2		18.0		2.0		
Green Ext Time (p_c), s	1.3	11.5		1.2		13.5		

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	9	0	0	7
Future Vol, veh/h	0	0	9	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1000	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1071	-	-	1610	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	21	8	0	20	0	7
Future Vol, veh/h	21	8	0	20	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	0	22	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	49	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	960	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	960	1048
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1048	-	-	1580	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	101	472	104	0	468
Future Vol, veh/h	0	101	472	104	0	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	110	513	113	0	509

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1079	570	0	0	626	0
Stage 1	570	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	242	521	-	-	956	-
Stage 1	566	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	521	-	-	956	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	521	956	-
HCM Lane V/C Ratio	-	-	0.211	-	-
HCM Control Delay (s)	-	-	13.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	458	493	101	0	105
Future Vol, veh/h	0	458	493	101	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	498	536	110	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	646	0	-	0	1089	591
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	939	-	-	-	238	507
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	238	507
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	611	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	507
HCM Lane V/C Ratio	-	-	-	-	0.225
HCM Control Delay (s)	0	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	16	113	78	89	135
Future Vol, veh/h	11	16	113	78	89	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	17	123	85	97	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	463	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	557	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	520	928	-	-	1464	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	520	928	1464	-
HCM Lane V/C Ratio	-	-	0.023	0.019	0.066	-
HCM Control Delay (s)	-	-	12.1	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	18	128	90	92	141
Future Vol, veh/h	15	18	128	90	92	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	20	139	98	100	153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	492	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	536	909	-	-	1445	-
Stage 1	888	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	909	-	-	1445	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	499	909	1445	-
HCM Lane V/C Ratio	-	-	0.033	0.022	0.069	-
HCM Control Delay (s)	-	-	12.5	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	122	68	0	134
Future Vol, veh/h	0	20	122	68	0	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	133	74	0	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	279	133	0	0	133	0
Stage 1	133	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	711	916	-	-	1452	-
Stage 1	893	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	711	916	-	-	1452	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	881	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	916	1452	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	70	80	72	47	12	13
Future Vol, veh/h	70	80	72	47	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	87	78	51	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	317	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	676	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	642	983
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1520	-	-	-	642	983
HCM Lane V/C Ratio	0.05	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	69	75	62	62	9	8
Future Vol, veh/h	69	75	62	62	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	82	67	67	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	299	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	692	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	658	997
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	658	997
HCM Lane V/C Ratio	0.049	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.6	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	48	74	65	52	4	6
Future Vol, veh/h	48	74	65	52	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	80	71	57	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	256	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1529	-	-	-	733	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	708	991
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1529	-	-	-	708	991
HCM Lane V/C Ratio	0.034	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.1	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

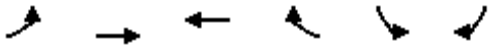
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	79	24	35	66	6	9
Future Vol, veh/h	79	24	35	66	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	26	38	72	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	234	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	754	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	735	973
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	973	-	-	1510	-
HCM Lane V/C Ratio	0.009	0.01	-	-	0.025	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	174	185	0	230	50
Future Volume (veh/h)	0	174	185	0	230	50
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	189	201	0	250	54
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	319	319	0	2567	1181
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	189	201	0	250	54
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.2	6.6	0.0	2.0	0.9
Cycle Q Clear(g_c), s	0.0	6.2	6.6	0.0	2.0	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	319	319	0	2567	1181
V/C Ratio(X)	0.00	0.59	0.63	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2567	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.5	52.6	0.0	2.4	2.3
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.3	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.2	54.1	0.0	2.4	2.3
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		189	201		304	
Approach Delay, s/veh		54.2	54.1		2.4	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.8		103.2		16.8
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.2		4.0		8.6
Green Ext Time (p_c), s				2.3		1.0		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	386	0	0	435	297	31	0	272	0	0	0
Future Volume (veh/h)	23	386	0	0	435	297	31	0	272	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	25	420	0	0	473	323	34	0	296			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	30	1197	0	0	968	399	1806	0	831			
Arrive On Green	0.02	0.34	0.00	0.00	0.27	0.27	0.57	0.00	0.57			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	25	420	0	0	473	323	34	0	296			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.0	11.6	0.0	0.0	14.6	26.9	0.6	0.0	14.2			
Cycle Q Clear(g_c), s	2.0	11.6	0.0	0.0	14.6	26.9	0.6	0.0	14.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	30	1197	0	0	968	399	1806	0	831			
V/C Ratio(X)	0.84	0.35	0.00	0.00	0.49	0.81	0.02	0.00	0.36			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1806	0	831			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.6	32.3	0.0	0.0	39.6	44.1	12.2	0.0	15.1			
Incr Delay (d2), s/veh	41.3	0.2	0.0	0.0	0.2	2.4	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	5.7	0.0	0.0	7.1	11.1	0.3	0.0	5.8			
LnGrp Delay(d),s/veh	104.9	32.5	0.0	0.0	39.8	46.5	12.2	0.0	15.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		445			796			330				
Approach Delay, s/veh		36.6			42.5			15.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		80.0		50.0			8.4	41.6
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		16.2		13.6			4.0	28.9
Green Ext Time (p_c), s		0.0		7.3			0.0	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	63	168	14	0	8	251	23	0	63	10	19	0	65	11	144
Future Vol, veh/h	0	63	168	14	0	8	251	23	0	63	10	19	0	65	11	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	183	15	0	9	273	25	0	68	11	21	0	71	12	157
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.6	11.3	10.7	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	80%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	20%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	63	112	70	8	167	107	65	7	148
LT Vol	63	0	63	0	0	8	0	0	65	0	0
Through Vol	0	10	0	112	56	0	167	84	0	7	4
RT Vol	0	19	0	0	14	0	0	23	0	0	144
Lane Flow Rate	68	32	68	122	76	9	182	116	71	8	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.055	0.131	0.216	0.132	0.016	0.319	0.198	0.138	0.014	0.261
Departure Headway (Hd)	7.279	6.32	6.898	6.394	6.253	6.818	6.314	6.162	7.035	6.534	5.85
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	565	519	560	572	524	567	581	509	547	612
Service Time	5.039	4.08	4.652	4.148	4.006	4.57	4.066	3.914	4.788	4.287	3.603
HCM Lane V/C Ratio	0.138	0.057	0.131	0.218	0.133	0.017	0.321	0.2	0.139	0.015	0.263
HCM Control Delay	11.2	9.5	10.7	10.9	10	9.7	12	10.4	10.9	9.4	10.7
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.5	0	1.4	0.7	0.5	0	1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	459	497	101	0	107
Future Vol, veh/h	0	459	497	101	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	499	540	110	0	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	650	0	-	0	1094	595
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	936	-	-	-	237	504
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	936	-	-	-	237	504
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	936	-	-	-	504
HCM Lane V/C Ratio	-	-	-	-	0.231
HCM Control Delay (s)	0	-	-	-	14.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	111	12	476	97	11	366
Future Vol, veh/h	111	12	476	97	11	366
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	517	105	12	398

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	517	0	0	517	0
Stage 1	517	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	558	-	-	1049	-
Stage 1	598	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	290	558	-	-	1049	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	290	558	1049	-
HCM Lane V/C Ratio	-	-	0.416	0.023	0.011	-
HCM Control Delay (s)	-	-	26	11.6	8.5	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	11	44	0
Future Vol, veh/h	0	0	0	11	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	48	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	54	24	48	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	948	1047	1557	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1047	1557	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1557	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	9	0	0	7
Future Vol, veh/h	0	0	9	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1000	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1071	-	-	1610	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	12	24	0	0	0
Future Vol, veh/h	0	12	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	26	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	26	26	-	0	26	0
Stage 1	0	0	-	-	-	-
Stage 2	26	26	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	989	867	-	-	1588	-
Stage 1	-	-	-	-	-	-
Stage 2	997	874	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	989	0	-	-	1588	-
Mov Cap-2 Maneuver	989	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	997	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	37	13	56	23	85	15	1065	101	112	845	8
Future Volume (veh/h)	10	37	13	56	23	85	15	1065	101	112	845	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	11	40	14	61	25	92	16	1158	110	122	918	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	444	497	174	502	132	484	29	1404	133	153	1816	18
Arrive On Green	0.38	0.38	0.37	0.38	0.38	0.37	0.02	0.43	0.43	0.09	0.51	0.50
Sat Flow, veh/h	1170	1319	462	1238	350	1286	1634	3268	310	1634	3591	35
Grp Volume(v), veh/h	11	0	54	61	0	117	16	626	642	122	452	475
Grp Sat Flow(s),veh/h/ln	1170	0	1781	1238	0	1636	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.8	0.0	2.3	4.0	0.0	5.8	1.2	37.5	37.7	8.8	20.4	20.4
Cycle Q Clear(g_c), s	6.6	0.0	2.3	6.3	0.0	5.8	1.2	37.5	37.7	8.8	20.4	20.4
Prop In Lane	1.00		0.26	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	444	0	671	502	0	616	29	761	777	153	895	939
V/C Ratio(X)	0.02	0.00	0.08	0.12	0.00	0.19	0.55	0.82	0.83	0.80	0.51	0.51
Avail Cap(c_a), veh/h	444	0	671	502	0	616	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	24.1	26.1	0.0	25.3	58.4	30.2	30.3	53.2	19.7	19.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.0	0.7	14.9	3.8	3.8	9.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.2	1.4	0.0	2.7	0.6	19.1	19.5	4.3	10.0	10.5
LnGrp Delay(d),s/veh	27.4	0.0	24.3	26.6	0.0	26.0	73.3	34.0	34.0	62.3	20.1	20.1
LnGrp LOS	C		C	C		C	E	C	C	E	C	C
Approach Vol, veh/h		65			178			1284			1049	
Approach Delay, s/veh		24.9			26.2			34.5			25.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	55.6		49.2	6.2	64.7		49.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	10.8	39.7		8.6	3.2	22.4		8.3
Green Ext Time (p_c), s	0.2	11.4		0.6	0.0	12.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	274	22	31	208	16	52
Future Vol, veh/h	274	22	31	208	16	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	298	24	34	226	17	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	322	0	603	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1238	-	462	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	448	730
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	1238	-
HCM Lane V/C Ratio	0.116	-	-	0.027	-
HCM Control Delay (s)	11.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	38.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	292	64	0	310	180	5	0	51	11	270
Future Vol, veh/h	0	4	292	64	0	310	180	5	0	51	11	270
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	4	317	70	0	337	196	5	0	55	12	293
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	22.7	65.2	19.9
HCM LOS	C	F	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	1%	63%	0%	27%
Vol Thru, %	3%	81%	37%	0%	51%
Vol Right, %	81%	18%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	332	360	490	5	37
LT Vol	51	4	310	0	10
Through Vol	11	292	180	0	19
RT Vol	270	64	0	5	8
Lane Flow Rate	361	391	533	5	40
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.637	0.693	1	0.009	0.089
Departure Headway (Hd)	6.353	6.376	6.998	5.96	7.974
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	570	567	522	604	452
Service Time	4.394	4.424	4.7	3.662	5.974
HCM Lane V/C Ratio	0.633	0.69	1.021	0.008	0.088
HCM Control Delay	19.9	22.7	65.8	8.7	11.8
HCM Lane LOS	C	C	F	A	B
HCM 95th-tile Q	4.5	5.4	13.9	0	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	19	8
Future Vol, veh/h	0	10	19	8
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	21	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	140	466	304	31	59	180
Future Vol, veh/h	140	466	304	31	59	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	152	507	330	34	64	196

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	364	0	-	0	1158	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	811	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1195	-	-	-	217	696
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1195	-	-	-	179	696
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	360	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	28.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1195	-	-	-	406
HCM Lane V/C Ratio	0.127	-	-	-	0.64
HCM Control Delay (s)	8.5	0	-	-	28.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	4.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	5	3	11	3	63	2	984	52	108	840	8
Future Vol, veh/h	3	5	3	11	3	63	2	984	52	108	840	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	3	12	3	68	2	1070	57	117	913	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1693	2282	461	1796	2259	563	922	0	0	1126	0	0
Stage 1	1152	1152	-	1102	1102	-	-	-	-	-	-	-
Stage 2	541	1130	-	694	1157	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	60	39	547	50	41	470	736	-	-	616	-	-
Stage 1	210	270	-	226	286	-	-	-	-	-	-	-
Stage 2	493	277	-	399	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	32	547	37	33	470	736	-	-	616	-	-
Mov Cap-2 Maneuver	40	32	-	37	33	-	-	-	-	-	-	-
Stage 1	209	219	-	225	285	-	-	-	-	-	-	-
Stage 2	415	276	-	313	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	108.8	57.7	0	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	46	147	616	-	-
HCM Lane V/C Ratio	0.003	-	-	0.26	0.569	0.191	-	-
HCM Control Delay (s)	9.9	-	-	108.8	57.7	12.2	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	2.9	0.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	208	0	0	75	0	0
Future Vol, veh/h	208	0	0	75	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	0	0	82	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	308	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	684	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	684	813
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	941	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1342	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	151	0	0	79	0	0
Future Vol, veh/h	151	0	0	79	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	164	0	0	86	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	164	0	250	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1414	-	739	881
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1414	-	739	881
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	937	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1414	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	156	31	17	70	4	27	66	17	3	46	0
Future Vol, veh/h	4	156	31	17	70	4	27	66	17	3	46	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	170	34	18	76	4	29	72	18	3	50	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	203	0	0	335	312	186	355	327	78
Stage 1	-	-	-	-	-	-	195	195	-	115	115	-
Stage 2	-	-	-	-	-	-	140	117	-	240	212	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1369	-	-	619	603	856	600	591	983
Stage 1	-	-	-	-	-	-	807	739	-	890	800	-
Stage 2	-	-	-	-	-	-	863	799	-	763	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1369	-	-	571	593	856	526	581	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	593	-	526	581	-
Stage 1	-	-	-	-	-	-	805	737	-	887	789	-
Stage 2	-	-	-	-	-	-	797	788	-	672	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	12.2	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	1518	-	-	1369	-	-	577
HCM Lane V/C Ratio	0.194	0.003	-	-	0.013	-	-	0.092
HCM Control Delay (s)	12.2	7.4	0	-	7.7	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	160	0	0	90	0	0
Future Vol, veh/h	160	0	0	90	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	0	0	98	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	272	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	717	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	717	869
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	926	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1403	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	120	0	0	68	0	0
Future Vol, veh/h	120	0	0	68	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	0	0	74	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	130	0	204	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1455	-	784	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	784	920
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	949	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1455	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	160	0	0	90	0	0
Future Vol, veh/h	160	0	0	90	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	0	0	98	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	174	174	223	174
Stage 1	-	-	0	0	174	-
Stage 2	-	-	174	174	49	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	816	719	765	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	856	755	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	816	0	765	869
Mov Cap-2 Maneuver	-	-	816	0	765	-
Stage 1	-	-	-	0	856	-
Stage 2	-	-	856	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	180	35	38	40	93	152
Future Vol, veh/h	180	35	38	40	93	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	38	41	43	101	165

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	341	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1333	-	655	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	634	825
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	871	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	740	-	-	1333	-
HCM Lane V/C Ratio	0.36	-	-	0.031	-
HCM Control Delay (s)	12.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	64	130	33	247	326	36
Future Vol, veh/h	64	130	33	247	326	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	141	36	268	354	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	714	374	393	0	-	0
Stage 1	374	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	398	672	1166	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	384	672	1166	-	-	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	539	-	-
HCM Lane V/C Ratio	0.031	-	0.391	-	-
HCM Control Delay (s)	8.2	0	15.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	93	0	0	75
Future Vol, veh/h	0	0	93	0	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	101	0	0	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	101	0	0	101	0
Stage 1	101	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	806	954	-	-	1491	-
Stage 1	923	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	806	954	-	-	1491	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	941	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1491	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	152	60	0
Future Vol, veh/h	0	0	0	152	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	165	65	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	148	33	65	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	829	1033	1535	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	1033	1535	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	931	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	43	35	269	113	67	376
Future Vol, veh/h	43	35	269	113	67	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	38	292	123	73	409

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	846	292	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	333	747	-	-	1270	-
Stage 1	758	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	308	747	-	-	1270	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	308	747	1270	-
HCM Lane V/C Ratio	-	-	0.152	0.051	0.057	-
HCM Control Delay (s)	-	-	18.8	10.1	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	2	93	3	3	75
Future Vol, veh/h	2	2	93	3	3	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	101	3	3	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	191	103	0	0	104	0
Stage 1	103	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	798	952	-	-	1488	-
Stage 1	921	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	796	952	-	-	1488	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	867	1488	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	18	0	7	0	0	118	24
Future Vol, veh/h	0	0	0	0	0	18	0	7	0	0	118	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	20	0	8	0	0	128	26
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8	7.8
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	62%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	38%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	79	63	0	0	18	7	10	26	26
LT Vol	0	0	0	0	0	18	0	10	0	0
Through Vol	0	79	39	0	0	0	0	0	26	26
RT Vol	0	0	24	0	0	0	7	0	0	0
Lane Flow Rate	0	86	69	0	0	20	8	11	28	28
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.111	0.084	0	0	0.03	0.009	0.016	0.038	0.024
Departure Headway (Hd)	4.675	4.675	4.41	5.133	5.133	5.569	4.369	5.407	4.906	3.169
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	762	807	0	0	646	824	666	734	1136
Service Time	2.434	2.434	2.169	2.836	2.836	3.271	2.07	3.109	2.608	0.871
HCM Lane V/C Ratio	0	0.113	0.086	0	0	0.031	0.01	0.017	0.038	0.025
HCM Control Delay	7.4	8	7.6	7.8	7.8	8.4	7.1	8.2	7.8	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0.3	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	51	0
Future Vol, veh/h	0	10	51	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	55	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	392	0	0	0	472	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	392	0	0	0	472	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	426	0	0	0	513	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	14.1	17
HCM LOS	-	-	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	392	0	0	0	0	472	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	392	0	0	0	0	472	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	426	0	0	0	0	513	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.58	0	0	0	0	0.675	0
Departure Headway (Hd)	5.4	4.897	4.897	6.698	6.698	4.839	4.839	4.839
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	667	741	0	0	0	0	754	0
Service Time	3.1	2.597	2.597	4.419	4.419	2.539	2.539	2.539
HCM Lane V/C Ratio	0.001	0.575	0	0	0	0	0.68	0
HCM Control Delay	8.1	14.1	7.6	9.4	9.4	7.5	17	7.5
HCM Lane LOS	A	B	N	N	N	N	C	N
HCM 95th-tile Q	0	3.8	0	0	0	0	5.3	0

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	22	10	75	32	7	2	15	91	56	4	71	9
Future Vol, veh/h	22	10	75	32	7	2	15	91	56	4	71	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	11	82	35	8	2	16	99	61	4	77	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	221	218	77	223	218	99	77	0	0	99	0	0
Stage 1	86	86	-	132	132	-	-	-	-	-	-	-
Stage 2	135	132	-	91	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	735	680	984	733	680	957	1522	-	-	1494	-	-
Stage 1	922	824	-	871	787	-	-	-	-	-	-	-
Stage 2	868	787	-	916	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	720	671	984	657	671	957	1522	-	-	1494	-	-
Mov Cap-2 Maneuver	720	671	-	657	671	-	-	-	-	-	-	-
Stage 1	912	822	-	862	779	-	-	-	-	-	-	-
Stage 2	849	779	-	827	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	10.6	0.7	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1522	-	-	720	671	984	657	671	957	1494	-	-
HCM Lane V/C Ratio	0.011	-	-	0.033	0.016	0.083	0.053	0.011	0.002	0.003	-	-
HCM Control Delay (s)	7.4	-	-	10.2	10.5	9	10.8	10.4	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.3	0.2	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	12	22	155	66	3
Future Vol, veh/h	4	12	22	155	66	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	24	168	72	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	205	38	75	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	765	1026	1522	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	752	1026	1522	-	-	-
Mov Cap-2 Maneuver	752	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	940	-	-
HCM Lane V/C Ratio	0.016	-	0.019	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1003	131	80	802	8	123	1	49	80	5	189
Future Volume (veh/h)	153	1003	131	80	802	8	123	1	49	80	5	189
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	166	1090	142	87	872	9	134	1	53	87	5	205
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1224	504	109	1062	11	306	2	121	98	6	231
Arrive On Green	0.12	0.35	0.35	0.07	0.30	0.28	0.25	0.25	0.24	0.20	0.20	0.20
Sat Flow, veh/h	1634	3539	1458	1634	3589	37	1223	9	484	480	28	1131
Grp Volume(v), veh/h	166	1090	142	87	430	451	188	0	0	297	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1856	1716	0	0	1639	0	0
Q Serve(g_s), s	12.0	34.9	8.5	6.3	27.1	27.1	11.1	0.0	0.0	21.1	0.0	0.0
Cycle Q Clear(g_c), s	12.0	34.9	8.5	6.3	27.1	27.1	11.1	0.0	0.0	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.71		0.28	0.29		0.69
Lane Grp Cap(c), veh/h	191	1224	504	109	524	549	429	0	0	335	0	0
V/C Ratio(X)	0.87	0.89	0.28	0.80	0.82	0.82	0.44	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	429	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.71	0.71	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	37.1	28.4	55.2	39.3	39.3	38.0	0.0	0.0	46.6	0.0	0.0
Incr Delay (d2), s/veh	29.1	6.8	0.3	25.0	6.6	6.3	3.2	0.0	0.0	15.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	18.1	3.4	3.6	14.2	14.9	5.7	0.0	0.0	11.0	0.0	0.0
LnGrp Delay(d),s/veh	81.3	43.9	28.7	80.2	45.9	45.6	41.2	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	C	F	D	D	D			E		
Approach Vol, veh/h		1398			968			188			297	
Approach Delay, s/veh		46.8			48.9			41.2			61.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		34.0	12.0	45.5		28.5	18.0	39.5
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		13.1	8.3	36.9		23.1	14.0	29.1
Green Ext Time (p_c), s		0.3	0.0	2.6		0.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	986	182	10	642	14	107	17	30	29	14	56
Future Volume (veh/h)	48	986	182	10	642	14	107	17	30	29	14	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	52	1072	198	11	698	15	116	18	33	32	15	61
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1221	225	44	855	18	557	237	435	49	28	116
Arrive On Green	0.19	0.41	0.39	0.03	0.24	0.22	0.34	0.40	0.40	0.03	0.09	0.08
Sat Flow, veh/h	1774	2982	549	1634	3542	76	1634	589	1079	1774	317	1290
Grp Volume(v), veh/h	52	635	635	11	349	364	116	0	51	32	0	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1762	1634	1770	1848	1634	0	1668	1774	0	1608
Q Serve(g_s), s	2.9	39.7	40.0	0.8	22.3	22.4	6.0	0.0	2.3	2.1	0.0	5.4
Cycle Q Clear(g_c), s	2.9	39.7	40.0	0.8	22.3	22.4	6.0	0.0	2.3	2.1	0.0	5.4
Prop In Lane	1.00		0.31	1.00		0.04	1.00		0.65	1.00		0.80
Lane Grp Cap(c), veh/h	346	724	721	44	427	446	557	0	672	49	0	144
V/C Ratio(X)	0.15	0.88	0.88	0.25	0.82	0.82	0.21	0.00	0.08	0.65	0.00	0.53
Avail Cap(c_a), veh/h	346	900	896	82	811	847	557	0	672	136	0	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	32.6	33.0	57.2	43.0	43.1	28.1	0.0	22.2	57.8	0.0	52.4
Incr Delay (d2), s/veh	0.1	3.8	4.0	2.9	3.9	3.7	0.2	0.0	0.2	13.6	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	20.2	20.2	0.4	11.4	11.9	2.8	0.0	1.1	1.2	0.0	2.9
LnGrp Delay(d),s/veh	40.2	36.4	37.0	60.1	46.9	46.8	28.2	0.0	22.4	71.3	0.0	65.6
LnGrp LOS	D	D	D	E	D	D	C		C	E		E
Approach Vol, veh/h		1322			724			167			108	
Approach Delay, s/veh		36.9			47.0			26.5			67.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	52.3	7.2	53.1	44.9	14.7	27.4	33.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	4.1	4.3	2.8	42.0	8.0	7.4	4.9	24.4
Green Ext Time (p_c), s	0.0	0.5	0.0	5.1	0.1	0.2	2.6	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	694	92	128	559	48	141
Future Vol, veh/h	694	92	128	559	48	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	754	100	139	608	52	153

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	854	0	1386	427
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	582	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	781	-	134	576
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	781	-	110	576
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	47.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	781	-
HCM Lane V/C Ratio	0.742	-	-	0.178	-
HCM Control Delay (s)	47.7	-	-	10.6	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	5.4	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	797	6	24	734	9	36
Future Vol, veh/h	797	6	24	734	9	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	866	7	26	798	10	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	873	0	1321	436
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	768	-	148	568
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	768	-	143	568
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	768	-
HCM Lane V/C Ratio	0.069	-	-	0.034	-
HCM Control Delay (s)	10.4	-	-	9.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	451	113	94	357	90	98	545	64	57	503	218
Future Volume (veh/h)	257	451	113	94	357	90	98	545	64	57	503	218
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	279	490	123	102	388	98	107	592	70	62	547	237
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	983	405	295	873	360	163	1044	430	112	636	275
Arrive On Green	0.21	0.28	0.28	0.18	0.25	0.25	0.10	0.30	0.30	0.07	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2408	1041
Grp Volume(v), veh/h	279	490	123	102	388	98	107	592	70	62	402	382
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	14.6	10.4	4.1	4.9	8.3	4.9	5.7	12.7	1.8	3.3	19.4	19.6
Cycle Q Clear(g_c), s	14.6	10.4	4.1	4.9	8.3	4.9	5.7	12.7	1.8	3.3	19.4	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	346	983	405	295	873	360	163	1044	430	112	467	443
V/C Ratio(X)	0.81	0.50	0.30	0.35	0.44	0.27	0.65	0.57	0.16	0.55	0.86	0.86
Avail Cap(c_a), veh/h	436	983	405	295	873	360	163	1044	430	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	27.2	11.7	32.2	28.7	27.4	39.0	26.9	7.2	40.6	31.5	32.2
Incr Delay (d2), s/veh	8.6	1.8	1.9	0.7	1.6	1.9	7.8	0.6	0.1	4.2	14.7	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	5.4	1.8	2.3	4.3	2.1	2.9	6.3	0.7	1.6	11.4	11.0
LnGrp Delay(d),s/veh	42.3	29.0	13.7	32.9	30.3	29.2	46.8	27.5	7.4	44.7	46.2	47.9
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		892			588			769			846	
Approach Delay, s/veh		31.1			30.6			28.3			46.9	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	30.6	20.2	29.0	13.0	27.8	23.0	26.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.3	14.7	6.9	12.4	7.7	21.6	16.6	10.3
Green Ext Time (p_c), s	0.0	3.6	1.4	1.9	0.0	0.1	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	784	10	7	434	1	41	0	27	1	0	0
Future Vol, veh/h	0	784	10	7	434	1	41	0	27	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	852	11	8	472	1	45	0	29	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	852	0	0	1339	1340	852	1354	1339	472
Stage 1	-	-	-	-	-	-	852	852	-	487	487	-
Stage 2	-	-	-	-	-	-	487	488	-	867	852	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	787	-	-	130	153	359	127	153	592
Stage 1	-	-	-	-	-	-	354	376	-	562	550	-
Stage 2	-	-	-	-	-	-	562	550	-	348	376	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	787	-	-	129	151	359	115	151	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	151	-	115	151	-
Stage 1	-	-	-	-	-	-	354	376	-	562	542	-
Stage 2	-	-	-	-	-	-	554	542	-	320	376	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	40.5	36.6
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	1089	-	-	787	-	-	115
HCM Lane V/C Ratio	0.427	-	-	-	0.01	-	-	0.009
HCM Control Delay (s)	40.5	0	-	-	9.6	0	-	36.6
HCM Lane LOS	E	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	737	0	1	477	1	0	0	1	1	0	0
Future Vol, veh/h	0	737	0	1	477	1	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	801	0	1	518	1	0	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	801	0	0	1322	1323	801	1323	1322	519
Stage 1	-	-	-	-	-	-	801	801	-	521	521	-
Stage 2	-	-	-	-	-	-	521	522	-	802	801	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1046	-	-	822	-	-	133	156	384	133	156	557
Stage 1	-	-	-	-	-	-	378	397	-	539	532	-
Stage 2	-	-	-	-	-	-	539	531	-	378	397	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1046	-	-	822	-	-	133	156	384	132	156	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	156	-	132	156	-
Stage 1	-	-	-	-	-	-	378	397	-	539	531	-
Stage 2	-	-	-	-	-	-	538	530	-	377	397	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.4	32.5
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1046	-	-	822	-	-	132
HCM Lane V/C Ratio	0.003	-	-	-	0.001	-	-	0.008
HCM Control Delay (s)	14.4	0	-	-	9.4	0	-	32.5
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	53.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	16	660	119	0	80	393	34	0	97	111	183
Future Vol, veh/h	0	16	660	119	0	80	393	34	0	97	111	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	717	129	0	87	427	37	0	105	121	199
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	67	67.4	18.4
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	0%	2%	16%	22%
Vol Thru, %	53%	0%	83%	78%	70%
Vol Right, %	0%	100%	15%	7%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	183	795	507	123
LT Vol	97	0	16	80	27
Through Vol	111	0	660	393	86
RT Vol	0	183	119	34	10
Lane Flow Rate	226	199	864	551	134
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.536	0.42	1	1	0.333
Departure Headway (Hd)	8.528	7.595	7.078	7.155	8.969
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	423	475	518	507	401
Service Time	6.264	5.331	5.171	5.249	7.023
HCM Lane V/C Ratio	0.534	0.419	1.668	1.087	0.334
HCM Control Delay	20.7	15.7	67	67.4	16.5
HCM Lane LOS	C	C	F	F	C
HCM 95th-tile Q	3.1	2	13.7	13.6	1.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	86	10
Future Vol, veh/h	0	27	86	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	29	93	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	16.5
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	831	15	14	566	0	9	0	7	0	0	0
Future Vol, veh/h	0	831	15	14	566	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	903	16	15	615	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	615	0	0	920	0	0	1557	1557	911	1561	1566	615
Stage 1	-	-	-	-	-	-	911	911	-	646	646	-
Stage 2	-	-	-	-	-	-	646	646	-	915	920	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	965	-	-	742	-	-	92	113	332	91	111	491
Stage 1	-	-	-	-	-	-	328	353	-	460	467	-
Stage 2	-	-	-	-	-	-	460	467	-	327	350	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	965	-	-	742	-	-	90	109	332	87	108	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	109	-	87	108	-
Stage 1	-	-	-	-	-	-	328	353	-	460	453	-
Stage 2	-	-	-	-	-	-	446	453	-	320	350	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	36.4	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	132	965	-	-	742	-	-	-
HCM Lane V/C Ratio	0.132	-	-	-	0.021	-	-	-
HCM Control Delay (s)	36.4	0	-	-	10	0	-	0
HCM Lane LOS	E	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	29.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	505	157	178	561	0	73	0	60	0	0	0
Future Vol, veh/h	0	505	157	178	561	0	73	0	60	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	549	171	193	610	0	79	0	65	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	720	0	0	1631	1631	634	1664	1717	610
Stage 1	-	-	-	-	-	-	634	634	-	997	997	-
Stage 2	-	-	-	-	-	-	997	997	-	667	720	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	969	-	-	882	-	-	81	101	479	77	90	494
Stage 1	-	-	-	-	-	-	467	473	-	294	322	-
Stage 2	-	-	-	-	-	-	294	322	-	448	432	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	882	-	-	~ 60	68	479	49	60	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 60	68	-	49	60	-
Stage 1	-	-	-	-	-	-	467	473	-	294	215	-
Stage 2	-	-	-	-	-	-	197	215	-	387	432	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	$ 331	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	969	-	-	882	-	-	-
HCM Lane V/C Ratio	1.46	-	-	-	0.219	-	-	-
HCM Control Delay (s)	$ 331	0	-	-	10.2	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	10.7	0	-	-	0.8	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	828	542	0	0	0
Future Vol, veh/h	0	828	542	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	900	589	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	589	0	-	0	1489	589
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	900	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	986	-	-	-	136	508
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	986	-	-	-	136	508
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	397	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	986	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	796	149	249	475	36	113	111	237	35	73	33
Future Volume (veh/h)	32	796	149	249	475	36	113	111	237	35	73	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	865	162	271	516	39	123	121	258	38	79	36
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	761	593	191	899	701	174	1050	429	74	833	340
Arrive On Green	0.04	0.41	0.41	0.12	0.48	0.48	0.04	0.10	0.10	0.05	0.24	0.24
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1446	1634	3539	1443
Grp Volume(v), veh/h	35	865	162	271	516	39	123	121	258	38	79	36
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1446	1634	1770	1443
Q Serve(g_s), s	2.5	49.0	5.8	14.0	23.8	1.7	8.9	3.7	14.2	2.7	2.1	2.3
Cycle Q Clear(g_c), s	2.5	49.0	5.8	14.0	23.8	1.7	8.9	3.7	14.2	2.7	2.1	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	761	593	191	899	701	174	1050	429	74	833	340
V/C Ratio(X)	0.50	1.14	0.27	1.42	0.57	0.06	0.71	0.12	0.60	0.52	0.09	0.11
Avail Cap(c_a), veh/h	82	761	593	191	899	701	177	1050	429	109	833	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	35.5	10.0	53.0	22.2	16.5	56.1	39.8	22.7	56.0	35.9	36.0
Incr Delay (d2), s/veh	5.5	77.4	0.2	217.5	0.9	0.0	8.6	0.2	4.3	5.5	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	41.5	2.3	17.8	12.4	0.7	4.5	1.9	6.2	1.3	1.0	1.0
LnGrp Delay(d),s/veh	61.7	112.9	10.3	270.5	23.1	16.5	64.7	39.9	27.0	61.5	36.1	36.6
LnGrp LOS	E	F	B	F	C	B	E	D	C	E	D	D
Approach Vol, veh/h		1062			826			502			153	
Approach Delay, s/veh		95.6			104.0			39.3			42.5	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	39.6	18.0	53.0	16.8	32.2	9.1	61.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	4.7	16.2	16.0	51.0	10.9	4.3	4.5	25.8
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	1.9	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	84.0
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1113	63	48	736	29	41
Future Vol, veh/h	1113	63	48	736	29	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	68	52	800	32	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1278	0	2148	1244
Stage 1	-	-	-	-	1244	-
Stage 2	-	-	-	-	904	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	543	-	53	213
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	395	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	543	-	44	213
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	327	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	169
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	82	-	-	543	-
HCM Lane V/C Ratio	0.928	-	-	0.096	-
HCM Control Delay (s)	169	-	-	12.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	5	-	-	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	733	134	511	588	54	89	520	200	102	501	126
Future Volume (veh/h)	276	733	134	511	588	54	89	520	200	102	501	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	300	797	146	555	639	59	97	565	217	111	545	137
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	967	398	608	967	398	136	798	306	136	894	224
Arrive On Green	0.19	0.27	0.27	0.19	0.27	0.27	0.11	0.42	0.40	0.08	0.32	0.30
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2504	959	1634	2806	703
Grp Volume(v), veh/h	300	797	146	555	639	59	97	399	383	111	343	339
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1693	1634	1770	1739
Q Serve(g_s), s	21.8	25.4	9.7	20.6	19.2	3.7	6.9	22.3	22.6	8.0	19.7	19.9
Cycle Q Clear(g_c), s	21.8	25.4	9.7	20.6	19.2	3.7	6.9	22.3	22.6	8.0	19.7	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.40
Lane Grp Cap(c), veh/h	313	967	398	608	967	398	136	564	539	136	564	554
V/C Ratio(X)	0.96	0.82	0.37	0.91	0.66	0.15	0.71	0.71	0.71	0.82	0.61	0.61
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	564	539	136	564	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	40.9	35.2	47.5	38.7	33.0	52.0	30.0	30.7	54.1	34.6	35.0
Incr Delay (d2), s/veh	39.6	5.3	0.6	15.4	1.2	0.1	11.6	5.2	5.5	30.3	4.8	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	13.1	4.0	10.3	9.6	1.5	3.5	11.6	11.3	4.8	10.4	10.3
LnGrp Delay(d),s/veh	87.6	46.2	35.8	62.9	39.8	33.2	63.6	35.2	36.3	84.4	39.4	40.0
LnGrp LOS	F	D	D	E	D	C	E	D	D	F	D	D
Approach Vol, veh/h		1243			1253			879			793	
Approach Delay, s/veh		55.0			49.7			38.8			45.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	42.2	27.0	36.8	14.0	42.2	27.0	36.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	10.0	24.6	22.6	27.4	8.9	21.9	23.8	21.2
Green Ext Time (p_c), s	0.0	4.1	0.0	3.4	0.0	4.7	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	442	123	431	508	107	179	685	96	94	547	97
Future Volume (veh/h)	310	442	123	431	508	107	179	685	96	94	547	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	337	480	134	468	552	116	195	745	104	102	595	105
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	617	254	523	907	374	533	1141	470	158	724	298
Arrive On Green	0.24	0.17	0.17	0.32	0.26	0.26	0.17	0.32	0.32	0.05	0.20	0.20
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	337	480	134	468	552	116	195	745	104	102	595	105
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	23.8	15.5	10.0	32.8	16.5	7.7	6.5	21.7	2.4	3.8	19.3	4.3
Cycle Q Clear(g_c), s	23.8	15.5	10.0	32.8	16.5	7.7	6.5	21.7	2.4	3.8	19.3	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	617	254	523	907	374	533	1141	470	158	724	298
V/C Ratio(X)	0.87	0.78	0.53	0.90	0.61	0.31	0.37	0.65	0.22	0.64	0.82	0.35
Avail Cap(c_a), veh/h	490	752	310	558	907	374	533	1141	470	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	47.3	45.0	38.9	39.3	36.1	44.3	34.9	4.3	56.0	45.6	13.5
Incr Delay (d2), s/veh	6.6	2.1	0.8	16.3	1.2	0.5	0.4	2.9	1.1	8.6	10.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	7.8	4.1	17.2	8.2	3.1	2.9	11.0	1.1	1.8	10.4	2.0
LnGrp Delay(d),s/veh	50.5	49.4	45.9	55.2	40.5	36.5	44.7	37.8	5.4	64.5	55.8	16.8
LnGrp LOS	D	D	D	E	D	D	D	D	A	E	E	B
Approach Vol, veh/h		951			1136			1044			802	
Approach Delay, s/veh		49.3			46.2			35.9			51.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	42.7	42.4	24.9	24.2	28.5	32.5	34.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	15.8	23.7	34.8	17.5	8.5	21.3	25.8	18.5
Green Ext Time (p_c), s	0.0	2.4	1.6	1.4	0.0	1.2	0.8	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	45.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	72	70	148	0	73	14	69	0	31	259	129	0	39	196	15
Future Vol, veh/h	0	72	70	148	0	73	14	69	0	31	259	129	0	39	196	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	76	161	0	79	15	75	0	34	282	140	0	42	213	16
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	17.8	11.9	25.5	15.8
HCM LOS	C	B	D	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	25%	100%	0%	16%
Vol Thru, %	62%	24%	0%	17%	78%
Vol Right, %	31%	51%	0%	83%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	419	290	73	83	250
LT Vol	31	72	73	0	39
Through Vol	259	70	0	14	196
RT Vol	129	148	0	69	15
Lane Flow Rate	455	315	79	90	272
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.758	0.567	0.177	0.174	0.492
Departure Headway (Hd)	5.994	6.472	8.038	6.925	6.524
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	601	555	445	515	549
Service Time	4.054	4.537	5.816	4.703	4.597
HCM Lane V/C Ratio	0.757	0.568	0.178	0.175	0.495
HCM Control Delay	25.5	17.8	12.6	11.2	15.8
HCM Lane LOS	D	C	B	B	C
HCM 95th-tile Q	6.8	3.5	0.6	0.6	2.7

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	42	320	7	71	203	68	6	155	62	34	11	18
Future Vol, veh/h	42	320	7	71	203	68	6	155	62	34	11	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	348	8	77	221	74	7	168	67	37	12	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	355	0	0	714	892	178	761	859	147
Stage 1	-	-	-	-	-	-	443	443	-	412	412	-
Stage 2	-	-	-	-	-	-	271	449	-	349	447	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1263	-	-	1200	-	-	319	280	834	295	292	873
Stage 1	-	-	-	-	-	-	564	574	-	588	593	-
Stage 2	-	-	-	-	-	-	712	571	-	640	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1200	-	-	279	252	834	117	263	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	252	-	117	263	-
Stage 1	-	-	-	-	-	-	543	553	-	567	555	-
Stage 2	-	-	-	-	-	-	637	534	-	394	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.7	43.1	37.3
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	279	315	1263	-	-	1200	-	-	178
HCM Lane V/C Ratio	0.023	0.749	0.036	-	-	0.064	-	-	0.385
HCM Control Delay (s)	18.2	43.8	8	-	-	8.2	-	-	37.3
HCM Lane LOS	C	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	5.7	0.1	-	-	0.2	-	-	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	179	258	191	155	34	253	503	332	44	497	53
Future Volume (veh/h)	54	179	258	191	155	34	253	503	332	44	497	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	195	280	208	168	37	275	547	361	48	540	58
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	179	257	177	455	100	204	838	656	82	699	547
Arrive On Green	0.06	0.26	0.24	0.11	0.31	0.29	0.17	0.60	0.60	0.07	0.50	0.50
Sat Flow, veh/h	1634	693	995	1634	1479	326	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	59	0	475	208	0	205	275	547	361	48	540	58
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1805	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.2	0.0	31.0	13.0	0.0	10.7	15.0	23.2	11.0	3.4	28.4	2.5
Cycle Q Clear(g_c), s	4.2	0.0	31.0	13.0	0.0	10.7	15.0	23.2	11.0	3.4	28.4	2.5
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	0	436	177	0	555	204	838	656	82	699	547
V/C Ratio(X)	0.61	0.00	1.09	1.18	0.00	0.37	1.35	0.65	0.55	0.59	0.77	0.11
Avail Cap(c_a), veh/h	144	0	436	177	0	555	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.41	0.41	0.41
Uniform Delay (d), s/veh	55.1	0.0	45.0	53.5	0.0	32.6	50.0	17.9	6.5	54.8	25.9	19.4
Incr Delay (d2), s/veh	6.1	0.0	69.5	122.6	0.0	0.4	180.6	3.3	2.8	4.5	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	22.8	11.9	0.0	5.4	17.0	12.5	4.8	1.6	15.1	1.0
LnGrp Delay(d),s/veh	61.3	0.0	114.5	176.1	0.0	33.0	230.7	21.2	9.3	59.3	29.4	19.6
LnGrp LOS	E		F	F		C	F	C	A	E	C	B
Approach Vol, veh/h		534			413			1183			646	
Approach Delay, s/veh		108.6			105.1			66.3			30.8	
Approach LOS		F			F			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	11.1	40.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.4	25.2	15.0	33.0	17.0	30.4	6.2	12.7
Green Ext Time (p_c), s	0.0	6.7	0.0	0.0	0.0	5.1	0.0	1.3

Intersection Summary		
HCM 2010 Ctrl Delay		71.9
HCM 2010 LOS		E

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	91	388	169	0	20	250	42	0	89	31	18	0	52	136	61
Future Vol, veh/h	0	91	388	169	0	20	250	42	0	89	31	18	0	52	136	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	422	184	0	22	272	46	0	97	34	20	0	57	148	66
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.2	13.7	15.3	20
HCM LOS	C	B	C	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	64%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	66%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	34%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	91	259	298	20	167	125	249
LT Vol	89	91	0	0	20	0	0	52
Through Vol	31	0	259	129	0	167	83	136
RT Vol	18	0	0	169	0	0	42	61
Lane Flow Rate	150	99	281	324	22	181	136	271
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.343	0.205	0.543	0.59	0.048	0.376	0.274	0.57
Departure Headway (Hd)	8.223	7.469	6.953	6.545	7.99	7.472	7.23	7.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	480	517	551	448	480	496	476
Service Time	5.986	5.222	4.706	4.297	5.75	5.233	4.99	5.33
HCM Lane V/C Ratio	0.343	0.206	0.544	0.588	0.049	0.377	0.274	0.569
HCM Control Delay	15.3	12.2	17.7	18.3	11.2	14.7	12.7	20
HCM Lane LOS	C	B	C	C	B	B	B	C
HCM 95th-tile Q	1.5	0.8	3.2	3.8	0.2	1.7	1.1	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	201	69	129	133	22	78	949	229	32	745	37
Future Volume (veh/h)	62	201	69	129	133	22	78	949	229	32	745	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	67	218	75	140	145	24	85	1032	249	35	810	40
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	277	217	142	317	249	132	1669	401	69	1891	93
Arrive On Green	0.06	0.15	0.15	0.09	0.17	0.17	0.08	0.59	0.57	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2832	680	1634	3433	170
Grp Volume(v), veh/h	67	218	75	140	145	24	85	643	638	35	417	433
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1743	1634	1770	1833
Q Serve(g_s), s	4.8	13.5	5.5	10.3	8.4	1.7	6.1	28.2	28.7	2.5	0.0	0.0
Cycle Q Clear(g_c), s	4.8	13.5	5.5	10.3	8.4	1.7	6.1	28.2	28.7	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.09
Lane Grp Cap(c), veh/h	106	277	217	142	317	249	132	1043	1027	69	975	1010
V/C Ratio(X)	0.63	0.79	0.35	0.99	0.46	0.10	0.64	0.62	0.62	0.51	0.43	0.43
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1043	1027	82	975	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.65	0.65	0.65
Uniform Delay (d), s/veh	54.7	49.3	45.9	54.7	44.8	42.0	53.5	15.9	16.3	53.7	0.0	0.0
Incr Delay (d2), s/veh	11.6	10.9	0.9	72.0	1.0	0.2	0.5	0.2	0.3	3.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.8	2.3	7.5	4.4	0.7	2.8	13.7	13.8	1.2	0.2	0.2
LnGrp Delay(d),s/veh	66.3	60.2	46.8	126.7	45.8	42.2	54.0	16.2	16.5	57.5	0.9	0.9
LnGrp LOS	E	E	D	F	D	D	D	B	B	E	A	A
Approach Vol, veh/h		360			309			1366			885	
Approach Delay, s/veh		58.5			82.2			18.7			3.1	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	74.7	14.4	21.8	13.7	70.1	11.8	24.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.5	30.7	12.3	15.5	8.1	2.0	6.8	10.4
Green Ext Time (p_c), s	0.0	11.4	0.0	0.6	0.1	12.2	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	204	227	84	121	125	214	806	104	160	919	53
Future Volume (veh/h)	75	204	227	84	121	125	214	806	104	160	919	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	82	222	247	91	132	136	233	876	113	174	999	58
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	734	302	95	664	273	281	1643	677	224	1519	626
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.17	0.46	0.46	0.14	0.43	0.43
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	82	222	247	91	132	136	233	876	113	174	999	58
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	5.8	6.4	19.4	6.7	3.8	10.0	16.5	21.2	5.4	12.3	26.9	2.8
Cycle Q Clear(g_c), s	5.8	6.4	19.4	6.7	3.8	10.0	16.5	21.2	5.4	12.3	26.9	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	734	302	95	664	273	281	1643	677	224	1519	626
V/C Ratio(X)	0.64	0.30	0.82	0.95	0.20	0.50	0.83	0.53	0.17	0.78	0.66	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1643	677	259	1519	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	53.7	40.2	45.4	56.3	41.1	43.7	48.0	22.9	18.7	50.0	27.3	20.4
Incr Delay (d2), s/veh	5.3	0.2	12.7	73.9	0.1	1.3	16.7	1.2	0.5	7.9	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.1	8.9	5.0	1.9	4.1	8.7	10.6	2.3	6.1	13.5	1.2
LnGrp Delay(d),s/veh	59.0	40.5	58.1	130.2	41.3	45.0	64.6	24.1	19.2	57.9	28.7	20.6
LnGrp LOS	E	D	E	F	D	D	E	C	B	E	C	C
Approach Vol, veh/h		551			359			1222			1231	
Approach Delay, s/veh		51.1			65.2			31.4			32.4	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.4	59.7	11.0	28.9	24.6	55.5	13.4	26.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.3	23.2	8.7	21.4	18.5	28.9	7.8	12.0
Green Ext Time (p_c), s	0.1	10.7	0.0	1.5	0.1	8.5	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	334	213	51	198	37	99	473	151	128	747	64
Future Volume (veh/h)	60	334	213	51	198	37	99	473	151	128	747	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	65	363	232	55	215	40	108	514	164	139	812	70
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	429	270	82	672	277	123	578	453	491	998	782
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.41	0.41	0.30	0.54	0.54
Sat Flow, veh/h	1634	2088	1313	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	65	307	288	55	215	40	108	514	164	139	812	70
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.6	20.0	20.5	4.0	6.3	1.4	7.8	30.7	7.3	7.8	43.0	2.8
Cycle Q Clear(g_c), s	4.6	20.0	20.5	4.0	6.3	1.4	7.8	30.7	7.3	7.8	43.0	2.8
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	364	335	82	672	277	123	578	453	491	998	782
V/C Ratio(X)	0.61	0.84	0.86	0.67	0.32	0.14	0.88	0.89	0.36	0.28	0.81	0.09
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	491	998	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.93	0.93	0.93	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.8	46.8	56.0	41.9	10.3	53.5	33.3	16.6	32.1	22.9	13.6
Incr Delay (d2), s/veh	8.0	14.5	17.5	18.2	0.3	0.2	34.4	12.7	1.4	0.3	7.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	11.3	10.9	2.2	3.1	0.6	4.7	17.7	3.1	3.6	23.9	1.2
LnGrp Delay(d),s/veh	62.6	60.3	64.2	74.3	42.2	10.6	87.9	46.0	18.0	32.4	30.1	13.8
LnGrp LOS	E	E	E	E	D	B	F	D	B	C	C	B
Approach Vol, veh/h		660			310			786			1021	
Approach Delay, s/veh		62.2			43.8			45.9			29.3	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	41.2	10.0	28.7	13.0	68.3	11.9	26.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	9.8	32.7	6.0	22.5	9.8	45.0	6.6	8.3
Green Ext Time (p_c), s	2.4	2.5	0.0	0.2	0.0	4.1	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	332	91	108	156	161	149	729	177	188	492	50
Future Volume (veh/h)	95	332	91	108	156	161	149	729	177	188	492	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	103	361	99	117	170	175	162	792	192	204	535	54
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	500	206	167	567	234	208	1667	687	249	1754	723
Arrive On Green	0.08	0.14	0.14	0.10	0.16	0.16	0.26	0.94	0.94	0.30	0.99	0.99
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	103	361	99	117	170	175	162	792	192	204	535	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.1	11.7	5.5	8.3	5.1	13.7	11.1	2.8	0.8	13.9	0.2	0.0
Cycle Q Clear(g_c), s	7.1	11.7	5.5	8.3	5.1	13.7	11.1	2.8	0.8	13.9	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	500	206	167	567	234	208	1667	687	249	1754	723
V/C Ratio(X)	0.53	0.72	0.48	0.70	0.30	0.75	0.78	0.48	0.28	0.82	0.30	0.07
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1667	687	354	1754	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.72	0.72	0.72	0.77	0.77	0.77	0.76	0.76	0.76	0.29	0.29	0.29
Uniform Delay (d), s/veh	49.2	49.3	25.6	52.1	44.5	48.1	43.1	1.9	0.7	40.2	0.3	0.3
Incr Delay (d2), s/veh	1.8	1.4	1.2	8.6	0.2	4.2	4.7	0.7	0.8	3.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.8	2.3	4.2	2.5	5.8	5.2	1.3	0.4	6.4	0.1	0.0
LnGrp Delay(d),s/veh	51.0	50.7	26.9	60.7	44.7	52.3	47.9	2.7	1.5	43.3	0.4	0.3
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		563			462			1146			793	
Approach Delay, s/veh		46.6			51.6			8.9			11.4	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	60.5	16.2	21.0	19.3	63.5	14.0	23.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	15.9	4.8	10.3	13.7	13.1	2.2	9.1	15.7
Green Ext Time (p_c), s	0.4	8.0	0.1	1.3	0.3	8.2	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	570	419	161	136	333	139	150	1563	104	106	1157	406
Future Volume (veh/h)	570	419	161	136	333	139	150	1563	104	106	1157	406
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	620	455	175	148	362	151	163	1699	113	115	1258	441
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	749	308	250	586	241	150	1803	743	109	1715	707
Arrive On Green	0.13	0.21	0.21	0.08	0.17	0.17	0.09	0.51	0.51	0.07	0.48	0.48
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	620	455	175	148	362	151	163	1699	113	115	1258	441
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	14.0	12.9	5.4	11.4	11.6	11.0	54.3	4.9	8.0	34.1	26.8
Cycle Q Clear(g_c), s	15.0	14.0	12.9	5.4	11.4	11.6	11.0	54.3	4.9	8.0	34.1	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	749	308	250	586	241	150	1803	743	109	1715	707
V/C Ratio(X)	1.56	0.61	0.57	0.59	0.62	0.63	1.09	0.94	0.15	1.06	0.73	0.62
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1803	743	109	1715	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.73	0.73	0.73	0.86	0.86	0.86
Uniform Delay (d), s/veh	52.5	42.8	42.4	53.4	46.6	46.6	54.5	27.8	15.6	56.0	24.7	22.9
Incr Delay (d2), s/veh	263.9	0.7	1.3	2.2	1.1	2.7	88.3	8.8	0.3	95.6	2.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	6.9	5.3	2.4	5.7	4.8	8.6	28.6	2.0	6.5	17.2	11.5
LnGrp Delay(d),s/veh	316.4	43.5	43.7	55.6	47.6	49.3	142.8	36.6	16.0	152.1	27.2	26.4
LnGrp LOS	F	D	D	E	D	D	F	D	B	F	C	C
Approach Vol, veh/h		1250			661			1975			1814	
Approach Delay, s/veh		178.9			49.8			44.2			34.9	
Approach LOS		F			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.1	13.5	29.4	15.0	62.1	19.0	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	56.3	7.4	16.0	13.0	36.1	17.0	13.6
Green Ext Time (p_c), s	0.0	0.0	0.1	4.4	0.0	8.5	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	71.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	8	65	94	5	12	36	1288	35	24	1691	46
Future Volume (veh/h)	60	8	65	94	5	12	36	1288	35	24	1691	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	65	9	71	102	5	13	39	1400	38	26	1838	50
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	135	106	136	43	111	75	2388	984	59	3381	970
Arrive On Green	0.06	0.07	0.07	0.08	0.09	0.08	0.05	0.67	0.67	0.04	0.66	0.66
Sat Flow, veh/h	1634	1863	1458	1634	459	1193	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	65	9	71	102	0	18	39	1400	38	26	1838	50
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1652	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.7	0.5	4.8	7.3	0.0	1.2	2.8	25.6	0.5	1.9	22.8	1.4
Cycle Q Clear(g_c), s	4.7	0.5	4.8	7.3	0.0	1.2	2.8	25.6	0.5	1.9	22.8	1.4
Prop In Lane	1.00		1.00	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	135	106	136	0	153	75	2388	984	59	3381	970
V/C Ratio(X)	0.63	0.07	0.67	0.75	0.00	0.12	0.52	0.59	0.04	0.44	0.54	0.05
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2388	984	82	3381	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	51.8	39.0	53.8	0.0	50.5	56.0	10.5	1.2	56.7	10.6	7.0
Incr Delay (d2), s/veh	7.4	0.2	7.1	20.3	0.0	0.3	5.5	1.1	0.1	5.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.3	2.1	4.1	0.0	0.6	1.4	12.8	0.2	0.9	10.7	0.6
LnGrp Delay(d),s/veh	62.2	52.0	46.1	74.1	0.0	50.8	61.5	11.6	1.3	61.8	11.2	7.1
LnGrp LOS	E	D	D	E		D	E	B	A	E	B	A
Approach Vol, veh/h		145			120			1477			1914	
Approach Delay, s/veh		53.7			70.6			12.6			11.8	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	85.0	14.0	12.7	9.5	83.8	11.6	15.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	27.6	9.3	6.8	4.8	24.8	6.7	3.2
Green Ext Time (p_c), s	0.0	20.1	0.0	0.2	0.0	21.6	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	97	843	139	106	1102
Future Volume (veh/h)	97	97	843	139	106	1102
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	105	105	916	151	115	1198
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	169	151	1313	1028	150	1545
Arrive On Green	0.10	0.10	0.70	0.70	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	105	105	916	151	115	1198
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	7.4	8.3	34.3	4.1	8.0	0.0
Cycle Q Clear(g_c), s	7.4	8.3	34.3	4.1	8.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	169	151	1313	1028	150	1545
V/C Ratio(X)	0.62	0.69	0.70	0.15	0.77	0.78
Avail Cap(c_a), veh/h	268	239	1313	1028	150	1545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	1.00	1.00	0.51	0.51
Uniform Delay (d), s/veh	51.5	51.9	10.3	5.8	47.8	0.0
Incr Delay (d2), s/veh	2.7	4.1	3.1	0.3	11.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.5	18.4	1.7	4.1	0.9
LnGrp Delay(d),s/veh	54.2	56.1	13.4	6.1	59.4	2.0
LnGrp LOS	D	E	B	A	E	A
Approach Vol, veh/h	210		1067			1313
Approach Delay, s/veh	55.1		12.4			7.0
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	88.6				103.6		16.4
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	10.3	36.3				2.0		10.3
Green Ext Time (p_c), s	0.0	17.3				20.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	71	96	56	71	121	89	964	94	74	662	42
Future Volume (veh/h)	80	71	96	56	71	121	89	964	94	74	662	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	87	77	104	61	77	132	97	1048	102	80	720	46
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	127	171	99	96	164	142	1807	176	123	1834	117
Arrive On Green	0.08	0.18	0.16	0.06	0.16	0.14	0.17	1.00	1.00	0.15	1.00	1.00
Sat Flow, veh/h	1634	719	972	1634	617	1058	1634	3259	317	1634	3379	216
Grp Volume(v), veh/h	87	0	181	61	0	209	97	569	581	80	377	389
Grp Sat Flow(s),veh/h/ln	1634	0	1691	1634	0	1676	1634	1770	1807	1634	1770	1825
Q Serve(g_s), s	6.2	0.0	11.9	4.4	0.0	14.5	6.7	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	11.9	4.4	0.0	14.5	6.7	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	133	0	298	99	0	260	142	981	1002	123	961	991
V/C Ratio(X)	0.65	0.00	0.61	0.62	0.00	0.80	0.68	0.58	0.58	0.65	0.39	0.39
Avail Cap(c_a), veh/h	196	0	428	144	0	372	218	981	1002	163	961	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.86	0.86	0.86	0.93	0.93	0.93
Uniform Delay (d), s/veh	53.4	0.0	46.1	55.0	0.0	49.5	48.0	0.0	0.0	49.5	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	1.9	6.1	0.0	8.1	4.9	2.1	2.1	5.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	5.7	2.2	0.0	7.3	3.2	0.6	0.6	2.7	0.3	0.3
LnGrp Delay(d),s/veh	58.5	0.0	47.9	61.1	0.0	57.6	52.9	2.1	2.1	54.7	1.1	1.1
LnGrp LOS	E		D	E		E	D	A	A	D	A	A
Approach Vol, veh/h		268			270			1247			846	
Approach Delay, s/veh		51.4			58.4			6.1			6.2	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	70.5	11.3	25.2	14.4	69.1	13.8	22.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	7.5	2.0	6.4	13.9	8.7	2.0	8.2	16.5
Green Ext Time (p_c), s	0.0	9.8	0.0	0.8	0.1	9.7	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	51.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	85	4	316	0	154	654	0	0	0	1062	255
Future Vol, veh/h	0	0	0	0	0	85	4	316	0	154	654	0	0	0	1062	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	4	343	0	167	711	0	0	0	1154	277
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	22	57.5	57.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	654	89	316	1062	255
LT Vol	154	0	85	0	0	0
Through Vol	0	654	4	0	1062	0
RT Vol	0	0	0	316	0	255
Lane Flow Rate	167	711	97	343	1154	277
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.364	1	0.225	0.686	1	0.504
Departure Headway (Hd)	7.834	7.333	8.364	7.188	7.251	6.55
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	462	505	428	498	508	554
Service Time	5.54	5.039	6.155	4.979	4.955	4.254
HCM Lane V/C Ratio	0.361	1.408	0.227	0.689	2.272	0.5
HCM Control Delay	15	67.5	13.6	24.4	67.1	15.7
HCM Lane LOS	B	F	B	C	F	C
HCM 95th-tile Q	1.6	13.6	0.9	5.2	13.6	2.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	503	135	371	239	799	0	0	933	172
Future Volume (veh/h)	0	0	0	503	135	371	239	799	0	0	933	172
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				547	147	403	260	868	0	0	1014	187
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1011	576	451	552	2179	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.23	0.82	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				547	147	403	260	868	0	0	1014	187
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	7.1	31.6	8.5	7.9	0.0	0.0	15.4	4.0
Cycle Q Clear(g_c), s				16.7	7.1	31.6	8.5	7.9	0.0	0.0	15.4	4.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1011	576	451	552	2179	0	0	1430	589
V/C Ratio(X)				0.54	0.26	0.89	0.47	0.40	0.00	0.00	0.71	0.32
Avail Cap(c_a), veh/h				1185	675	529	552	2179	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.88	0.88	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				34.4	31.1	39.6	41.4	4.9	0.0	0.0	8.3	7.2
Incr Delay (d2), s/veh				0.3	0.2	11.2	0.6	0.5	0.0	0.0	2.7	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	3.7	14.2	3.8	3.9	0.0	0.0	7.6	1.8
LnGrp Delay(d),s/veh				34.7	31.2	50.8	41.9	5.4	0.0	0.0	11.0	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1097			1128			1201	
Approach Delay, s/veh					40.1			13.8			10.6	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.4			25.4	53.0		41.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.9			10.5	17.4		33.6
Green Ext Time (p_c), s		5.6			1.9	5.9		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	384	498	327	315	1313	0	0	1252	336
Future Volume (veh/h)	0	0	0	384	498	327	315	1313	0	0	1252	336
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				417	541	355	342	1427	0	0	1361	365
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				417	541	355	342	1427	0	0	1361	365
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.5	16.0	28.6	25.0	0.0	0.0	0.0	42.6	22.7
Cycle Q Clear(g_c), s				13.5	16.0	28.6	25.0	0.0	0.0	0.0	42.6	22.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.51	0.59	0.94	1.00	0.60	0.00	0.00	0.89	0.58
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.66	0.66	0.00	0.00	0.51	0.51
Uniform Delay (d), s/veh				37.9	38.9	43.5	35.0	0.0	0.0	0.0	31.4	25.8
Incr Delay (d2), s/veh				0.5	1.0	31.1	40.9	0.7	0.0	0.0	4.4	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	7.9	14.8	15.0	0.2	0.0	0.0	21.7	9.5
LnGrp Delay(d),s/veh				38.4	39.9	74.7	75.9	0.7	0.0	0.0	35.8	27.7
LnGrp LOS				D	D	E	F	A			D	C
Approach Vol, veh/h					1313			1769			1726	
Approach Delay, s/veh					48.8			15.3			34.1	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	44.6		30.6
Green Ext Time (p_c), s		34.3			0.0	4.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		31.2
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	50.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	266	1	209	0	0	0	0	0	0	425	69	0	562	389	0
Future Vol, veh/h	0	266	1	209	0	0	0	0	0	0	425	69	0	562	389	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	289	1	227	0	0	0	0	0	0	462	75	0	611	423	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	22.1	60.8	59
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	425	69	267	209	562	389
LT Vol	0	0	266	0	562	0
Through Vol	425	0	1	0	0	389
RT Vol	0	69	0	209	0	0
Lane Flow Rate	462	75	290	227	611	423
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.996	0.147	0.677	0.454	1	0.868
Departure Headway (Hd)	7.764	7.063	8.398	7.202	7.909	7.394
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	506	430	500	458	486
Service Time	5.538	4.836	6.149	4.953	5.692	5.176
HCM Lane V/C Ratio	0.989	0.148	0.674	0.454	1.334	0.87
HCM Control Delay	68.9	11.1	27.1	15.8	70.7	42.1
HCM Lane LOS	F	B	D	C	F	E
HCM 95th-tile Q	13	0.5	4.9	2.3	13	9.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	146	274	0	0	0	0	895	494	426	1004	0
Future Volume (veh/h)	241	146	274	0	0	0	0	895	494	426	1004	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	262	159	298				0	973	537	463	1091	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	381	824	340				0	2502	718	555	2479	0
Arrive On Green	0.23	0.23	0.23				0.00	0.49	0.49	0.35	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	262	159	298				0	973	537	463	1091	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	17.6	4.3	23.6				0.0	14.4	35.5	16.1	0.0	0.0
Cycle Q Clear(g_c), s	17.6	4.3	23.6				0.0	14.4	35.5	16.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	381	824	340				0	2502	718	555	2479	0
V/C Ratio(X)	0.69	0.19	0.88				0.00	0.39	0.75	0.83	0.44	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2502	718	660	2479	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh	42.0	37.0	44.4				0.0	19.1	24.5	37.4	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.1	17.2				0.0	0.5	7.0	6.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	2.1	11.1				0.0	6.9	15.6	7.4	0.1	0.0
LnGrp Delay(d),s/veh	45.6	37.1	61.6				0.0	19.6	31.5	43.4	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		719						1510			1554	
Approach Delay, s/veh		50.3						23.8			13.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.0	63.0		32.0		88.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	19.1	37.5		25.6		2.0		
Green Ext Time (p_c), s	0.9	7.9		1.7		22.0		

Intersection Summary	
HCM 2010 Ctrl Delay	24.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	547	283	0	0	0	0	1106	383	491	1323	0
Future Volume (veh/h)	361	547	283	0	0	0	0	1106	383	491	1323	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	392	595	308				0	1202	416	534	1438	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1840	758	629	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.52	0.52	0.40	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	392	595	308				0	1202	416	534	1438	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.9	19.8	21.8				0.0	29.6	23.0	18.4	0.0	0.0
Cycle Q Clear(g_c), s	13.9	19.8	21.8				0.0	29.6	23.0	18.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1840	758	629	2660	0
V/C Ratio(X)	0.68	0.93	1.16				0.00	0.65	0.55	0.85	0.54	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1840	758	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.76	0.76	0.76				0.00	1.00	1.00	0.49	0.49	0.00
Uniform Delay (d), s/veh	45.9	48.3	49.1				0.0	21.0	19.4	34.5	0.0	0.0
Incr Delay (d2), s/veh	2.5	15.8	100.1				0.0	1.8	2.8	3.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.1	16.1				0.0	14.8	9.8	8.3	0.1	0.0
LnGrp Delay(d),s/veh	48.3	64.1	149.2				0.0	22.8	22.2	38.2	0.4	0.0
LnGrp LOS	D	E	F					C	C	D	A	
Approach Vol, veh/h		1295						1618			1972	
Approach Delay, s/veh		79.6						22.6			10.6	
Approach LOS		E						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.8	66.4		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	22.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	20.4	31.6		23.8		2.0		
Green Ext Time (p_c), s	1.5	16.3		0.0		33.0		

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	144	0	0	100
Future Vol, veh/h	0	0	144	0	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	157	0	0	109

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	266	157	0	0	157	0
Stage 1	157	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	723	889	-	-	1423	-
Stage 1	871	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	723	889	-	-	1423	-
Mov Cap-2 Maneuver	723	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	916	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1423	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	662	402	101	0	33
Future Vol, veh/h	0	662	402	101	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	720	437	110	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	547	0	-	0	1212	492
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	720	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1022	-	-	-	201	577
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1022	-	-	-	201	577
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	482	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	577
HCM Lane V/C Ratio	-	-	-	-	0.062
HCM Control Delay (s)	0	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	56	40	121	16	17	120
Future Vol, veh/h	56	40	121	16	17	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	43	132	17	18	130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	299	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	692	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	683	917	-	-	1453	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	683	917	1453	-
HCM Lane V/C Ratio	-	-	0.089	0.047	0.013	-
HCM Control Delay (s)	-	-	10.8	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	22	125	13	12	129
Future Vol, veh/h	35	22	125	13	12	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	24	136	14	13	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	302	136	0	0	136	0
Stage 1	136	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	690	913	-	-	1448	-
Stage 1	890	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	913	-	-	1448	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	684	913	1448	-
HCM Lane V/C Ratio	-	-	0.056	0.026	0.009	-
HCM Control Delay (s)	-	-	10.6	9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	27	118	5	0	121
Future Vol, veh/h	0	27	118	5	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	128	5	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	260	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	729	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	729	922	-	-	1458	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	922	1458	-
HCM Lane V/C Ratio	-	-	-	0.032	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	116	118	6	14	15
Future Vol, veh/h	4	116	118	6	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	126	128	7	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	263	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	726	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	724	922
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1458	-	-	-	724	922
HCM Lane V/C Ratio	0.003	-	-	-	0.021	0.018
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	119	120	10	23	26
Future Vol, veh/h	8	119	120	10	23	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	129	130	11	25	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	277	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1455	-	-	-	713	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	709	920
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1455	-	-	-	709	920
HCM Lane V/C Ratio	0.006	-	-	-	0.035	0.031
HCM Control Delay (s)	7.5	-	-	-	10.3	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	118	131	5	16	20
Future Vol, veh/h	7	118	131	5	16	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	128	142	5	17	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	285	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1441	-	-	-	705	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	701	906
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1441	-	-	-	701	906
HCM Lane V/C Ratio	0.005	-	-	-	0.025	0.024
HCM Control Delay (s)	7.5	-	-	-	10.3	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

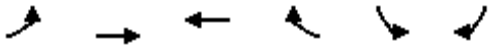
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	109	15	20	102	6	4
Future Vol, veh/h	109	15	20	102	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	16	22	111	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	118	0	272	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1470	-	717	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1470	-	706	934
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	934	-	-	1470	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.015	-
HCM Control Delay (s)	10.1	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	287	227	0	316	38
Future Volume (veh/h)	0	287	227	0	316	38
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	312	247	0	343	41
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	456	456	0	2445	1125
Arrive On Green	0.00	0.13	0.13	0.00	0.77	0.77
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	312	247	0	343	41
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	10.1	7.8	0.0	3.3	0.8
Cycle Q Clear(g_c), s	0.0	10.1	7.8	0.0	3.3	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	456	456	0	2445	1125
V/C Ratio(X)	0.00	0.68	0.54	0.00	0.14	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2445	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.0	49.0	0.0	3.5	3.2
Incr Delay (d2), s/veh	0.0	1.8	0.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	3.9	0.0	1.5	0.3
LnGrp Delay(d),s/veh	0.0	51.8	49.7	0.0	3.6	3.3
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		312	247		384	
Approach Delay, s/veh		51.8	49.7		3.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.4		98.6		21.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				12.1		5.3		9.8
Green Ext Time (p_c), s				3.3		1.3		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	564	0	0	523	282	44	0	276	0	0	0
Future Volume (veh/h)	45	564	0	0	523	282	44	0	276	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	49	613	0	0	568	307	48	0	300			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1256	0	0	984	406	1752	0	806			
Arrive On Green	0.03	0.36	0.00	0.00	0.28	0.28	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	49	613	0	0	568	307	48	0	300			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.9	17.6	0.0	0.0	17.9	25.0	0.9	0.0	15.1			
Cycle Q Clear(g_c), s	3.9	17.6	0.0	0.0	17.9	25.0	0.9	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1256	0	0	984	406	1752	0	806			
V/C Ratio(X)	0.97	0.49	0.00	0.00	0.58	0.76	0.03	0.00	0.37			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1752	0	806			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	0.48	0.48	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.9	32.7	0.0	0.0	40.4	42.9	13.2	0.0	16.4			
Incr Delay (d2), s/veh	112.7	0.3	0.0	0.0	0.3	1.4	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	8.6	0.0	0.0	8.8	10.2	0.4	0.0	6.1			
LnGrp Delay(d),s/veh	175.7	33.0	0.0	0.0	40.6	44.4	13.2	0.0	16.7			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		662			875			348				
Approach Delay, s/veh		43.5			41.9			16.2				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.8		52.2			10.0	42.2
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		17.1		19.6			5.9	27.0
Green Ext Time (p_c), s		0.0		9.7			0.0	9.1

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	198	352	57	0	11	259	59	0	41	19	15	0	65	17	148
Future Vol, veh/h	0	198	352	57	0	11	259	59	0	41	19	15	0	65	17	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	383	62	0	12	282	64	0	45	21	16	0	71	18	161
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	14.9	13.9	12	13.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	67%	0%	100%	59%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	33%	0%	0%	41%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	198	235	174	11	173	145	65	11	154
LT Vol	41	0	198	0	0	11	0	0	65	0	0
Through Vol	0	19	0	235	117	0	173	86	0	11	6
RT Vol	0	15	0	0	57	0	0	59	0	0	148
Lane Flow Rate	45	37	215	255	189	12	188	158	71	12	167
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.107	0.081	0.438	0.484	0.347	0.026	0.386	0.312	0.163	0.027	0.331
Departure Headway (Hd)	8.674	7.865	7.332	6.827	6.596	7.909	7.403	7.116	8.316	7.813	7.134
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	456	493	528	546	453	486	506	432	459	504
Service Time	6.421	5.612	5.067	4.562	4.33	5.65	5.144	4.857	6.057	5.554	4.875
HCM Lane V/C Ratio	0.109	0.081	0.436	0.483	0.346	0.026	0.387	0.312	0.164	0.026	0.331
HCM Control Delay	12.5	11.3	15.7	15.8	12.8	10.9	14.7	13.1	12.7	10.8	13.4
HCM Lane LOS	B	B	C	C	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	0.3	2.2	2.6	1.5	0.1	1.8	1.3	0.6	0.1	1.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	743	377	0	0	0
Future Vol, veh/h	0	743	377	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	808	410	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	410	0	-	0	1218	410
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1149	-	-	-	199	642
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	199	642
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	438	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1149	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	87	0	0	66
Future Vol, veh/h	0	0	87	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	95	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	823	962	-	-	1499	-
Stage 1	929	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	962	-	-	1499	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	951	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	19	9	68	32	74	9	513	45	70	668	3
Future Volume (veh/h)	4	19	9	68	32	74	9	513	45	70	668	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	21	10	74	35	80	10	558	49	76	726	3
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	744	731	348	826	309	707	22	741	65	102	990	4
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.01	0.23	0.22	0.06	0.27	0.27
Sat Flow, veh/h	1172	1194	569	1264	505	1154	1634	3293	289	1634	3615	15
Grp Volume(v), veh/h	4	0	31	74	0	115	10	299	308	76	355	374
Grp Sat Flow(s),veh/h/ln	1172	0	1762	1264	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.2	0.0	0.8	2.9	0.0	3.5	0.7	18.9	19.0	5.5	21.9	21.9
Cycle Q Clear(g_c), s	3.7	0.0	0.8	3.8	0.0	3.5	0.7	18.9	19.0	5.5	21.9	21.9
Prop In Lane	1.00		0.32	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	744	0	1079	826	0	1016	22	398	408	102	485	509
V/C Ratio(X)	0.01	0.00	0.03	0.09	0.00	0.11	0.45	0.75	0.75	0.74	0.73	0.73
Avail Cap(c_a), veh/h	744	0	1079	826	0	1016	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	9.2	9.9	0.0	9.8	58.7	43.4	43.4	55.3	39.6	39.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	13.5	2.9	2.9	10.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.1	0.0	1.7	0.4	9.5	9.8	2.8	11.0	11.5
LnGrp Delay(d),s/veh	10.5	0.0	9.3	10.1	0.0	10.0	72.3	46.3	46.3	65.5	41.7	41.6
LnGrp LOS	B		A	B		A	E	D	D	E	D	D
Approach Vol, veh/h		35			189			617			805	
Approach Delay, s/veh		9.4			10.0			46.7			43.9	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	31.0		77.5	5.6	36.9		77.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	7.5	21.0		5.7	2.7	23.9		5.8
Green Ext Time (p_c), s	0.1	5.5		0.6	0.0	5.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	125	5	27	171	21	11
Future Vol, veh/h	125	5	27	171	21	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	136	5	29	186	23	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	384	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	619	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	605	909
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1442	-
HCM Lane V/C Ratio	0.051	-	-	0.02	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	102	33	0	200	158	9	0	49	15	242
Future Vol, veh/h	0	3	102	33	0	200	158	9	0	49	15	242
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	3	111	36	0	217	172	10	0	53	16	263
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	10.2	18.8	12.7
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	306	138	358	9	19
LT Vol	49	3	200	0	2
Through Vol	15	102	158	0	15
RT Vol	242	33	0	9	2
Lane Flow Rate	333	150	389	10	21
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.472	0.231	0.647	0.014	0.035
Departure Headway (Hd)	5.106	5.537	5.986	4.996	6.094
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	705	648	603	717	585
Service Time	3.146	3.578	3.716	2.725	4.154
HCM Lane V/C Ratio	0.472	0.231	0.645	0.014	0.036
HCM Control Delay	12.7	10.2	19.1	7.8	9.4
HCM Lane LOS	B	B	C	A	A
HCM 95th-tile Q	2.5	0.9	4.7	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	15	2
Future Vol, veh/h	0	2	15	2
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	16	2
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	139	203	266	30	31	98
Future Vol, veh/h	139	203	266	30	31	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	221	289	33	34	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	828	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1238	-	-	-	341	735
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	294	735
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	512	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	540
HCM Lane V/C Ratio	0.122	-	-	-	0.26
HCM Control Delay (s)	8.3	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	0	12	5	76	0	444	5	60	678	2
Future Vol, veh/h	0	5	0	12	5	76	0	444	5	60	678	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	0	13	5	83	0	483	5	65	737	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1112	1356	370	987	1355	244	739	0	0	488	0	0
Stage 1	868	868	-	485	485	-	-	-	-	-	-	-
Stage 2	244	488	-	502	870	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	627	202	148	757	863	-	-	1071	-	-
Stage 1	314	368	-	532	550	-	-	-	-	-	-	-
Stage 2	738	548	-	520	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	139	627	187	139	757	863	-	-	1071	-	-
Mov Cap-2 Maneuver	134	139	-	187	139	-	-	-	-	-	-	-
Stage 1	314	346	-	532	550	-	-	-	-	-	-	-
Stage 2	651	548	-	481	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	14.9	0	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	139	464	1071	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.218	0.061	-	-
HCM Control Delay (s)	0	-	-	32	14.9	8.6	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	2	1	88	1	0
Future Vol, veh/h	74	2	1	88	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	2	1	96	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	180	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	810	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	809	978
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	1514	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	72	0	0	92	0	0
Future Vol, veh/h	72	0	0	92	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	78	0	0	100	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	178	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1520	-	812	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	812	983
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1520	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	46	23	23	70	5	22	26	4	1	32	2
Future Vol, veh/h	2	46	23	23	70	5	22	26	4	1	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	50	25	25	76	5	24	28	4	1	35	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	75	0	0	214	199	63	212	208	79
Stage 1	-	-	-	-	-	-	67	67	-	129	129	-
Stage 2	-	-	-	-	-	-	147	132	-	83	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1524	-	-	743	697	1002	745	689	981
Stage 1	-	-	-	-	-	-	943	839	-	875	789	-
Stage 2	-	-	-	-	-	-	856	787	-	925	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1524	-	-	703	684	1002	709	677	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	703	684	-	709	677	-
Stage 1	-	-	-	-	-	-	942	838	-	874	776	-
Stage 2	-	-	-	-	-	-	802	774	-	889	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.7	10.5	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	709	1515	-	-	1524	-	-	690
HCM Lane V/C Ratio	0.08	0.001	-	-	0.016	-	-	0.055
HCM Control Delay (s)	10.5	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	45	0	0	91	0	0
Future Vol, veh/h	45	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	99	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	148	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	844	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	844	1020
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	925	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1558	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	44	0	0	89	0	0
Future Vol, veh/h	44	0	0	89	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	0	0	97	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	48	0	145	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1559	-	847	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1559	-	847	1021
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	927	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1559	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	45	0	0	91	0	0
Future Vol, veh/h	45	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	99	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	49	49	98	49
Stage 1	-	-	0	0	49	-
Stage 2	-	-	49	49	49	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	960	843	901	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	973	854	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	960	0	901	1020
Mov Cap-2 Maneuver	-	-	960	0	901	-
Stage 1	-	-	-	0	973	-
Stage 2	-	-	973	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	40	15	43	76	27	33
Future Vol, veh/h	40	15	43	76	27	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	16	47	83	29	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	228	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	760	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	736	1016
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1544	-
HCM Lane V/C Ratio	0.075	-	-	0.03	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	35	39	58	269	182	67
Future Vol, veh/h	35	39	58	269	182	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	42	63	292	198	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	234	271	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	433	805	1292	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	805	1292	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	551	-	-
HCM Lane V/C Ratio	0.049	-	0.146	-	-
HCM Control Delay (s)	7.9	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	43	0	0	67
Future Vol, veh/h	0	0	43	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1022	-	-	1560	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	134	52	0
Future Vol, veh/h	0	0	0	134	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	146	57	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	28	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	851	1041	1546	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1041	1546	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	941	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	42	53	281	34	27	197
Future Vol, veh/h	42	53	281	34	27	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	58	305	37	29	214

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	578	305	0	0	305	0
Stage 1	305	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	478	735	-	-	1256	-
Stage 1	748	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	735	-	-	1256	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	466	735	1256	-
HCM Lane V/C Ratio	-	-	0.098	0.078	0.023	-
HCM Control Delay (s)	-	-	13.6	10.3	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	43	0	0	67
Future Vol, veh/h	0	0	43	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	1022	-	-	1560	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1560	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	13	0	9	0	0	93	41
Future Vol, veh/h	0	0	0	0	0	13	0	9	0	0	93	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	14	0	10	0	0	101	45
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	7.8	7.6
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	62	72	0	0	13	9	8	22	22
LT Vol	0	0	0	0	0	13	0	8	0	0
Through Vol	0	62	31	0	0	0	0	0	22	22
RT Vol	0	0	41	0	0	0	9	0	0	0
Lane Flow Rate	0	67	78	0	0	14	10	9	23	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.087	0.093	0	0	0.022	0.012	0.013	0.031	0.02
Departure Headway (Hd)	4.656	4.656	4.257	5.069	5.069	5.515	4.315	5.277	4.776	3.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	766	837	0	0	653	834	670	739	1147
Service Time	2.403	2.403	2.004	2.772	2.772	3.215	2.015	3.076	2.575	0.839
HCM Lane V/C Ratio	0	0.087	0.093	0	0	0.021	0.012	0.013	0.031	0.02
HCM Control Delay	7.4	7.9	7.4	7.8	7.8	8.3	7.1	8.1	7.7	5.9
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0	0	0.1	0	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	43	0
Future Vol, veh/h	0	8	43	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	47	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	285	0	0	0	261	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	285	0	0	0	261	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	310	0	0	0	284	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	10.6	10.2
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	285	0	0	0	0	261	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	285	0	0	0	0	261	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	310	0	0	0	0	284	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.402	0	0	0	0	0.369	0
Departure Headway (Hd)	4.67	4.67	4.67	5.946	5.946	4.682	4.682	4.682
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	765	0	0	0	0	763	0
Service Time	2.433	2.433	2.433	3.646	3.646	2.45	2.45	2.45
HCM Lane V/C Ratio	0	0.405	0	0	0	0	0.372	0
HCM Control Delay	7.4	10.6	7.4	8.6	8.6	7.5	10.2	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	1.9	0	0	0	0	1.7	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	4	17	0	2	0	6	43	0	0	67	5
Future Vol, veh/h	7	4	17	0	2	0	6	43	0	0	67	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	0	2	0	7	47	0	0	73	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	134	133	73	135	133	47	73	0	0	47	0	0
Stage 1	73	73	-	60	60	-	-	-	-	-	-	-
Stage 2	61	60	-	75	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	838	758	989	836	758	1022	1527	-	-	1560	-	-
Stage 1	937	834	-	951	845	-	-	-	-	-	-	-
Stage 2	950	845	-	934	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	833	755	989	814	755	1022	1527	-	-	1560	-	-
Mov Cap-2 Maneuver	833	755	-	814	755	-	-	-	-	-	-	-
Stage 1	933	834	-	947	841	-	-	-	-	-	-	-
Stage 2	943	841	-	912	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.8	0.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	833	755	989	-	755	-	1560	-	-
HCM Lane V/C Ratio	0.004	-	-	0.009	0.006	0.019	-	0.003	-	-	-	-
HCM Control Delay (s)	7.4	-	-	9.4	9.8	8.7	0	9.8	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	-	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	11	20	134	52	5
Future Vol, veh/h	4	11	20	134	52	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	22	146	57	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	31	62	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	798	1036	1539	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	1036	1539	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1539	-	955	-	-
HCM Lane V/C Ratio	0.014	-	0.017	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	433	85	59	589	11	102	0	35	3	2	15
Future Volume (veh/h)	152	433	85	59	589	11	102	0	35	3	2	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	165	471	92	64	640	12	111	0	38	3	2	16
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	632	260	261	786	15	629	0	215	9	6	48
Arrive On Green	0.12	0.18	0.18	0.16	0.22	0.20	0.49	0.00	0.49	0.04	0.04	0.03
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1282	0	439	233	155	1243
Grp Volume(v), veh/h	165	471	92	64	319	333	149	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1632	0	0
Q Serve(g_s), s	11.9	15.1	6.6	4.1	20.5	20.5	5.8	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	11.9	15.1	6.6	4.1	20.5	20.5	5.8	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.14		0.76
Lane Grp Cap(c), veh/h	191	632	260	261	392	410	844	0	0	63	0	0
V/C Ratio(X)	0.87	0.75	0.35	0.25	0.81	0.81	0.18	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	261	560	586	844	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	46.7	43.2	44.1	44.4	44.4	17.1	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	29.8	1.7	0.8	0.3	4.1	3.9	0.5	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	7.5	2.7	1.9	10.4	10.9	2.8	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	81.9	48.4	44.0	44.4	48.4	48.3	17.6	0.0	0.0	59.5	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	B			E		
Approach Vol, veh/h		728			716			149			21	
Approach Delay, s/veh		55.4			48.0			17.6			59.5	
Approach LOS		E			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		62.8	23.1	25.4		8.6	18.0	30.6
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		7.8	6.1	17.1		3.5	13.9	22.5
Green Ext Time (p_c), s		0.3	0.0	2.3		0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Future Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	459	43	5	608	8	76	3	4	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	752	70	36	761	10	894	440	587	13	3	102
Arrive On Green	0.04	0.23	0.21	0.02	0.21	0.20	0.55	0.61	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3269	305	1634	3576	47	1634	724	965	1774	47	1506
Grp Volume(v), veh/h	25	248	254	5	301	315	76	0	7	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1690	1774	0	1553
Q Serve(g_s), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.57	1.00		0.97
Lane Grp Cap(c), veh/h	69	407	415	36	377	395	894	0	1027	13	0	105
V/C Ratio(X)	0.36	0.61	0.61	0.14	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	917	82	811	850	894	0	1027	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.4	41.6	57.6	44.8	44.8	12.9	0.0	9.3	59.2	0.0	53.6
Incr Delay (d2), s/veh	2.6	1.2	1.2	1.8	3.9	3.8	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.5	7.7	0.2	9.8	10.3	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.8	42.5	42.8	59.4	48.7	48.6	12.9	0.0	9.4	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		527			621			83			35	
Approach Delay, s/veh		43.4			48.7			12.6			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.9	6.6	31.6	69.7	12.1	8.7	29.6
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.2	2.4	17.2	4.7	4.4	3.6	21.4
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	386	35	27	516	48	62
Future Vol, veh/h	386	35	27	516	48	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	420	38	29	561	52	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	458	0	778	229
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1099	-	333	774
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1099	-	324	774
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	482	-	-	1099	-
HCM Lane V/C Ratio	0.248	-	-	0.027	-
HCM Control Delay (s)	14.9	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	435	6	12	536	2	4
Future Vol, veh/h	435	6	12	536	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	473	7	13	583	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	479	0	793	240
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1080	-	326	761
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	322	761
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1080	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	8.8	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	158	86	65	283	36	57	327	42	28	482	190
Future Volume (veh/h)	178	158	86	65	283	36	57	327	42	28	482	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	193	172	93	71	308	39	62	355	46	30	524	207
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	983	405	364	1203	496	112	977	403	75	628	247
Arrive On Green	0.16	0.28	0.28	0.22	0.34	0.34	0.07	0.28	0.28	0.05	0.25	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	193	172	93	71	308	39	62	355	46	30	373	358
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	10.1	3.3	3.2	3.2	5.7	1.6	3.3	7.3	1.1	1.6	17.9	18.1
Cycle Q Clear(g_c), s	10.1	3.3	3.2	3.2	5.7	1.6	3.3	7.3	1.1	1.6	17.9	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	262	983	405	364	1203	496	112	977	403	75	448	428
V/C Ratio(X)	0.74	0.17	0.23	0.20	0.26	0.08	0.55	0.36	0.11	0.40	0.83	0.84
Avail Cap(c_a), veh/h	436	983	405	364	1203	496	163	977	403	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.7	13.0	28.4	21.5	20.1	40.6	26.2	6.3	41.7	31.8	32.4
Incr Delay (d2), s/veh	4.0	0.4	1.3	0.3	0.5	0.3	4.0	0.2	0.1	3.5	11.6	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.7	1.4	1.5	2.8	0.7	1.6	3.6	0.4	0.8	10.1	10.0
LnGrp Delay(d),s/veh	40.0	25.1	14.3	28.7	22.0	20.4	44.6	26.4	6.4	45.2	43.5	45.0
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		458			418			463			761	
Approach Delay, s/veh		29.2			23.0			26.9			44.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	28.8	24.0	29.0	10.2	26.8	18.4	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.6	9.3	5.2	5.3	5.3	20.1	12.1	7.7
Green Ext Time (p_c), s	0.0	3.8	0.5	0.9	0.0	0.6	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	217	20	10	403	0	5	1	3	2	0	0
Future Vol, veh/h	0	217	20	10	403	0	5	1	3	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	236	22	11	438	0	5	1	3	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	236	0	0	696	696	236	698	696	438
Stage 1	-	-	-	-	-	-	236	236	-	460	460	-
Stage 2	-	-	-	-	-	-	460	460	-	238	236	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1122	-	-	1331	-	-	356	365	803	355	365	619
Stage 1	-	-	-	-	-	-	767	710	-	581	566	-
Stage 2	-	-	-	-	-	-	581	566	-	765	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1331	-	-	353	361	803	350	361	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	361	-	350	361	-
Stage 1	-	-	-	-	-	-	767	710	-	581	560	-
Stage 2	-	-	-	-	-	-	575	560	-	761	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.5	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	435	1122	-	-	1331	-	-	350
HCM Lane V/C Ratio	0.022	-	-	-	0.008	-	-	0.006
HCM Control Delay (s)	13.5	0	-	-	7.7	0	-	15.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	152	62	0	90	334	3	0	83	37	27
Future Vol, veh/h	0	8	152	62	0	90	334	3	0	83	37	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	165	67	0	98	363	3	0	90	40	29
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.2	17.9	11.4
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	27	222	427	87
LT Vol	83	0	8	90	0
Through Vol	37	0	152	334	85
RT Vol	0	27	62	3	2
Lane Flow Rate	130	29	241	464	95
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.25	0.048	0.354	0.665	0.164
Departure Headway (Hd)	6.895	5.83	5.283	5.157	6.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	520	612	678	701	573
Service Time	4.65	3.584	3.332	3.197	4.3
HCM Lane V/C Ratio	0.25	0.047	0.355	0.662	0.166
HCM Control Delay	12	8.9	11.2	17.9	10.5
HCM Lane LOS	B	A	B	C	B
HCM 95th-tile Q	1	0.2	1.6	5.1	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	85	2
Future Vol, veh/h	0	0	85	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	92	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	157	13	10	74	0	5	0	3	0	0	0
Future Vol, veh/h	0	157	13	10	74	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	171	14	11	80	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	185	0	0	280	280	178	281	287	80
Stage 1	-	-	-	-	-	-	178	178	-	102	102	-
Stage 2	-	-	-	-	-	-	102	102	-	179	185	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1390	-	-	672	628	865	671	623	980
Stage 1	-	-	-	-	-	-	824	752	-	904	811	-
Stage 2	-	-	-	-	-	-	904	811	-	823	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1390	-	-	668	623	865	664	618	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	623	-	664	618	-
Stage 1	-	-	-	-	-	-	824	752	-	904	805	-
Stage 2	-	-	-	-	-	-	897	805	-	820	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	10	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	730	1518	-	-	1390	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.008	-	-	-
HCM Control Delay (s)	10	0	-	-	7.6	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	96	40	303	61	0	14	0	9	0	0	0
Future Vol, veh/h	0	96	40	303	61	0	14	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	104	43	329	66	0	15	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	148	0	0	851	851	126	856	873	66
Stage 1	-	-	-	-	-	-	126	126	-	725	725	-
Stage 2	-	-	-	-	-	-	725	725	-	131	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1434	-	-	280	297	924	278	289	998
Stage 1	-	-	-	-	-	-	878	792	-	416	430	-
Stage 2	-	-	-	-	-	-	416	430	-	873	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1434	-	-	229	226	924	225	220	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	226	-	225	220	-
Stage 1	-	-	-	-	-	-	878	792	-	416	328	-
Stage 2	-	-	-	-	-	-	317	328	-	864	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.9	17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1536	-	-	1434	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-	0.23	-	-	-
HCM Control Delay (s)	17	0	-	-	8.3	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.9	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	96	375	0	0	0
Future Vol, veh/h	0	96	375	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	104	408	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	408	0	-	0	512	408
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1151	-	-	-	522	643
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	522	643
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	920	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	161	15	146	358	38	46	85	83	14	115	29
Future Volume (veh/h)	31	161	15	146	358	38	46	85	83	14	115	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	34	175	16	159	389	41	50	92	90	15	125	32
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	263	204	239	458	356	89	1945	798	49	1857	761
Arrive On Green	0.04	0.14	0.14	0.15	0.25	0.25	0.05	0.55	0.55	0.03	0.52	0.52
Sat Flow, veh/h	1634	1863	1443	1634	1863	1449	1634	3539	1452	1634	3539	1451
Grp Volume(v), veh/h	34	175	16	159	389	41	50	92	90	15	125	32
Grp Sat Flow(s),veh/h/ln	1634	1863	1443	1634	1863	1449	1634	1770	1452	1634	1770	1451
Q Serve(g_s), s	2.4	10.7	0.9	11.0	23.9	2.6	3.6	1.4	1.6	1.1	2.1	1.3
Cycle Q Clear(g_c), s	2.4	10.7	0.9	11.0	23.9	2.6	3.6	1.4	1.6	1.1	2.1	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	263	204	239	458	356	89	1945	798	49	1857	761
V/C Ratio(X)	0.50	0.67	0.08	0.67	0.85	0.12	0.56	0.05	0.11	0.31	0.07	0.04
Avail Cap(c_a), veh/h	82	761	589	239	885	688	177	1945	798	109	1857	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	48.8	30.1	48.4	43.2	35.1	55.3	12.5	2.7	57.0	14.1	13.9
Incr Delay (d2), s/veh	5.5	2.9	0.2	6.8	4.5	0.1	5.3	0.0	0.3	3.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.7	0.4	5.4	12.9	1.1	1.8	0.7	0.7	0.5	1.0	0.5
LnGrp Delay(d),s/veh	61.8	51.7	30.3	55.3	47.7	35.3	60.6	12.5	3.0	60.5	14.1	14.0
LnGrp LOS	E	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		225			589			232			172	
Approach Delay, s/veh		51.7			48.9			19.2			18.1	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	69.9	21.6	20.9	10.6	67.0	9.0	33.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.1	3.6	13.0	12.7	5.6	4.1	4.4	25.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.6	0.0	1.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	275	18	17	549	17	14
Future Vol, veh/h	275	18	17	549	17	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	20	18	597	18	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	943	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1242	-	291	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	285	731
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	1242	-
HCM Lane V/C Ratio	0.086	-	-	0.015	-
HCM Control Delay (s)	15	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	185	70	177	364	36	51	297	72	23	293	112
Future Volume (veh/h)	82	185	70	177	364	36	51	297	72	23	293	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	201	76	192	396	39	55	323	78	25	318	122
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	529	218	304	572	236	94	1662	396	58	1419	534
Arrive On Green	0.08	0.15	0.15	0.10	0.16	0.16	0.12	1.00	1.00	0.04	0.56	0.55
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2837	676	1634	2518	948
Grp Volume(v), veh/h	89	201	76	192	396	39	55	200	201	25	222	218
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1696
Q Serve(g_s), s	6.3	6.1	5.6	7.0	12.7	2.8	3.8	0.0	0.0	1.8	7.5	7.9
Cycle Q Clear(g_c), s	6.3	6.1	5.6	7.0	12.7	2.8	3.8	0.0	0.0	1.8	7.5	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	137	529	218	304	572	236	94	1036	1021	58	997	956
V/C Ratio(X)	0.65	0.38	0.35	0.63	0.69	0.17	0.58	0.19	0.20	0.43	0.22	0.23
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	1036	1021	136	997	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	46.0	45.8	52.2	47.5	43.3	51.7	0.0	0.0	56.7	13.1	13.4
Incr Delay (d2), s/veh	5.1	0.4	1.0	2.1	1.4	0.3	5.5	0.4	0.4	5.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.0	2.3	3.2	6.3	1.1	1.9	0.1	0.1	0.9	3.8	3.8
LnGrp Delay(d),s/veh	58.4	46.5	46.7	54.3	48.9	43.6	57.2	0.4	0.4	61.7	13.6	14.0
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	B	B
Approach Vol, veh/h		366			627			456			465	
Approach Delay, s/veh		49.4			50.2			7.3			16.4	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	74.3	15.5	21.9	10.9	71.6	14.1	23.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	3.8	2.0	9.0	8.1	5.8	9.9	8.3	14.7
Green Ext Time (p_c), s	0.0	3.1	0.5	2.9	0.0	3.0	0.2	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	185	61	89	226	36	52	291	43	65	279	47
Future Volume (veh/h)	64	185	61	89	226	36	52	291	43	65	279	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	70	201	66	97	246	39	57	316	47	71	303	51
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
Arrive On Green	0.07	0.09	0.09	0.10	0.12	0.12	0.55	0.62	0.62	0.05	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	70	201	66	97	246	39	57	316	47	71	303	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	5.0	6.5	5.1	6.8	7.9	2.9	1.0	4.4	0.7	2.6	9.8	3.1
Cycle Q Clear(g_c), s	5.0	6.5	5.1	6.8	7.9	2.9	1.0	4.4	0.7	2.6	9.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	336	138	162	436	180	1737	2204	908	158	442	182
V/C Ratio(X)	0.61	0.60	0.48	0.60	0.56	0.22	0.03	0.14	0.05	0.45	0.69	0.28
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1737	2204	908	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	52.1	51.5	51.8	49.6	47.4	12.5	9.4	2.0	55.4	50.3	30.9
Incr Delay (d2), s/veh	4.8	1.6	2.4	3.5	1.1	0.6	0.0	0.1	0.1	2.0	8.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	2.2	3.2	3.9	1.2	0.4	2.2	0.3	1.2	5.3	1.4
LnGrp Delay(d),s/veh	59.0	53.7	53.9	55.3	50.7	48.0	12.5	9.5	2.1	57.4	58.7	34.7
LnGrp LOS	E	D	D	E	D	D	B	A	A	E	E	C
Approach Vol, veh/h		337			382			420			425	
Approach Delay, s/veh		54.9			51.6			9.1			55.6	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	78.7	15.9	15.4	69.8	19.0	12.5	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	4.6	6.4	8.8	8.5	3.0	11.8	7.0	9.9
Green Ext Time (p_c), s	0.0	1.6	1.5	0.8	0.8	1.1	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	5	3	23	0	143	24	53	0	55	80	72	0	15	212	39
Future Vol, veh/h	0	5	3	23	0	143	24	53	0	55	80	72	0	15	212	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	3	25	0	155	26	58	0	60	87	78	0	16	230	42
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	8.6	10.6	10.1	11.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	74%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	31	143	77	266
LT Vol	55	5	143	0	15
Through Vol	80	3	0	24	212
RT Vol	72	23	0	53	39
Lane Flow Rate	225	34	155	84	289
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.305	0.05	0.276	0.125	0.392
Departure Headway (Hd)	4.883	5.358	6.384	5.39	4.879
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	727	672	566	669	729
Service Time	2.979	3.365	4.085	3.091	2.968
HCM Lane V/C Ratio	0.309	0.051	0.274	0.126	0.396
HCM Control Delay	10.1	8.6	11.5	8.9	11.1
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.3	0.2	1.1	0.4	1.9

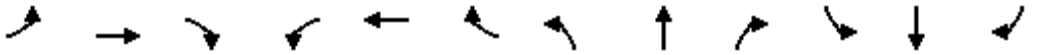
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Future Vol, veh/h	13	105	6	41	195	18	6	190	55	41	17	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	114	7	45	212	20	7	207	60	45	18	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	121	0	0	350	467	60	500	460	116
Stage 1	-	-	-	-	-	-	146	146	-	311	311	-
Stage 2	-	-	-	-	-	-	204	321	-	189	149	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1333	-	-	1464	-	-	580	492	993	454	497	914
Stage 1	-	-	-	-	-	-	842	775	-	674	657	-
Stage 2	-	-	-	-	-	-	779	650	-	795	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1464	-	-	521	472	993	273	477	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	472	-	273	477	-
Stage 1	-	-	-	-	-	-	833	767	-	667	637	-
Stage 2	-	-	-	-	-	-	701	630	-	540	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	18.1	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	535	1333	-	-	1464	-	-	420
HCM Lane V/C Ratio	0.013	0.498	0.011	-	-	0.03	-	-	0.246
HCM Control Delay (s)	12	18.2	7.7	-	-	7.5	-	-	16.3
HCM Lane LOS	B	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	2.7	0	-	-	0.1	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	53	189	200	151	28	95	189	91	11	372	25
Future Volume (veh/h)	16	53	189	200	151	28	95	189	91	11	372	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	17	58	205	217	164	30	103	205	99	12	404	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	69	244	177	415	76	148	1005	787	45	888	695
Arrive On Green	0.03	0.19	0.18	0.11	0.27	0.26	0.18	1.00	1.00	0.06	0.95	0.95
Sat Flow, veh/h	1634	361	1276	1634	1533	280	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	17	0	263	217	0	194	103	205	99	12	404	27
Grp Sat Flow(s),veh/h/ln	1634	0	1638	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	0.0	18.6	13.0	0.0	10.5	7.1	0.0	0.0	0.8	2.2	0.1
Cycle Q Clear(g_c), s	1.2	0.0	18.6	13.0	0.0	10.5	7.1	0.0	0.0	0.8	2.2	0.1
Prop In Lane	1.00		0.78	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	0	313	177	0	491	148	1005	787	45	888	695
V/C Ratio(X)	0.36	0.00	0.84	1.23	0.00	0.39	0.70	0.20	0.13	0.27	0.46	0.04
Avail Cap(c_a), veh/h	144	0	423	177	0	505	204	1005	787	82	888	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	57.2	0.0	47.4	53.5	0.0	35.8	47.6	0.0	0.0	55.5	1.5	1.5
Incr Delay (d2), s/veh	4.7	0.0	10.7	141.3	0.0	0.5	5.9	0.5	0.3	3.0	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	9.4	12.8	0.0	5.3	3.4	0.1	0.1	0.4	1.3	0.1
LnGrp Delay(d),s/veh	61.9	0.0	58.1	194.8	0.0	36.3	53.4	0.5	0.3	58.5	3.1	1.6
LnGrp LOS	E		E	F		D	D	A	A	E	A	A
Approach Vol, veh/h		280			411			407			443	
Approach Delay, s/veh		58.3			120.0			13.8			4.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	68.7	17.0	26.9	14.9	61.2	7.4	36.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	2.8	2.0	15.0	20.6	9.1	4.2	3.2	12.5
Green Ext Time (p_c), s	0.0	2.8	0.0	0.6	0.1	2.8	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Future Vol, veh/h	0	10	128	62	0	12	222	12	0	79	16	18	0	25	57	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	139	67	0	13	241	13	0	86	17	20	0	27	62	60
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.3	9.9	10.6	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	10	85	105	12	148	86	137
LT Vol	79	10	0	0	12	0	0	25
Through Vol	16	0	85	43	0	148	74	57
RT Vol	18	0	0	62	0	0	12	55
Lane Flow Rate	123	11	93	114	13	161	93	149
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.212	0.019	0.148	0.168	0.022	0.249	0.142	0.238
Departure Headway (Hd)	6.209	6.245	5.738	5.318	6.174	5.691	5.592	5.754
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	575	627	676	581	635	645	627
Service Time	3.923	3.964	3.457	3.037	3.898	3.391	3.292	3.467
HCM Lane V/C Ratio	0.212	0.019	0.148	0.169	0.022	0.254	0.144	0.238
HCM Control Delay	10.6	9.1	9.5	9.1	9	10.3	9.2	10.3
HCM Lane LOS	B	A	A	A	A	B	A	B
HCM 95th-tile Q	0.8	0.1	0.5	0.6	0.1	1	0.5	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	76	40	173	162	19	42	378	75	21	544	35
Future Volume (veh/h)	30	76	40	173	162	19	42	378	75	21	544	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	83	43	188	176	21	46	411	82	23	591	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	150	118	142	240	188	84	1959	388	56	2187	140
Arrive On Green	0.04	0.08	0.08	0.09	0.13	0.13	0.05	0.66	0.65	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2946	583	1634	3377	217
Grp Volume(v), veh/h	33	83	43	188	176	21	46	246	247	23	309	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1824
Q Serve(g_s), s	2.4	5.1	3.4	10.4	10.9	1.5	3.3	6.5	6.7	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.4	5.1	3.4	10.4	10.9	1.5	3.3	6.5	6.7	1.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	63	150	118	142	240	188	84	1176	1170	56	1146	1182
V/C Ratio(X)	0.52	0.55	0.37	1.33	0.73	0.11	0.55	0.21	0.21	0.41	0.27	0.27
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1176	1170	82	1146	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.6	53.1	52.2	54.8	50.3	46.2	55.5	7.8	8.0	54.7	0.0	0.0
Incr Delay (d2), s/veh	6.6	3.1	1.9	187.8	4.3	0.3	5.0	0.4	0.4	4.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.4	12.1	5.9	0.6	1.6	3.3	3.3	0.8	0.2	0.2
LnGrp Delay(d),s/veh	63.2	56.2	54.1	242.6	54.6	46.5	60.6	8.2	8.4	59.2	0.6	0.5
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		159			385			539			652	
Approach Delay, s/veh		57.1			146.0			12.7			2.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	83.8	14.4	13.7	10.2	81.7	8.6	19.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	12.6	8.7	12.4	7.1	5.3	2.0	4.4	12.9
Green Ext Time (p_c), s	0.0	4.4	0.0	0.8	0.1	4.4	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	144	89	99	83	142	476	83	111	497	62
Future Volume (veh/h)	42	106	144	89	99	83	142	476	83	111	497	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	115	157	97	108	90	154	517	90	121	540	67
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.13	0.56	0.56	0.10	0.53	0.53
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	115	157	97	108	90	154	517	90	121	540	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.1	3.5	8.6	10.1	2.7
Cycle Q Clear(g_c), s	3.3	3.4	12.3	7.0	3.2	6.7	10.9	9.1	3.5	8.6	10.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	525	216	95	549	226	205	1965	810	171	1891	779
V/C Ratio(X)	0.55	0.22	0.73	1.02	0.20	0.40	0.75	0.26	0.11	0.71	0.29	0.09
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1965	810	259	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	55.5	45.0	48.8	56.5	44.2	45.6	50.6	13.9	12.6	51.9	15.4	13.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.8	0.2	1.1	5.9	0.3	0.3	3.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	5.3	5.7	1.6	2.8	5.3	4.5	1.5	4.1	4.9	1.1
LnGrp Delay(d),s/veh	61.0	45.2	53.3	151.5	44.3	46.7	56.6	14.2	12.9	55.5	15.6	13.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	B	B
Approach Vol, veh/h		318			295			761			728	
Approach Delay, s/veh		51.5			80.3			22.6			22.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	70.6	11.0	21.8	19.1	68.1	10.2	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.6	11.1	9.0	14.3	12.9	12.1	5.3	8.7
Green Ext Time (p_c), s	0.2	5.7	0.0	1.5	0.2	5.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	114	99	72	192	53	143	370	60	25	366	62
Future Volume (veh/h)	29	114	99	72	192	53	143	370	60	25	366	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	32	124	108	78	209	58	155	402	65	27	398	67
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	215	173	82	443	183	123	452	354	749	1167	913
Arrive On Green	0.04	0.12	0.10	0.05	0.13	0.13	0.15	0.49	0.49	0.46	0.63	0.63
Sat Flow, veh/h	1634	1868	1500	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	32	117	115	78	209	58	155	402	65	27	398	67
Grp Sat Flow(s),veh/h/ln	1634	1770	1598	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	7.5	8.3	5.7	6.6	1.6	9.0	23.4	2.4	1.1	12.2	2.2
Cycle Q Clear(g_c), s	2.3	7.5	8.3	5.7	6.6	1.6	9.0	23.4	2.4	1.1	12.2	2.2
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	204	184	82	443	183	123	452	354	749	1167	913
V/C Ratio(X)	0.49	0.57	0.62	0.95	0.47	0.32	1.26	0.89	0.18	0.04	0.34	0.07
Avail Cap(c_a), veh/h	109	367	332	82	675	278	123	855	670	749	1167	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.94	0.94	0.94	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	50.3	51.5	56.9	48.8	6.3	51.0	29.4	15.5	17.9	10.7	8.8
Incr Delay (d2), s/veh	5.2	2.4	3.3	81.4	0.7	0.9	161.4	18.9	0.9	0.0	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	3.8	4.4	3.3	0.7	9.5	14.2	1.1	0.5	6.4	0.9
LnGrp Delay(d),s/veh	61.6	52.7	54.8	138.3	49.5	7.2	212.4	48.3	16.5	17.9	11.5	8.9
LnGrp LOS	E	D	D	F	D	A	F	D	B	B	B	A
Approach Vol, veh/h		264			345			622			492	
Approach Delay, s/veh		54.7			62.5			85.8			11.5	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	33.1	10.0	17.8	13.0	79.2	8.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	3.3	25.4	7.7	10.3	11.0	14.2	4.3	8.6
Green Ext Time (p_c), s	1.5	1.7	0.0	1.5	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	135	36	88	179	59	140	263	66	243	503	107
Future Volume (veh/h)	34	135	36	88	179	59	140	263	66	243	503	107
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	37	147	39	96	195	64	152	286	72	264	547	116
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	276	114	146	437	180	199	1816	748	304	2044	842
Arrive On Green	0.04	0.08	0.08	0.09	0.12	0.12	0.24	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	37	147	39	96	195	64	152	286	72	264	547	116
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.6	4.8	2.3	6.8	6.1	4.8	10.4	0.0	0.0	18.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	4.8	2.3	6.8	6.1	4.8	10.4	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	276	114	146	437	180	199	1816	748	304	2044	842
V/C Ratio(X)	0.28	0.53	0.34	0.66	0.45	0.36	0.76	0.16	0.10	0.87	0.27	0.14
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1816	748	354	2044	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.90	0.90	0.90	0.99	0.99	0.99	0.80	0.80	0.80
Uniform Delay (d), s/veh	54.1	53.2	30.2	52.8	48.8	48.2	43.8	0.0	0.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.5	1.7	5.8	0.6	1.1	5.9	0.2	0.3	15.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	1.0	3.3	3.0	2.0	5.0	0.0	0.1	9.3	0.1	0.1
LnGrp Delay(d),s/veh	55.2	54.7	31.9	58.6	49.4	49.3	49.8	0.2	0.3	51.3	0.3	0.3
LnGrp LOS	E	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		223			355			510			927	
Approach Delay, s/veh		50.8			51.9			15.0			14.8	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.3	65.6	14.8	13.4	18.6	73.3	9.3	18.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.3	2.0	8.8	6.8	12.4	2.0	4.6	8.1
Green Ext Time (p_c), s	0.3	4.6	0.3	0.6	0.3	4.6	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	324	103	71	210	46	52	509	50	124	1201	347
Future Volume (veh/h)	171	324	103	71	210	46	52	509	50	124	1201	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	352	112	77	228	50	57	553	54	135	1305	377
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	550	227	172	417	172	98	2089	861	109	2113	871
Arrive On Green	0.09	0.16	0.16	0.05	0.12	0.12	0.06	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	186	352	112	77	228	50	57	553	54	135	1305	377
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.8	11.2	8.4	2.8	7.3	3.8	4.1	9.1	1.9	8.0	28.2	16.9
Cycle Q Clear(g_c), s	6.8	11.2	8.4	2.8	7.3	3.8	4.1	9.1	1.9	8.0	28.2	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	550	227	172	417	172	98	2089	861	109	2113	871
V/C Ratio(X)	0.64	0.64	0.49	0.45	0.55	0.29	0.58	0.26	0.06	1.24	0.62	0.43
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	2089	861	109	2113	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	52.6	47.5	46.4	55.0	49.9	48.3	54.9	11.9	10.5	56.0	15.4	13.1
Incr Delay (d2), s/veh	1.9	1.0	1.4	1.8	1.1	0.9	5.2	0.3	0.1	160.8	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.6	3.5	1.3	3.6	1.6	2.0	4.5	0.8	8.5	14.1	7.1
LnGrp Delay(d),s/veh	54.5	48.6	47.8	56.8	51.0	49.3	60.2	12.2	10.6	216.8	16.7	14.6
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	B	B
Approach Vol, veh/h		650			355			664			1817	
Approach Delay, s/veh		50.1			52.0			16.2			31.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.8	10.5	22.6	11.2	75.6	15.0	18.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	11.1	4.8	13.2	6.1	30.2	8.8	9.3
Green Ext Time (p_c), s	0.0	14.9	0.1	2.8	0.0	9.4	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	4	24	0	5	13	961	67	15	855	25
Future Volume (veh/h)	15	0	4	24	0	5	13	961	67	15	855	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	16	0	4	26	0	5	14	1045	73	16	929	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
Arrive On Green	0.03	0.00	0.03	0.03	0.00	0.02	0.03	0.77	0.77	0.03	0.77	0.77
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	16	0	4	26	0	5	14	1045	73	16	929	27
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Cycle Q Clear(g_c), s	1.2	0.0	0.3	1.9	0.0	0.4	1.0	11.6	0.6	1.2	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	61	48	55	0	61	48	2724	1123	50	3921	1124
V/C Ratio(X)	0.35	0.00	0.08	0.48	0.00	0.08	0.29	0.38	0.07	0.32	0.24	0.02
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2724	1123	82	3921	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	42.7	57.0	0.0	56.5	57.0	4.5	0.6	57.0	3.8	3.2
Incr Delay (d2), s/veh	4.5	0.0	0.7	6.3	0.0	0.6	3.4	0.4	0.1	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.9	0.0	0.2	0.5	5.7	0.3	0.6	2.9	0.2
LnGrp Delay(d),s/veh	61.8	0.0	43.5	63.2	0.0	57.0	60.4	4.9	0.7	60.6	4.0	3.2
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		20			31			1132			972	
Approach Delay, s/veh		58.1			62.2			5.3			4.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	96.4	8.0	8.0	7.5	96.5	7.4	8.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.2	13.6	3.9	2.3	3.0	8.1	3.2	2.4
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.0	13.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	56	686	49	40	578
Future Volume (veh/h)	121	56	686	49	40	578
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	132	61	746	53	43	628
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	163	1383	1083	75	1531
Arrive On Green	0.11	0.11	0.74	0.74	0.09	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	132	61	746	53	43	628
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	9.4	4.7	20.7	1.2	3.0	0.0
Cycle Q Clear(g_c), s	9.4	4.7	20.7	1.2	3.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	182	163	1383	1083	75	1531
V/C Ratio(X)	0.72	0.38	0.54	0.05	0.57	0.41
Avail Cap(c_a), veh/h	268	239	1383	1083	150	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	1.00	1.00	0.87	0.87
Uniform Delay (d), s/veh	51.5	49.4	6.6	4.1	53.3	0.0
Incr Delay (d2), s/veh	4.9	1.3	1.5	0.1	5.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.9	11.1	0.5	1.5	0.3
LnGrp Delay(d),s/veh	56.4	50.7	8.2	4.2	59.1	0.7
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	193		799			671
Approach Delay, s/veh	54.6		7.9			4.5
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	93.1				102.6		17.4
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	15.0	22.7				2.0		11.4
Green Ext Time (p_c), s	0.0	7.0				7.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	36	99	60	48	43	63	372	25	30	733	34
Future Volume (veh/h)	54	36	99	60	48	43	63	372	25	30	733	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	59	39	108	65	52	47	68	404	27	33	797	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	53	148	104	80	72	110	2157	144	67	2114	98
Arrive On Green	0.10	0.12	0.11	0.06	0.09	0.07	0.13	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1634	437	1211	1634	903	816	1634	3368	224	1634	3444	160
Grp Volume(v), veh/h	59	0	147	65	0	99	68	212	219	33	409	425
Grp Sat Flow(s),veh/h/ln	1634	0	1649	1634	0	1719	1634	1770	1823	1634	1770	1835
Q Serve(g_s), s	4.1	0.0	10.3	4.7	0.0	6.7	4.7	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	10.3	4.7	0.0	6.7	4.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	158	0	201	104	0	152	110	1133	1167	67	1086	1126
V/C Ratio(X)	0.37	0.00	0.73	0.63	0.00	0.65	0.62	0.19	0.19	0.50	0.38	0.38
Avail Cap(c_a), veh/h	196	0	418	144	0	381	218	1133	1167	163	1086	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	50.8	0.0	51.4	54.8	0.0	53.3	50.5	0.0	0.0	53.9	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	5.0	6.1	0.0	4.6	5.2	0.3	0.3	5.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	5.0	2.3	0.0	3.4	2.3	0.1	0.1	1.1	0.3	0.3
LnGrp Delay(d),s/veh	52.2	0.0	56.4	60.9	0.0	57.9	55.7	0.3	0.3	59.2	0.9	0.9
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		206			164			499			867	
Approach Delay, s/veh		55.2			59.1			7.9			3.2	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	80.8	11.6	18.7	12.1	77.6	15.6	14.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.3	2.0	6.7	12.3	6.7	2.0	6.1	8.7
Green Ext Time (p_c), s	0.0	5.2	0.0	0.6	0.1	5.1	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	39.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	33	1	386	0	148	353	0	0	0	455	314
Future Vol, veh/h	0	0	0	0	0	33	1	386	0	148	353	0	0	0	455	314
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	36	1	420	0	161	384	0	0	0	495	341
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	36.2	29.8	48.4
HCM LOS	E	D	E

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	353	34	386	455	314
LT Vol	148	0	33	0	0	0
Through Vol	0	353	1	0	455	0
RT Vol	0	0	0	386	0	314
Lane Flow Rate	161	384	37	420	495	341
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.36	0.816	0.086	0.848	1	0.631
Departure Headway (Hd)	8.058	7.653	8.384	7.278	7.373	6.652
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	483	430	508	495	543
Service Time	5.757	5.256	6.08	4.897	5.121	4.4
HCM Lane V/C Ratio	0.359	0.795	0.086	0.827	1	0.628
HCM Control Delay	15.2	35.9	11.9	38.3	67.9	20.2
HCM Lane LOS	C	E	B	E	F	C
HCM 95th-tile Q	1.6	7.8	0.3	8.7	13.5	4.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	492	181	338	133	477	0	0	631	193
Future Volume (veh/h)	0	0	0	492	181	338	133	477	0	0	631	193
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				535	197	367	145	518	0	0	686	210
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				943	538	421	617	2252	0	0	1430	589
Arrive On Green				0.29	0.29	0.29	0.19	0.64	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				535	197	367	145	518	0	0	686	210
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.7	10.1	28.7	4.6	7.5	0.0	0.0	7.3	4.7
Cycle Q Clear(g_c), s				16.7	10.1	28.7	4.6	7.5	0.0	0.0	7.3	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				943	538	421	617	2252	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.87	0.23	0.23	0.00	0.00	0.48	0.36
Avail Cap(c_a), veh/h				1185	675	529	617	2252	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				36.3	34.0	40.6	40.8	9.3	0.0	0.0	7.5	7.3
Incr Delay (d2), s/veh				0.4	0.3	9.5	0.2	0.2	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.6	5.2	12.6	2.1	3.7	0.0	0.0	3.6	2.0
LnGrp Delay(d),s/veh				36.7	34.3	50.0	41.0	9.5	0.0	0.0	8.6	8.8
LnGrp LOS				D	C	D	D	A			A	A
Approach Vol, veh/h					1099			663			896	
Approach Delay, s/veh					40.7			16.4			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.9			27.9	53.0		39.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		9.5			6.6	9.3		30.7
Green Ext Time (p_c), s		2.9			1.8	4.1		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	452	179	199	491	0	0	962	378
Future Volume (veh/h)	0	0	0	254	452	179	199	491	0	0	962	378
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				276	491	195	216	534	0	0	1046	411
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				576	643	265	270	2660	0	0	1958	807
Arrive On Green				0.18	0.18	0.18	0.11	0.50	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				276	491	195	216	534	0	0	1046	411
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.4	15.8	15.2	15.5	10.0	0.0	0.0	22.5	21.0
Cycle Q Clear(g_c), s				9.4	15.8	15.2	15.5	10.0	0.0	0.0	22.5	21.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				576	643	265	270	2660	0	0	1958	807
V/C Ratio(X)				0.48	0.76	0.74	0.80	0.20	0.00	0.00	0.53	0.51
Avail Cap(c_a), veh/h				822	917	378	340	2660	0	0	1958	807
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.96	0.96	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				44.0	46.6	46.4	51.5	9.9	0.0	0.0	17.0	16.7
Incr Delay (d2), s/veh				0.6	2.4	4.4	9.9	0.2	0.0	0.0	0.8	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	7.9	6.4	7.7	4.9	0.0	0.0	11.1	8.8
LnGrp Delay(d),s/veh				44.6	49.0	50.8	61.4	10.0	0.0	0.0	17.8	18.3
LnGrp LOS				D	D	D	E	B			B	B
Approach Vol, veh/h					962			750			1457	
Approach Delay, s/veh					48.1			24.8			17.9	
Approach LOS					D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.2			23.8	70.4		25.8
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		12.0			17.5	24.5		17.8
Green Ext Time (p_c), s		12.8			0.3	10.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	155	1	66	0	0	0	0	0	0	337	67	0	253	212	0
Future Vol, veh/h	0	155	1	66	0	0	0	0	0	0	337	67	0	253	212	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	72	0	0	0	0	0	0	366	73	0	275	230	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12.8	16.7	14.1
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	337	67	156	66	253	212
LT Vol	0	0	155	0	253	0
Through Vol	337	0	1	0	0	212
RT Vol	0	67	0	66	0	0
Lane Flow Rate	366	73	170	72	275	230
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.62	0.109	0.349	0.123	0.495	0.382
Departure Headway (Hd)	6.095	5.384	7.413	6.196	6.483	5.975
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	664	485	578	556	601
Service Time	3.838	3.127	5.163	3.946	4.225	3.717
HCM Lane V/C Ratio	0.617	0.11	0.351	0.125	0.495	0.383
HCM Control Delay	18.3	8.8	14.1	9.8	15.5	12.4
HCM Lane LOS	C	A	B	A	C	B
HCM 95th-tile Q	4.2	0.4	1.5	0.4	2.7	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	94	177	0	0	0	0	468	378	283	807	0
Future Volume (veh/h)	149	94	177	0	0	0	0	468	378	283	807	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	162	102	192				0	509	411	308	877	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	264	571	235				0	3095	888	412	2732	0
Arrive On Green	0.16	0.16	0.16				0.00	0.61	0.61	0.26	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	162	102	192				0	509	411	308	877	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	11.1	3.0	15.3				0.0	5.2	18.4	10.7	0.0	0.0
Cycle Q Clear(g_c), s	11.1	3.0	15.3				0.0	5.2	18.4	10.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	571	235				0	3095	888	412	2732	0
V/C Ratio(X)	0.61	0.18	0.82				0.00	0.16	0.46	0.75	0.32	0.00
Avail Cap(c_a), veh/h	449	973	401				0	3095	888	660	2732	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	46.8	43.4	48.6				0.0	10.2	12.8	42.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.1	6.8				0.0	0.1	1.7	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.5	6.6				0.0	2.5	7.8	4.8	0.1	0.0
LnGrp Delay(d),s/veh	49.2	43.6	55.3				0.0	10.3	14.5	45.0	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		456						920			1185	
Approach Delay, s/veh		50.5						12.2			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.6	77.0		23.4		96.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	12.7	20.4		17.3		2.0		
Green Ext Time (p_c), s	0.9	9.4		1.5		10.8		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	440	118	0	0	0	0	521	318	446	752	0
Future Volume (veh/h)	165	440	118	0	0	0	0	521	318	446	752	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	179	478	128				0	566	346	485	817	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	515	575	237				0	1957	806	585	2728	0
Arrive On Green	0.16	0.16	0.16				0.00	0.55	0.55	0.37	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	179	478	128				0	566	346	485	817	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.0	15.7	9.7				0.0	10.2	16.7	16.7	0.0	0.0
Cycle Q Clear(g_c), s	6.0	15.7	9.7				0.0	10.2	16.7	16.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	515	575	237				0	1957	806	585	2728	0
V/C Ratio(X)	0.35	0.83	0.54				0.00	0.29	0.43	0.83	0.30	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1957	806	792	2728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.89	0.89	0.89				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.6	48.7	46.1				0.0	14.3	15.7	36.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.5	1.7				0.0	0.4	1.7	4.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	4.0				0.0	5.1	7.1	7.6	0.1	0.0
LnGrp Delay(d),s/veh	45.0	56.1	47.8				0.0	14.6	17.4	40.7	0.2	0.0
LnGrp LOS	D	E	D					B	B	D	A	
Approach Vol, veh/h		785						912			1302	
Approach Delay, s/veh		52.2						15.7			15.3	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.1	70.4		23.5		96.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	20.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	11.7	18.7		17.7		2.0		
Green Ext Time (p_c), s	1.5	9.3		1.2		9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	48	0	0	67
Future Vol, veh/h	0	0	48	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1016	-	-	1554	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1554	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	177	73	0	0	0
Future Vol, veh/h	0	177	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	271	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	718	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	718	981
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	13	96	76	84	119
Future Vol, veh/h	11	13	96	76	84	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	14	104	83	91	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	416	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	593	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	557	951	-	-	1488	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	557	951	1488	-
HCM Lane V/C Ratio	-	-	0.021	0.015	0.061	-
HCM Control Delay (s)	-	-	11.6	8.8	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	17	113	87	89	124
Future Vol, veh/h	15	17	113	87	89	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	18	123	95	97	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	566	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	528	928	-	-	1464	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	528	928	1464	-
HCM Lane V/C Ratio	-	-	0.031	0.02	0.066	-
HCM Control Delay (s)	-	-	12	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	113	66	0	124
Future Vol, veh/h	0	19	113	66	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	123	72	0	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	731	928	-	-	1464	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	928	-	-	1464	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	891	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	928	1464	-
HCM Lane V/C Ratio	-	-	-	0.022	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	68	74	66	46	12	13
Future Vol, veh/h	68	74	66	46	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	80	72	50	13	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	300	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	691	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	658	990
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1528	-	-	-	658	990
HCM Lane V/C Ratio	0.048	-	-	-	0.02	0.014
HCM Control Delay (s)	7.5	-	-	-	10.6	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	67	69	56	60	9	8
Future Vol, veh/h	67	69	56	60	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	75	61	65	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	282	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	708	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	674	1004
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	674	1004
HCM Lane V/C Ratio	0.047	-	-	-	0.015	0.009
HCM Control Delay (s)	7.5	-	-	-	10.4	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	46	69	60	50	4	5
Future Vol, veh/h	46	69	60	50	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	75	65	54	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	240	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1537	-	-	-	748	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	724	999
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1537	-	-	-	724	999
HCM Lane V/C Ratio	0.033	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

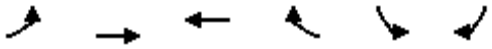
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	66	23	33	53	6	9
Future Vol, veh/h	66	23	33	53	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	25	36	58	7	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	201	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	788	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	769	990
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	769	990	-	-	1528	-
HCM Lane V/C Ratio	0.008	0.01	-	-	0.023	-
HCM Control Delay (s)	9.7	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	147	157	0	213	47
Future Volume (veh/h)	0	147	157	0	213	47
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	160	171	0	232	51
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	280	280	0	2602	1197
Arrive On Green	0.00	0.08	0.08	0.00	0.82	0.82
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	160	171	0	232	51
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	5.2	5.6	0.0	1.7	0.8
Cycle Q Clear(g_c), s	0.0	5.2	5.6	0.0	1.7	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	280	280	0	2602	1197
V/C Ratio(X)	0.00	0.57	0.61	0.00	0.09	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2602	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.3	53.5	0.0	2.1	2.0
Incr Delay (d2), s/veh	0.0	1.8	1.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.8	0.0	0.8	0.3
LnGrp Delay(d),s/veh	0.0	55.1	55.0	0.0	2.1	2.1
LnGrp LOS		E	D		A	A
Approach Vol, veh/h		160	171		283	
Approach Delay, s/veh		55.1	55.0		2.1	
Approach LOS		E	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				15.5		104.5		15.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				7.2		3.7		7.6
Green Ext Time (p_c), s				1.9		0.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	344	0	0	389	276	28	0	253	0	0	0
Future Volume (veh/h)	21	344	0	0	389	276	28	0	253	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	23	374	0	0	423	300	30	0	275			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	28	1125	0	0	900	371	1869	0	860			
Arrive On Green	0.02	0.32	0.00	0.00	0.25	0.25	0.59	0.00	0.59			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	23	374	0	0	423	300	30	0	275			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	1.8	10.5	0.0	0.0	13.2	25.1	0.5	0.0	12.4			
Cycle Q Clear(g_c), s	1.8	10.5	0.0	0.0	13.2	25.1	0.5	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	28	1125	0	0	900	371	1869	0	860			
V/C Ratio(X)	0.81	0.33	0.00	0.00	0.47	0.81	0.02	0.00	0.32			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1869	0	860			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.59	0.59	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.7	33.8	0.0	0.0	41.0	45.5	11.0	0.0	13.5			
Incr Delay (d2), s/veh	39.3	0.2	0.0	0.0	0.2	2.5	0.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	5.2	0.0	0.0	6.5	10.3	0.2	0.0	5.0			
LnGrp Delay(d),s/veh	103.0	34.0	0.0	0.0	41.3	48.0	11.0	0.0	13.7			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		397			723			305				
Approach Delay, s/veh		38.0			44.1			13.4				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		82.7		47.3			8.3	39.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		14.4		12.5			3.8	27.1
Green Ext Time (p_c), s		0.0		6.3			0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	151	14	0	8	228	21	0	63	10	19	0	60	11	134
Future Vol, veh/h	0	59	151	14	0	8	228	21	0	63	10	19	0	60	11	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	164	15	0	9	248	23	0	68	11	21	0	65	12	146
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.2	10.9	10.4	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	78%	0%	100%	78%	0%	100%	3%
Vol Right, %	0%	66%	0%	0%	22%	0%	0%	22%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	59	101	64	8	152	97	60	7	138
LT Vol	63	0	59	0	0	8	0	0	60	0	0
Through Vol	0	10	0	101	50	0	152	76	0	7	4
RT Vol	0	19	0	0	14	0	0	21	0	0	134
Lane Flow Rate	68	32	64	109	70	9	165	105	65	8	150
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.135	0.054	0.12	0.19	0.118	0.016	0.284	0.177	0.124	0.014	0.236
Departure Headway (Hd)	7.079	6.12	6.754	6.25	6.097	6.683	6.18	6.027	6.87	6.369	5.686
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	584	530	573	587	535	582	595	522	561	630
Service Time	4.828	3.869	4.5	3.997	3.843	4.427	3.923	3.771	4.616	4.116	3.433
HCM Lane V/C Ratio	0.134	0.055	0.121	0.19	0.119	0.017	0.284	0.176	0.125	0.014	0.238
HCM Control Delay	10.9	9.2	10.4	10.5	9.7	9.5	11.4	10.1	10.6	9.2	10.2
HCM Lane LOS	B	A	B	B	A	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.7	0.4	0	1.2	0.6	0.4	0	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	177	73	0	0	0
Future Vol, veh/h	0	177	73	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	192	79	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	271	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	718	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	718	981
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	48	0	0	67
Future Vol, veh/h	0	0	48	0	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	0	0	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	870	1016	-	-	1554	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	950	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1554	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	31	13	34	17	71	17	414	72	83	453	6
Future Volume (veh/h)	4	31	13	34	17	71	17	414	72	83	453	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	34	14	37	18	77	18	450	78	90	492	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	787	793	327	834	195	835	31	590	102	118	888	13
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.02	0.20	0.19	0.07	0.25	0.24
Sat Flow, veh/h	1193	1255	517	1245	309	1321	1634	3020	520	1634	3573	51
Grp Volume(v), veh/h	4	0	48	37	0	95	18	263	265	90	244	255
Grp Sat Flow(s),veh/h/ln	1193	0	1772	1245	0	1630	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.2	0.0	1.2	1.4	0.0	2.8	1.3	16.8	17.0	6.5	14.4	14.4
Cycle Q Clear(g_c), s	2.9	0.0	1.2	2.6	0.0	2.8	1.3	16.8	17.0	6.5	14.4	14.4
Prop In Lane	1.00		0.29	1.00		0.81	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	787	0	1120	834	0	1030	31	346	346	118	440	461
V/C Ratio(X)	0.01	0.00	0.04	0.04	0.00	0.09	0.57	0.76	0.77	0.76	0.55	0.55
Avail Cap(c_a), veh/h	787	0	1120	834	0	1030	101	1062	1063	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	8.4	8.8	0.0	8.7	58.4	45.6	45.8	54.6	39.3	39.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	15.4	3.4	3.6	9.6	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.5	0.0	1.3	0.7	8.6	8.7	3.2	7.2	7.5
LnGrp Delay(d),s/veh	9.2	0.0	8.4	8.9	0.0	8.9	73.8	49.1	49.4	64.2	40.4	40.3
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		52			132			546			589	
Approach Delay, s/veh		8.5			8.9			50.0			44.0	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	27.4		79.9	6.3	33.8		79.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.5	19.0		4.9	3.3	16.4		4.8
Green Ext Time (p_c), s	0.1	3.9		0.5	0.0	3.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	8	41	258	28	15
Future Vol, veh/h	189	8	41	258	28	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	205	9	45	280	30	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	580	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1356	-	477	830
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	458	830
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	-	-	1356	-
HCM Lane V/C Ratio	0.086	-	-	0.033	-
HCM Control Delay (s)	12.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	40.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	154	50	0	304	241	14	0	67	21	326
Future Vol, veh/h	0	5	154	50	0	304	241	14	0	67	21	326
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	5	167	54	0	330	262	15	0	73	23	354
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	14.1	63.5	23.6
HCM LOS	B	F	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	78%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	414	209	545	14	27
LT Vol	67	5	304	0	3
Through Vol	21	154	241	0	21
RT Vol	326	50	0	14	3
Lane Flow Rate	450	227	592	15	29
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.733	0.413	1	0.025	0.062
Departure Headway (Hd)	5.986	6.539	6.797	5.8	7.549
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	608	554	539	618	475
Service Time	3.986	4.547	4.522	3.524	5.587
HCM Lane V/C Ratio	0.74	0.41	1.098	0.024	0.061
HCM Control Delay	23.6	14.1	64.9	8.7	11.1
HCM Lane LOS	C	B	F	A	B
HCM 95th-tile Q	6.3	2	14.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	21	3
Future Vol, veh/h	0	3	21	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	23	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.1
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	210	309	381	43	47	147
Future Vol, veh/h	210	309	381	43	47	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	336	414	47	51	160

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	461	0	-	0	1230	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	792	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1100	-	-	-	196	619
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1100	-	-	-	146	619
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	332	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	30.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1100	-	-	-	347
HCM Lane V/C Ratio	0.208	-	-	-	0.608
HCM Control Delay (s)	9.1	0	-	-	30.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.8	-	-	-	3.8

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	0	17	7	103	0	648	8	88	992	3
Future Vol, veh/h	0	13	0	17	7	103	0	648	8	88	992	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	0	18	8	112	0	704	9	96	1078	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1627	1984	541	1446	1982	357	1082	0	0	713	0	0
Stage 1	1271	1271	-	709	709	-	-	-	-	-	-	-
Stage 2	356	713	-	737	1273	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	68	61	485	92	61	639	640	-	-	883	-	-
Stage 1	178	237	-	391	435	-	-	-	-	-	-	-
Stage 2	634	434	-	376	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	54	485	68	54	639	640	-	-	883	-	-
Mov Cap-2 Maneuver	46	54	-	68	54	-	-	-	-	-	-	-
Stage 1	178	211	-	391	435	-	-	-	-	-	-	-
Stage 2	514	434	-	313	211	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	40	0	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	640	-	-	54	235	883	-	-
HCM Lane V/C Ratio	-	-	-	0.262	0.587	0.108	-	-
HCM Control Delay (s)	0	-	-	93.8	40	9.6	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	3.3	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	135	4	1	119	2	0
Future Vol, veh/h	135	4	1	119	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	4	1	129	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	281	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	709	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	708	898
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	708	-	-	1430	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	98	0	0	125	0	0
Future Vol, veh/h	98	0	0	125	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	107	0	0	136	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	243	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	745	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	745	947
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	890	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1484	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	99.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	116	510	79	104	575	8	119	0	54	7	1	10
Future Vol, veh/h	116	510	79	104	575	8	119	0	54	7	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	554	86	113	625	9	129	0	59	8	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	634	0	0	640	0	0	1710	1709	597	1734	1747	629
Stage 1	-	-	-	-	-	-	849	849	-	855	855	-
Stage 2	-	-	-	-	-	-	861	860	-	879	892	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	949	-	-	944	-	-	~ 72	91	503	69	86	482
Stage 1	-	-	-	-	-	-	356	377	-	353	375	-
Stage 2	-	-	-	-	-	-	350	373	-	342	360	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	949	-	-	944	-	-	~ 50	59	503	44	55	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 50	59	-	44	55	-
Stage 1	-	-	-	-	-	-	282	298	-	279	306	-
Stage 2	-	-	-	-	-	-	278	304	-	239	285	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.4	$ 889.9	55.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	949	-	-	944	-	-	91
HCM Lane V/C Ratio	2.686	0.133	-	-	0.12	-	-	0.215
HCM Control Delay (s)	$ 889.9	9.4	0	-	9.3	0	-	55.1
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	18.6	0.5	-	-	0.4	-	-	0.8

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	79	0	0	158	0	0
Future Vol, veh/h	79	0	0	158	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	0	0	172	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	258	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	731	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	858	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	731	973
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	858	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1510	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	60	0	0	119	0	0
Future Vol, veh/h	60	0	0	119	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	0	0	129	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	194	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	795	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	795	999
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	897	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	79	0	0	158	0	0
Future Vol, veh/h	79	0	0	158	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	0	0	172	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	86	86	172	86
Stage 1	-	-	0	0	86	-
Stage 2	-	-	86	86	86	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	915	804	818	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	937	824	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	915	0	818	973
Mov Cap-2 Maneuver	-	-	915	0	818	-
Stage 1	-	-	-	0	937	-
Stage 2	-	-	937	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	26	58	102	80	100
Future Vol, veh/h	70	26	58	102	80	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	28	63	111	87	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	327	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1488	-	667	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	637	968
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1488	-
HCM Lane V/C Ratio	0.249	-	-	0.042	-
HCM Control Delay (s)	11.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	45	50	73	335	251	93
Future Vol, veh/h	45	50	73	335	251	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	54	79	364	273	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	846	323	374	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	333	718	1184	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	305	718	1184	-	-	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1184	-	437	-	-
HCM Lane V/C Ratio	0.067	-	0.236	-	-
HCM Control Delay (s)	8.3	0	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	60	0	0	93
Future Vol, veh/h	0	0	60	0	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	65	0	0	101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	166	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	824	999	-	-	1537	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	824	999	-	-	1537	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	180	69	0
Future Vol, veh/h	0	0	0	180	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	196	75	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	173	38	75	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	800	1026	1522	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	800	1026	1522	-	-	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	915	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	64	81	365	44	35	259
Future Vol, veh/h	64	81	365	44	35	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	88	397	48	38	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	755	397	0	0	397	0
Stage 1	397	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	376	652	-	-	1162	-
Stage 1	679	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	652	-	-	1162	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	361	652	1162	-
HCM Lane V/C Ratio	-	-	0.193	0.135	0.033	-
HCM Control Delay (s)	-	-	17.3	11.4	8.2	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.5	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	60	0	0	93
Future Vol, veh/h	0	0	60	0	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	65	0	0	101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	166	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	824	999	-	-	1537	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	824	999	-	-	1537	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	18	0	12	0	0	125	55
Future Vol, veh/h	0	0	0	0	0	18	0	12	0	0	125	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	20	0	13	0	0	136	60
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.1	7.9
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	83	97	0	0	18	12	11	29	29
LT Vol	0	0	0	0	0	18	0	11	0	0
Through Vol	0	83	42	0	0	0	0	0	29	29
RT Vol	0	0	55	0	0	0	12	0	0	0
Lane Flow Rate	0	91	105	0	0	20	13	12	32	32
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.118	0.125	0	0	0.031	0.016	0.018	0.044	0.028
Departure Headway (Hd)	4.696	4.696	4.298	5.258	5.258	5.681	4.481	5.493	4.992	3.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	756	826	0	0	634	803	655	721	1106
Service Time	2.469	2.469	2.07	2.961	2.961	3.383	2.182	3.196	2.695	0.957
HCM Lane V/C Ratio	0	0.12	0.127	0	0	0.032	0.016	0.018	0.044	0.029
HCM Control Delay	7.5	8.1	7.7	8	8	8.6	7.3	8.3	7.9	6.1
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0.4	0	0	0.1	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	58	0
Future Vol, veh/h	0	11	58	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	63	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	361	0	0	0	361	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	361	0	0	0	361	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	392	0	0	0	392	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.5	12.5
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	361	0	0	0	0	361	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	361	0	0	0	0	361	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	392	0	0	0	0	392	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.515	0	0	0	0	0.515	0
Departure Headway (Hd)	4.722	4.722	4.722	6.375	6.375	4.722	4.722	4.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	753	0	0	0	0	753	0
Service Time	2.511	2.511	2.511	4.075	4.075	2.511	2.511	2.511
HCM Lane V/C Ratio	0	0.521	0	0	0	0	0.521	0
HCM Control Delay	7.5	12.5	7.5	9.1	9.1	7.5	12.5	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3	0	0	0	0	3	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	60	0	0	93	0
Future Vol, veh/h	0	0	0	0	0	0	0	60	0	0	93	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	65	0	0	101	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	166	166	101	166	166	65	101	0	0	65	0	0
Stage 1	101	101	-	65	65	-	-	-	-	-	-	-
Stage 2	65	65	-	101	101	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	798	727	954	798	727	999	1491	-	-	1537	-	-
Stage 1	905	811	-	946	841	-	-	-	-	-	-	-
Stage 2	946	841	-	905	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	798	727	954	798	727	999	1491	-	-	1537	-	-
Mov Cap-2 Maneuver	798	727	-	798	727	-	-	-	-	-	-	-
Stage 1	905	811	-	946	841	-	-	-	-	-	-	-
Stage 2	946	841	-	905	811	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1491	-	-	-	-	-	-	-	-	1537	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	15	26	180	69	7
Future Vol, veh/h	6	15	26	180	69	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	16	28	196	75	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	233	41	83	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	735	1021	1512	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	720	1021	1512	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	912	-	-
HCM Lane V/C Ratio	0.019	-	0.025	-	-
HCM Control Delay (s)	7.4	0.1	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	696	137	88	879	17	120	0	41	8	5	36
Future Volume (veh/h)	244	696	137	88	879	17	120	0	41	8	5	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	265	757	149	96	955	18	130	0	45	9	5	39
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	932	384	252	1070	20	504	0	175	15	8	66
Arrive On Green	0.12	0.26	0.26	0.15	0.30	0.28	0.39	0.00	0.39	0.05	0.05	0.05
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1278	0	442	278	154	1204
Grp Volume(v), veh/h	265	757	149	96	476	497	175	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1636	0	0
Q Serve(g_s), s	14.0	24.0	10.1	6.3	30.8	30.8	8.2	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	24.0	10.1	6.3	30.8	30.8	8.2	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.74		0.26	0.17		0.74
Lane Grp Cap(c), veh/h	191	932	384	252	533	557	679	0	0	89	0	0
V/C Ratio(X)	1.39	0.81	0.39	0.38	0.89	0.89	0.26	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	252	560	586	679	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	41.4	36.3	45.6	40.1	40.1	24.5	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	202.2	2.6	0.6	0.6	11.4	11.0	0.9	0.0	0.0	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	12.1	4.1	2.9	16.7	17.5	4.1	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	255.2	44.0	36.8	46.2	51.5	51.1	25.5	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		1171			1069			175			53	
Approach Delay, s/veh		90.9			50.8			25.5			61.8	
Approach LOS		F			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		51.3	22.5	35.6		10.5	18.0	40.1
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		10.2	8.3	26.0		5.8	16.0	32.8
Green Ext Time (p_c), s		0.3	0.0	3.6		0.1	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	68.3
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Future Volume (veh/h)	23	422	40	5	559	7	70	3	4	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	459	43	5	608	8	76	3	4	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	752	70	36	761	10	894	440	587	13	3	102
Arrive On Green	0.04	0.23	0.21	0.02	0.21	0.20	0.55	0.61	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3269	305	1634	3576	47	1634	724	965	1774	47	1506
Grp Volume(v), veh/h	25	248	254	5	301	315	76	0	7	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1690	1774	0	1553
Q Serve(g_s), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.0	15.2	0.4	19.3	19.4	2.7	0.0	0.2	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.57	1.00		0.97
Lane Grp Cap(c), veh/h	69	407	415	36	377	395	894	0	1027	13	0	105
V/C Ratio(X)	0.36	0.61	0.61	0.14	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	917	82	811	850	894	0	1027	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.4	41.6	57.6	44.8	44.8	12.9	0.0	9.3	59.2	0.0	53.6
Incr Delay (d2), s/veh	1.8	0.9	0.9	1.8	3.9	3.8	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.5	7.7	0.2	9.8	10.3	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.1	42.2	42.4	59.4	48.7	48.6	12.9	0.0	9.4	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		527			621			83			35	
Approach Delay, s/veh		43.1			48.7			12.6			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.9	6.6	31.6	69.7	12.1	8.7	29.6
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.2	2.4	17.2	4.7	4.4	3.6	21.4
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	508	46	32	626	66	87
Future Vol, veh/h	508	46	32	626	66	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	552	50	35	680	72	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	602	0	987	301
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	971	-	244	695
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	971	-	235	695
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	377	-	-	971	-
HCM Lane V/C Ratio	0.441	-	-	0.036	-
HCM Control Delay (s)	21.9	-	-	8.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	530	7	16	680	6	12
Future Vol, veh/h	530	7	16	680	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	576	8	17	739	7	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	584	0	984	292
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	987	-	246	704
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	987	-	242	704
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	-	-	987	-
HCM Lane V/C Ratio	0.027	-	-	0.018	-
HCM Control Delay (s)	10.1	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	200	109	78	338	43	62	353	46	31	525	207
Future Volume (veh/h)	226	200	109	78	338	43	62	353	46	31	525	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	246	217	118	85	367	47	67	384	50	34	571	225
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	983	405	337	1032	425	119	1029	424	78	660	259
Arrive On Green	0.19	0.28	0.28	0.21	0.29	0.29	0.07	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2484	976
Grp Volume(v), veh/h	246	217	118	85	367	47	67	384	50	34	406	390
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	12.9	4.2	4.1	3.9	7.4	2.1	3.6	7.8	1.2	1.8	19.7	19.8
Cycle Q Clear(g_c), s	12.9	4.2	4.1	3.9	7.4	2.1	3.6	7.8	1.2	1.8	19.7	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	314	983	405	337	1032	425	119	1029	424	78	470	449
V/C Ratio(X)	0.78	0.22	0.29	0.25	0.36	0.11	0.56	0.37	0.12	0.44	0.86	0.87
Avail Cap(c_a), veh/h	436	983	405	337	1032	425	163	1029	424	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	25.0	13.0	29.9	25.2	23.3	40.4	25.4	6.4	41.7	31.5	32.1
Incr Delay (d2), s/veh	6.1	0.5	1.8	0.4	1.0	0.5	3.8	0.2	0.1	3.8	15.3	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.2	1.9	1.8	3.8	0.9	1.7	3.8	0.5	0.9	11.6	11.2
LnGrp Delay(d),s/veh	40.7	25.5	14.9	30.3	26.2	23.9	44.1	25.6	6.5	45.5	46.8	48.3
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		581			499			501			830	
Approach Delay, s/veh		29.8			26.7			26.2			47.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	30.2	22.6	29.0	10.5	27.9	21.3	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.8	9.8	5.9	6.2	5.6	21.8	14.9	9.4
Green Ext Time (p_c), s	0.0	4.1	1.3	1.1	0.0	0.1	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	335	31	15	566	0	7	1	4	3	0	0
Future Vol, veh/h	0	335	31	15	566	0	7	1	4	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	364	34	16	615	0	8	1	4	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	615	0	0	364	0	0	1012	1012	364	1015	1012	615
Stage 1	-	-	-	-	-	-	364	364	-	648	648	-
Stage 2	-	-	-	-	-	-	648	648	-	367	364	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	965	-	-	1195	-	-	218	239	681	217	239	491
Stage 1	-	-	-	-	-	-	655	624	-	459	466	-
Stage 2	-	-	-	-	-	-	459	466	-	653	624	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	965	-	-	1195	-	-	215	234	681	212	234	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	234	-	212	234	-
Stage 1	-	-	-	-	-	-	655	624	-	459	457	-
Stage 2	-	-	-	-	-	-	450	457	-	648	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	18.4	22.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	965	-	-	1195	-	-	212
HCM Lane V/C Ratio	0.046	-	-	-	0.014	-	-	0.015
HCM Control Delay (s)	18.4	0	-	-	8.1	0	-	22.2
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	39.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	220	90	0	139	517	5	0	115	52	37
Future Vol, veh/h	0	12	220	90	0	139	517	5	0	115	52	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	239	98	0	151	562	5	0	125	57	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	18.4	61.3	14.9
HCM LOS	C	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	97%
Vol Right, %	0%	100%	28%	1%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	37	322	661	120
LT Vol	115	0	12	139	0
Through Vol	52	0	220	517	117
RT Vol	0	37	90	5	3
Lane Flow Rate	182	40	350	718	130
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.4	0.077	0.605	1	0.272
Departure Headway (Hd)	7.937	6.893	6.226	6.001	7.504
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	454	520	581	604	479
Service Time	5.675	4.631	4.262	4.056	5.552
HCM Lane V/C Ratio	0.401	0.077	0.602	1.189	0.271
HCM Control Delay	15.9	10.2	18.4	61.3	13.3
HCM Lane LOS	C	B	C	F	B
HCM 95th-tile Q	1.9	0.2	4	14.9	1.1

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	117	3
Future Vol, veh/h	0	0	117	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	127	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	242	13	10	115	0	5	0	3	0	0	0
Future Vol, veh/h	0	242	13	10	115	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	263	14	11	125	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	277	0	0	417	417	270	419	424	125
Stage 1	-	-	-	-	-	-	270	270	-	147	147	-
Stage 2	-	-	-	-	-	-	147	147	-	272	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1462	-	-	1286	-	-	546	527	769	544	522	926
Stage 1	-	-	-	-	-	-	736	686	-	856	775	-
Stage 2	-	-	-	-	-	-	856	775	-	734	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1286	-	-	542	522	769	538	517	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	542	522	-	538	517	-
Stage 1	-	-	-	-	-	-	736	686	-	856	768	-
Stage 2	-	-	-	-	-	-	848	768	-	731	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	11	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	609	1462	-	-	1286	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	0.008	-	-	-
HCM Control Delay (s)	11	0	-	-	7.8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	149	61	469	94	0	21	0	15	0	0	0
Future Vol, veh/h	0	149	61	469	94	0	21	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	162	66	510	102	0	23	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	228	0	0	1317	1317	195	1325	1350	102
Stage 1	-	-	-	-	-	-	195	195	-	1122	1122	-
Stage 2	-	-	-	-	-	-	1122	1122	-	203	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1490	-	-	1340	-	-	134	157	846	133	150	953
Stage 1	-	-	-	-	-	-	807	739	-	250	281	-
Stage 2	-	-	-	-	-	-	250	281	-	799	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1490	-	-	1340	-	-	92	94	846	89	89	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	94	-	89	89	-
Stage 1	-	-	-	-	-	-	807	739	-	250	167	-
Stage 2	-	-	-	-	-	-	149	167	-	784	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.8	38.5	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1490	-	-	1340	-	-	-
HCM Lane V/C Ratio	0.268	-	-	-	0.38	-	-	-
HCM Control Delay (s)	38.5	0	-	-	9.3	0	-	0
HCM Lane LOS	E	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1	0	-	-	1.8	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	149	557	0	0	0
Future Vol, veh/h	0	149	557	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	162	605	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	-	0	767	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	973	-	-	-	370	498
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	973	-	-	-	370	498
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	867	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	973	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	255	23	231	567	60	58	107	104	18	144	36
Future Volume (veh/h)	50	255	23	231	567	60	58	107	104	18	144	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	277	25	251	616	65	63	116	113	20	157	39
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	351	273	373	683	533	106	1476	604	54	1362	557
Arrive On Green	0.05	0.19	0.19	0.23	0.37	0.37	0.02	0.14	0.14	0.03	0.38	0.38
Sat Flow, veh/h	1634	1863	1447	1634	1863	1452	1634	3539	1450	1634	3539	1449
Grp Volume(v), veh/h	54	277	25	251	616	65	63	116	113	20	157	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1447	1634	1863	1452	1634	1770	1450	1634	1770	1449
Q Serve(g_s), s	3.9	17.0	1.4	16.8	37.5	3.6	4.6	3.4	3.6	1.4	3.4	2.0
Cycle Q Clear(g_c), s	3.9	17.0	1.4	16.8	37.5	3.6	4.6	3.4	3.6	1.4	3.4	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	351	273	373	683	533	106	1476	604	54	1362	557
V/C Ratio(X)	0.66	0.79	0.09	0.67	0.90	0.12	0.59	0.08	0.19	0.37	0.12	0.07
Avail Cap(c_a), veh/h	82	761	591	373	885	690	177	1476	604	109	1362	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	46.4	25.5	42.2	35.9	25.2	57.1	31.6	6.4	56.8	23.8	23.3
Incr Delay (d2), s/veh	18.0	4.0	0.1	4.7	10.3	0.1	5.0	0.1	0.7	4.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.2	0.6	8.1	21.3	1.4	2.2	1.7	1.6	0.7	1.7	0.9
LnGrp Delay(d),s/veh	74.0	50.4	25.7	46.9	46.2	25.3	62.1	31.7	7.1	61.0	23.9	23.6
LnGrp LOS	E	D	C	D	D	C	E	C	A	E	C	C
Approach Vol, veh/h		356			932			292			216	
Approach Delay, s/veh		52.3			44.9			28.8			27.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	54.0	31.4	26.6	11.8	50.2	10.0	48.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.4	5.6	18.8	19.0	6.6	5.4	5.9	39.5
Green Ext Time (p_c), s	0.0	1.6	0.0	1.0	0.0	1.6	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	436	28	27	872	23	21
Future Vol, veh/h	436	28	27	872	23	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	474	30	29	948	25	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	504	0	1496	489
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	1007	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1061	-	135	579
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	353	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1061	-	127	579
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	333	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	28.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	-	-	1061	-
HCM Lane V/C Ratio	0.237	-	-	0.028	-
HCM Control Delay (s)	28.3	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	295	112	295	607	60	66	384	93	38	482	185
Future Volume (veh/h)	130	295	112	295	607	60	66	384	93	38	482	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	141	321	122	321	660	65	72	417	101	41	524	201
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	777	320	434	844	348	114	1311	315	78	1104	422
Arrive On Green	0.12	0.22	0.22	0.14	0.24	0.24	0.14	0.93	0.89	0.05	0.44	0.42
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2832	680	1634	2506	957
Grp Volume(v), veh/h	141	321	122	321	660	65	72	259	259	41	369	356
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1694
Q Serve(g_s), s	10.0	9.3	8.6	11.7	20.9	4.3	5.0	1.8	2.2	2.9	17.7	18.0
Cycle Q Clear(g_c), s	10.0	9.3	8.6	11.7	20.9	4.3	5.0	1.8	2.2	2.9	17.7	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	193	777	320	434	844	348	114	819	807	78	780	746
V/C Ratio(X)	0.73	0.41	0.38	0.74	0.78	0.19	0.63	0.32	0.32	0.53	0.47	0.48
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	819	807	136	780	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	40.2	39.9	49.7	42.8	36.4	50.2	2.5	2.9	55.8	23.7	24.2
Incr Delay (d2), s/veh	5.3	0.4	0.7	2.6	2.8	0.2	6.2	0.9	1.0	5.5	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.6	3.5	5.3	10.6	1.7	2.4	0.9	1.2	1.5	9.1	8.8
LnGrp Delay(d),s/veh	56.4	40.6	40.6	52.4	45.6	36.6	56.4	3.4	3.9	61.3	25.8	26.4
LnGrp LOS	E	D	D	D	D	D	E	A	A	E	C	C
Approach Vol, veh/h		584			1046			590			766	
Approach Delay, s/veh		44.4			47.1			10.1			28.0	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	59.5	20.4	30.3	12.4	56.9	18.1	32.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	4.9	4.2	13.7	11.3	7.0	20.0	12.0	22.9
Green Ext Time (p_c), s	0.0	5.0	0.8	5.0	0.0	4.2	0.3	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	295	97	133	335	54	60	340	50	75	324	54
Future Volume (veh/h)	102	295	97	133	335	54	60	340	50	75	324	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	111	321	105	145	364	59	65	370	54	82	352	59
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	463	191	221	589	243	1463	1949	803	158	493	203
Arrive On Green	0.10	0.13	0.13	0.14	0.17	0.17	0.46	0.55	0.55	0.05	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	111	321	105	145	364	59	65	370	54	82	352	59
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	7.9	10.4	8.1	10.1	11.5	4.2	1.4	6.3	1.0	3.0	11.4	3.3
Cycle Q Clear(g_c), s	7.9	10.4	8.1	10.1	11.5	4.2	1.4	6.3	1.0	3.0	11.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	463	191	221	589	243	1463	1949	803	158	493	203
V/C Ratio(X)	0.68	0.69	0.55	0.66	0.62	0.24	0.04	0.19	0.07	0.52	0.71	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1463	1949	803	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	49.9	48.9	49.3	46.5	43.5	17.8	13.5	2.9	55.6	49.4	27.3
Incr Delay (d2), s/veh	4.7	1.8	2.3	3.3	1.1	0.5	0.0	0.2	0.2	2.9	8.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.2	3.4	4.8	5.7	1.7	0.6	3.1	0.4	1.4	6.2	1.6
LnGrp Delay(d),s/veh	56.9	51.6	51.2	52.6	47.5	44.0	17.8	13.7	3.0	58.5	58.0	30.9
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		537			568			489			493	
Approach Delay, s/veh		52.6			48.5			13.1			54.8	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	70.1	20.2	19.7	59.4	20.7	15.9	24.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	8.3	12.1	12.4	3.4	13.4	9.9	13.5
Green Ext Time (p_c), s	0.0	1.9	2.2	1.3	0.9	1.3	0.3	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	5	37	0	212	36	79	0	64	94	84	0	18	246	45
Future Vol, veh/h	0	8	5	37	0	212	36	79	0	64	94	84	0	18	246	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	5	40	0	230	39	86	0	70	102	91	0	20	267	49
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	9.7	13	12.3	14.2
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	74%	0%	69%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	50	212	115	309
LT Vol	64	8	212	0	18
Through Vol	94	5	0	36	246
RT Vol	84	37	0	79	45
Lane Flow Rate	263	54	230	125	336
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.404	0.09	0.433	0.2	0.511
Departure Headway (Hd)	5.523	5.986	6.766	5.77	5.481
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	650	595	532	621	655
Service Time	3.575	4.058	4.515	3.518	3.53
HCM Lane V/C Ratio	0.405	0.091	0.432	0.201	0.513
HCM Control Delay	12.3	9.7	14.6	10	14.2
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2	0.3	2.2	0.7	2.9

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	167	10	60	289	26	7	221	64	47	20	42
Future Vol, veh/h	20	167	10	60	289	26	7	221	64	47	20	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	182	11	65	314	28	8	240	70	51	22	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	192	0	0	528	703	96	713	695	171
Stage 1	-	-	-	-	-	-	230	230	-	459	459	-
Stage 2	-	-	-	-	-	-	298	473	-	254	236	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1214	-	-	1379	-	-	433	360	942	319	364	843
Stage 1	-	-	-	-	-	-	752	713	-	551	565	-
Stage 2	-	-	-	-	-	-	686	557	-	728	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1379	-	-	371	337	942	119	341	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	371	337	-	119	341	-
Stage 1	-	-	-	-	-	-	738	700	-	541	538	-
Stage 2	-	-	-	-	-	-	593	531	-	435	695	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	39.9	39.9
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	394	1214	-	-	1379	-	-	217
HCM Lane V/C Ratio	0.021	0.786	0.018	-	-	0.047	-	-	0.546
HCM Control Delay (s)	14.9	40.5	8	-	-	7.7	-	-	39.9
HCM Lane LOS	B	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	6.7	0.1	-	-	0.1	-	-	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	79	281	298	225	42	127	254	122	18	622	42
Future Volume (veh/h)	23	79	281	298	225	42	127	254	122	18	622	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	25	86	305	324	245	46	138	276	133	20	676	46
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	93	330	177	509	96	183	870	681	54	723	566
Arrive On Green	0.03	0.26	0.24	0.11	0.33	0.32	0.22	0.93	0.93	0.04	0.52	0.52
Sat Flow, veh/h	1634	360	1277	1634	1526	286	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	25	0	391	324	0	291	138	276	133	20	676	46
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1812	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.8	0.0	28.0	13.0	0.0	15.3	9.5	1.7	0.5	1.4	40.7	1.9
Cycle Q Clear(g_c), s	1.8	0.0	28.0	13.0	0.0	15.3	9.5	1.7	0.5	1.4	40.7	1.9
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	0	423	177	0	605	183	870	681	54	723	566
V/C Ratio(X)	0.46	0.00	0.92	1.83	0.00	0.48	0.76	0.32	0.20	0.37	0.93	0.08
Avail Cap(c_a), veh/h	144	0	423	177	0	605	204	870	681	82	723	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	57.0	0.0	44.0	53.5	0.0	31.9	45.1	2.2	0.8	56.2	27.6	18.2
Incr Delay (d2), s/veh	6.1	0.0	26.0	394.9	0.0	0.6	13.2	0.9	0.6	4.0	20.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	15.7	25.3	0.0	7.8	4.9	1.0	0.3	0.7	24.8	0.8
LnGrp Delay(d),s/veh	63.0	0.0	70.0	448.4	0.0	32.5	58.2	3.1	1.4	60.2	47.6	18.5
LnGrp LOS	E		E	F		C	E	A	A	E	D	B
Approach Vol, veh/h		416			615			547			742	
Approach Delay, s/veh		69.6			251.6			16.6			46.1	
Approach LOS		E			F			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	60.1	17.0	35.0	17.4	50.6	8.0	44.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.4	3.7	15.0	30.0	11.5	42.7	3.8	17.3
Green Ext Time (p_c), s	0.0	4.9	0.0	0.0	0.1	0.2	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	97.8
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	207	100	0	19	331	19	0	98	20	23	0	54	124	120
Future Vol, veh/h	0	17	207	100	0	19	331	19	0	98	20	23	0	54	124	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	225	109	0	21	360	21	0	107	22	25	0	59	135	130
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.7	14.3	14.2	20.1
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	17	138	169	19	221	129	298
LT Vol	98	17	0	0	19	0	0	54
Through Vol	20	0	138	69	0	221	110	124
RT Vol	23	0	0	100	0	0	19	120
Lane Flow Rate	153	18	150	184	21	240	141	324
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.328	0.039	0.296	0.341	0.043	0.467	0.269	0.617
Departure Headway (Hd)	7.693	7.627	7.111	6.684	7.523	7.007	6.901	6.856
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	469	506	538	476	513	520	528
Service Time	5.446	5.379	4.862	4.434	5.272	4.756	4.65	4.602
HCM Lane V/C Ratio	0.328	0.038	0.296	0.342	0.044	0.468	0.271	0.614
HCM Control Delay	14.2	10.7	12.8	12.9	10.6	15.8	12.2	20.1
HCM Lane LOS	B	B	B	B	B	C	B	C
HCM 95th-tile Q	1.4	0.1	1.2	1.5	0.1	2.5	1.1	4.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	90	47	182	170	20	64	575	114	26	700	45
Future Volume (veh/h)	36	90	47	182	170	20	64	575	114	26	700	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	39	98	51	198	185	22	70	625	124	28	761	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	167	131	142	247	194	114	1925	381	60	2095	135
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.07	0.65	0.64	0.07	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2946	583	1634	3377	217
Grp Volume(v), veh/h	39	98	51	198	185	22	70	375	374	28	399	411
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1824
Q Serve(g_s), s	2.8	6.1	4.0	10.4	11.5	1.6	5.0	11.2	11.4	2.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	6.1	4.0	10.4	11.5	1.6	5.0	11.2	11.4	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	71	167	131	142	247	194	114	1157	1150	60	1098	1132
V/C Ratio(X)	0.55	0.59	0.39	1.40	0.75	0.11	0.61	0.32	0.33	0.46	0.36	0.36
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1157	1150	82	1098	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	0.84	0.84	0.84
Uniform Delay (d), s/veh	56.3	52.5	51.5	54.8	50.1	45.8	54.2	9.1	9.3	54.4	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.3	1.9	216.2	4.9	0.3	4.4	0.6	0.6	4.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	1.7	13.2	6.2	0.7	2.4	5.6	5.7	1.0	0.2	0.2
LnGrp Delay(d),s/veh	62.8	55.8	53.4	271.0	55.0	46.1	58.6	9.8	9.9	59.0	0.8	0.8
LnGrp LOS	E	E	D	F	D	D	E	A	A	E	A	A
Approach Vol, veh/h		188			405			819			838	
Approach Delay, s/veh		56.6			160.1			14.0			2.7	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	82.4	14.4	14.7	12.4	78.5	9.2	19.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.0	13.4	12.4	8.1	7.0	2.0	4.8	13.5
Green Ext Time (p_c), s	0.0	7.0	0.0	0.9	0.1	7.0	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	151	92	102	85	200	673	117	162	727	91
Future Volume (veh/h)	44	111	151	92	102	85	200	673	117	162	727	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	121	164	100	111	92	217	732	127	176	790	99
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	542	223	95	561	231	266	1830	754	226	1742	718
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.16	0.52	0.52	0.14	0.49	0.49
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	48	121	164	100	111	92	217	732	127	176	790	99
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.6	12.9	7.0	3.3	6.8	15.4	15.1	5.5	12.5	17.5	4.4
Cycle Q Clear(g_c), s	3.4	3.6	12.9	7.0	3.3	6.8	15.4	15.1	5.5	12.5	17.5	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	542	223	95	561	231	266	1830	754	226	1742	718
V/C Ratio(X)	0.55	0.22	0.73	1.05	0.20	0.40	0.82	0.40	0.17	0.78	0.45	0.14
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1830	754	259	1742	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	0.61	0.61	0.61
Uniform Delay (d), s/veh	55.4	44.5	48.5	56.5	43.9	45.3	48.5	17.6	15.3	50.0	19.9	16.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	99.7	0.1	1.0	14.4	0.7	0.5	7.9	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.5	5.8	1.6	2.8	8.0	7.5	2.3	6.1	8.7	1.8
LnGrp Delay(d),s/veh	60.8	44.7	53.1	157.0	44.0	46.3	62.9	18.3	15.8	57.9	20.4	16.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		333			303			1076			1065	
Approach Delay, s/veh		51.2			82.0			27.0			26.3	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	66.0	11.0	22.4	23.5	63.1	10.4	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.5	17.1	9.0	14.9	17.4	19.5	5.4	8.8
Green Ext Time (p_c), s	0.1	9.1	0.0	1.5	0.2	8.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	119	105	88	232	64	216	559	91	43	625	106
Future Volume (veh/h)	31	119	105	88	232	64	216	559	91	43	625	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	34	129	114	96	252	70	235	608	99	47	679	115
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	223	182	82	455	187	123	643	504	574	1157	906
Arrive On Green	0.04	0.12	0.10	0.05	0.13	0.13	0.15	0.69	0.69	0.35	0.62	0.62
Sat Flow, veh/h	1634	1854	1512	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	34	123	120	96	252	70	235	608	99	47	679	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	7.9	8.7	6.0	8.0	2.5	9.0	34.9	2.2	2.3	26.1	3.9
Cycle Q Clear(g_c), s	2.4	7.9	8.7	6.0	8.0	2.5	9.0	34.9	2.2	2.3	26.1	3.9
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	213	192	82	455	187	123	643	504	574	1157	906
V/C Ratio(X)	0.50	0.58	0.63	1.18	0.55	0.37	1.92	0.95	0.20	0.08	0.59	0.13
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	574	1157	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.92	0.92	0.92	0.23	0.23	0.23	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	49.9	51.1	57.0	49.1	11.1	51.0	17.5	7.5	26.0	13.5	9.3
Incr Delay (d2), s/veh	5.0	2.2	3.0	150.1	1.0	1.1	419.8	8.3	0.2	0.1	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.0	4.0	6.1	4.0	1.1	18.3	18.7	0.9	1.1	14.1	1.6
LnGrp Delay(d),s/veh	61.3	52.1	54.2	207.1	50.0	12.3	470.8	25.8	7.7	26.1	15.7	9.6
LnGrp LOS	E	D	D	F	D	B	F	C	A	C	B	A
Approach Vol, veh/h		277			418			942			841	
Approach Delay, s/veh		54.1			79.8			134.9			15.5	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	45.4	10.0	18.4	13.0	78.6	9.0	19.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	4.4	36.9	8.0	10.7	11.0	28.1	4.4	10.0
Green Ext Time (p_c), s	2.8	2.5	0.0	1.8	0.0	3.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	76.1
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	157	41	106	217	71	156	295	74	273	566	121
Future Volume (veh/h)	39	157	41	106	217	71	156	295	74	273	566	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	171	45	115	236	77	170	321	80	297	615	132
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	302	124	165	490	202	216	1687	695	333	1941	800
Arrive On Green	0.05	0.09	0.09	0.10	0.14	0.14	0.26	0.95	0.95	0.41	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	42	171	45	115	236	77	170	321	80	297	615	132
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	2.9	5.6	2.6	8.2	7.4	5.8	11.6	0.6	0.2	20.3	0.0	0.0
Cycle Q Clear(g_c), s	2.9	5.6	2.6	8.2	7.4	5.8	11.6	0.6	0.2	20.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	302	124	165	490	202	216	1687	695	333	1941	800
V/C Ratio(X)	0.30	0.57	0.36	0.70	0.48	0.38	0.79	0.19	0.12	0.89	0.32	0.17
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1687	695	354	1941	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.81	0.81	0.81	0.97	0.97	0.97	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.5	52.8	28.8	52.2	47.7	47.0	42.6	1.5	0.6	34.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.7	8.6	0.6	1.0	6.9	0.2	0.3	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.8	1.1	4.1	3.6	2.4	5.6	0.3	0.1	9.3	0.0	0.0
LnGrp Delay(d),s/veh	54.6	54.3	30.5	60.8	48.3	48.0	49.5	1.7	0.9	37.1	0.0	0.0
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		258			428			571			1044	
Approach Delay, s/veh		50.2			51.6			15.8			10.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	61.2	16.1	14.2	19.9	69.8	9.7	20.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	22.3	2.6	10.2	7.6	13.6	2.0	4.9	9.4
Green Ext Time (p_c), s	0.2	5.3	0.2	0.7	0.3	5.3	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	384	122	88	259	56	74	730	71	165	1607	464
Future Volume (veh/h)	203	384	122	88	259	56	74	730	71	165	1607	464
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	221	417	133	96	282	61	80	793	77	179	1747	504
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	629	259	195	484	199	125	1985	818	109	1950	803
Arrive On Green	0.10	0.18	0.18	0.06	0.14	0.14	0.08	0.56	0.56	0.07	0.55	0.55
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	221	417	133	96	282	61	80	793	77	179	1747	504
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.1	13.2	9.9	3.5	9.0	4.5	5.7	15.2	2.9	8.0	52.5	28.5
Cycle Q Clear(g_c), s	8.1	13.2	9.9	3.5	9.0	4.5	5.7	15.2	2.9	8.0	52.5	28.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	629	259	195	484	199	125	1985	818	109	1950	803
V/C Ratio(X)	0.68	0.66	0.51	0.49	0.58	0.31	0.64	0.40	0.09	1.64	0.90	0.63
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1985	818	109	1950	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.95	0.95	0.95	0.85	0.85	0.85
Uniform Delay (d), s/veh	52.0	46.0	44.6	54.5	48.6	46.7	53.8	14.9	12.2	56.0	23.9	18.5
Incr Delay (d2), s/veh	2.8	1.0	1.3	1.9	1.1	0.9	6.3	0.6	0.2	321.6	6.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.5	4.1	1.6	4.5	1.9	2.8	7.5	1.2	13.3	27.1	12.0
LnGrp Delay(d),s/veh	54.8	47.0	45.9	56.4	49.7	47.5	60.1	15.5	12.4	377.6	29.9	21.6
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	C
Approach Vol, veh/h		771			439			950			2430	
Approach Delay, s/veh		49.0			50.9			19.0			53.8	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.3	11.4	25.3	13.2	70.1	16.3	20.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	17.2	5.5	15.2	7.7	54.5	10.1	11.0
Green Ext Time (p_c), s	0.0	21.3	0.1	3.4	0.0	0.0	0.2	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	10	39	0	8	20	1397	98	21	1233	36
Future Volume (veh/h)	36	0	10	39	0	8	20	1397	98	21	1233	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	0	11	42	0	9	22	1518	107	23	1340	39
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
Arrive On Green	0.04	0.00	0.04	0.05	0.00	0.03	0.03	0.74	0.74	0.03	0.74	0.74
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	39	0	11	42	0	9	22	1518	107	23	1340	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.1	1.1	1.7	11.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.1	1.1	1.7	11.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
V/C Ratio(X)	0.55	0.00	0.18	0.56	0.00	0.13	0.40	0.58	0.10	0.41	0.35	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2631	1084	82	3783	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	41.5	56.1	0.0	55.8	56.8	6.9	0.8	56.7	5.3	4.0
Incr Delay (d2), s/veh	6.5	0.0	1.3	6.4	0.0	0.8	4.5	0.9	0.2	4.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	1.5	0.0	0.3	0.8	11.5	0.4	0.8	5.2	0.4
LnGrp Delay(d),s/veh	62.8	0.0	42.8	62.5	0.0	56.6	61.3	7.8	1.0	61.4	5.6	4.1
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		50			51			1647			1402	
Approach Delay, s/veh		58.4			61.4			8.1			6.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	93.2	9.5	9.1	8.1	93.3	9.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	13.7	25.1	5.0	2.8	3.6	13.0	4.8	2.7
Green Ext Time (p_c), s	0.0	19.2	0.0	0.0	0.0	23.8	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	265	123	1149	83	61	885
Future Volume (veh/h)	265	123	1149	83	61	885
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	288	134	1249	90	66	962
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1253	981	103	1433
Arrive On Green	0.16	0.16	0.67	0.67	0.13	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	288	134	1249	90	66	962
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	10.1	80.0	2.6	4.6	0.0
Cycle Q Clear(g_c), s	19.7	10.1	80.0	2.6	4.6	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1253	981	103	1433
V/C Ratio(X)	1.07	0.56	1.00	0.09	0.64	0.67
Avail Cap(c_a), veh/h	268	239	1253	981	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	0.54	0.54
Uniform Delay (d), s/veh	50.2	46.2	19.5	6.9	51.1	0.0
Incr Delay (d2), s/veh	70.5	2.4	24.7	0.2	3.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	4.3	49.2	1.1	2.2	0.5
LnGrp Delay(d),s/veh	120.7	48.5	44.3	7.0	54.6	1.4
LnGrp LOS	F	D	D	A	D	A
Approach Vol, veh/h	422		1339			1028
Approach Delay, s/veh	97.8		41.8			4.8
Approach LOS	F		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.6	84.7				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	16.6	82.0				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				23.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	54	146	97	78	70	68	405	27	34	817	38
Future Volume (veh/h)	80	54	146	97	78	70	68	405	27	34	817	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	87	59	159	105	85	76	74	440	29	37	888	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	73	197	144	113	101	117	1925	126	72	1872	86
Arrive On Green	0.13	0.16	0.15	0.09	0.12	0.11	0.14	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	1634	447	1204	1634	908	812	1634	3372	222	1634	3445	159
Grp Volume(v), veh/h	87	0	218	105	0	161	74	230	239	37	456	473
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1720	1634	1770	1824	1634	1770	1835
Q Serve(g_s), s	5.9	0.0	15.3	7.5	0.0	10.9	5.1	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	15.3	7.5	0.0	10.9	5.1	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	208	0	270	144	0	214	117	1010	1041	72	961	997
V/C Ratio(X)	0.42	0.00	0.81	0.73	0.00	0.75	0.63	0.23	0.23	0.52	0.47	0.47
Avail Cap(c_a), veh/h	208	0	418	144	0	381	218	1010	1041	163	961	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	0.93	0.93	0.93	0.92	0.92	0.92
Uniform Delay (d), s/veh	48.3	0.0	49.0	53.3	0.0	51.1	49.9	0.0	0.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	6.4	16.8	0.0	5.2	5.2	0.5	0.5	5.2	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	7.5	4.1	0.0	5.5	2.5	0.1	0.1	1.3	0.4	0.4
LnGrp Delay(d),s/veh	49.6	0.0	55.4	70.1	0.0	56.4	55.1	0.5	0.5	58.7	1.6	1.5
LnGrp LOS	D		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		305			266			543			966	
Approach Delay, s/veh		53.7			61.8			7.9			3.7	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	72.5	14.6	23.6	12.6	69.2	19.3	19.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.6	2.0	9.5	17.3	7.1	2.0	7.9	12.9
Green Ext Time (p_c), s	0.0	6.0	0.0	0.6	0.1	5.9	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	64.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	47	1	548	0	226	538	0	0	0	770	531
Future Vol, veh/h	0	0	0	0	0	47	1	548	0	226	538	0	0	0	770	531
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	51	1	596	0	246	585	0	0	0	837	577
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	65.2	56.2	68.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	98%	0%	0%	0%
Vol Thru, %	0%	100%	2%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	538	48	548	770	531
LT Vol	226	0	47	0	0	0
Through Vol	0	538	1	0	770	0
RT Vol	0	0	0	548	0	531
Lane Flow Rate	246	585	52	596	837	577
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.575	1	0.131	1	1	1
Departure Headway (Hd)	8.423	7.924	9.006	7.818	7.798	7.099
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	462	401	471	469	514
Service Time	6.184	5.684	6.706	5.518	5.537	4.838
HCM Lane V/C Ratio	0.576	1.266	0.13	1.265	1.785	1.123
HCM Control Delay	22	70.6	13.1	69.8	69.9	66.5
HCM Lane LOS	C	F	B	F	F	F
HCM 95th-tile Q	3.5	13	0.4	13.1	13.1	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	518	190	355	142	511	0	0	671	206
Future Volume (veh/h)	0	0	0	518	190	355	142	511	0	0	671	206
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				563	207	386	154	555	0	0	729	224
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				983	560	439	578	2209	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				563	207	386	154	555	0	0	729	224
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.5	10.5	30.2	5.0	8.4	0.0	0.0	8.1	5.1
Cycle Q Clear(g_c), s				17.5	10.5	30.2	5.0	8.4	0.0	0.0	8.1	5.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				983	560	439	578	2209	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.27	0.25	0.00	0.00	0.51	0.38
Avail Cap(c_a), veh/h				1185	675	529	578	2209	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.56	0.56	0.56	0.96	0.96	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				35.4	33.0	39.9	42.1	10.1	0.0	0.0	7.6	7.3
Incr Delay (d2), s/veh				0.3	0.2	8.3	0.2	0.3	0.0	0.0	1.1	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	5.4	13.1	2.2	4.2	0.0	0.0	3.9	2.3
LnGrp Delay(d),s/veh				35.7	33.2	48.2	42.4	10.3	0.0	0.0	8.7	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1156			709			953	
Approach Delay, s/veh					39.5			17.3			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.4			26.4	53.0		40.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.4			7.0	10.1		32.2
Green Ext Time (p_c), s		3.1			1.9	4.4		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	461	183	279	691	0	0	1372	540
Future Volume (veh/h)	0	0	0	259	461	183	279	691	0	0	1372	540
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				282	501	199	303	751	0	0	1491	587
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				585	654	269	340	2650	0	0	1794	739
Arrive On Green				0.18	0.18	0.18	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				282	501	199	303	751	0	0	1491	587
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.1	39.9
Cycle Q Clear(g_c), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.1	39.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				585	654	269	340	2650	0	0	1794	739
V/C Ratio(X)				0.48	0.77	0.74	0.89	0.28	0.00	0.00	0.83	0.79
Avail Cap(c_a), veh/h				822	917	378	340	2650	0	0	1794	739
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.90	0.90	0.00	0.00	0.32	0.32
Uniform Delay (d), s/veh				43.8	46.5	46.2	42.1	0.1	0.0	0.0	25.2	24.4
Incr Delay (d2), s/veh				0.6	2.5	4.7	22.0	0.2	0.0	0.0	1.5	2.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.1	6.6	11.7	0.1	0.0	0.0	21.3	16.6
LnGrp Delay(d),s/veh				44.4	49.0	50.9	64.0	0.3	0.0	0.0	26.7	27.3
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					982			1054			2078	
Approach Delay, s/veh					48.1			18.6			26.9	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.8			29.0	64.8		26.2
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.2			23.4	45.1		18.1
Green Ext Time (p_c), s		27.4			0.0	4.2		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		29.8
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	31.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	187	1	80	0	0	0	0	0	0	466	93	0	356	298	0
Future Vol, veh/h	0	187	1	80	0	0	0	0	0	0	466	93	0	356	298	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	1	87	0	0	0	0	0	0	507	101	0	387	324	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	16	46.1	24.5
HCM LOS	C	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	466	93	188	80	356	298
LT Vol	0	0	187	0	356	0
Through Vol	466	0	1	0	0	298
RT Vol	0	93	0	80	0	0
Lane Flow Rate	507	101	204	87	387	324
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.949	0.169	0.467	0.169	0.763	0.593
Departure Headway (Hd)	6.748	6.033	8.22	6.991	7.099	6.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	589	435	510	507	544
Service Time	4.541	3.825	6.01	4.779	4.89	4.379
HCM Lane V/C Ratio	0.953	0.171	0.469	0.171	0.763	0.596
HCM Control Delay	53.3	10.1	18.1	11.2	29.5	18.6
HCM Lane LOS	F	B	C	B	D	C
HCM 95th-tile Q	12.1	0.6	2.4	0.6	6.7	3.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	108	204	0	0	0	0	550	444	301	858	0
Future Volume (veh/h)	171	108	204	0	0	0	0	550	444	301	858	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	186	117	222				0	598	483	327	933	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	298	646	266				0	2959	849	430	2658	0
Arrive On Green	0.18	0.18	0.18				0.00	0.58	0.58	0.27	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	186	117	222				0	598	483	327	933	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	12.6	3.4	17.6				0.0	6.7	24.8	11.4	0.0	0.0
Cycle Q Clear(g_c), s	12.6	3.4	17.6				0.0	6.7	24.8	11.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	646	266				0	2959	849	430	2658	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.20	0.57	0.76	0.35	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2959	849	660	2658	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	45.3	41.5	47.3				0.0	11.9	15.7	41.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	9.1				0.0	0.2	2.8	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.7	7.8				0.0	3.1	10.6	5.0	0.1	0.0
LnGrp Delay(d),s/veh	47.4	41.6	56.4				0.0	12.0	18.4	44.3	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		525						1081			1260	
Approach Delay, s/veh		49.9						14.9			11.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.3	73.8		25.9		94.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.4	26.8		19.6		2.0		
Green Ext Time (p_c), s	0.9	9.9		1.7		13.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	454	122	0	0	0	0	721	441	627	1057	0
Future Volume (veh/h)	170	454	122	0	0	0	0	721	441	627	1057	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	493	133				0	784	479	682	1149	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	526	587	242				0	1757	724	753	2716	0
Arrive On Green	0.17	0.17	0.17				0.00	0.50	0.50	0.48	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	185	493	133				0	784	479	682	1149	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.2	16.2	10.0				0.0	17.2	29.6	23.8	0.0	0.0
Cycle Q Clear(g_c), s	6.2	16.2	10.0				0.0	17.2	29.6	23.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	526	587	242				0	1757	724	753	2716	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.45	0.66	0.91	0.42	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1757	724	792	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.86	0.86	0.86				0.00	1.00	1.00	0.46	0.46	0.00
Uniform Delay (d), s/veh	44.3	48.5	45.9				0.0	19.5	22.7	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.9	1.7				0.0	0.8	4.7	7.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.6	4.2				0.0	8.6	12.8	11.0	0.1	0.0
LnGrp Delay(d),s/veh	44.7	56.4	47.6				0.0	20.4	27.4	37.3	0.2	0.0
LnGrp LOS	D	E	D					C	C	D	A	
Approach Vol, veh/h		811						1263			1831	
Approach Delay, s/veh		52.3						23.0			14.0	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.5	63.6		23.9		96.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	25.8	31.6		18.2		2.0		
Green Ext Time (p_c), s	0.8	12.6		1.1		19.1		

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	65	0	0	90
Future Vol, veh/h	0	0	65	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	71	0	0	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	71	0	0	71	0
Stage 1	71	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	821	991	-	-	1529	-
Stage 1	952	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	821	991	-	-	1529	-
Mov Cap-2 Maneuver	821	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	926	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1529	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	238	98	0	0	0
Future Vol, veh/h	0	238	98	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	259	107	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	366	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	634	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	634	947
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	784	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	14	101	80	89	125
Future Vol, veh/h	12	14	101	80	89	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	110	87	97	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	439	110	0	0	110	0
Stage 1	110	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	575	943	-	-	1480	-
Stage 1	915	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	537	943	-	-	1480	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	537	943	1480	-
HCM Lane V/C Ratio	-	-	0.024	0.016	0.065	-
HCM Control Delay (s)	-	-	11.9	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	18	118	92	94	130
Future Vol, veh/h	16	18	118	92	94	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	20	128	100	102	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	474	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	549	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	511	922	-	-	1458	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	511	922	1458	-
HCM Lane V/C Ratio	-	-	0.034	0.021	0.07	-
HCM Control Delay (s)	-	-	12.3	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	118	70	0	130
Future Vol, veh/h	0	20	118	70	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	128	76	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	269	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	720	922	-	-	1458	-
Stage 1	898	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	922	-	-	1458	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	886	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	922	1458	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	72	78	70	49	13	14
Future Vol, veh/h	72	78	70	49	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	85	76	53	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	317	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	676	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	641	985
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1523	-	-	-	641	985
HCM Lane V/C Ratio	0.051	-	-	-	0.022	0.015
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	71	73	59	63	10	8
Future Vol, veh/h	71	73	59	63	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	79	64	68	11	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	298	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	693	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	658	1000
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1538	-	-	-	658	1000
HCM Lane V/C Ratio	0.05	-	-	-	0.017	0.009
HCM Control Delay (s)	7.5	-	-	-	10.6	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	49	73	63	53	4	5
Future Vol, veh/h	49	73	63	53	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	79	68	58	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	254	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	735	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	710	995
Mov Cap-2 Maneuver	-	-	-	-	710	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1533	-	-	-	710	995
HCM Lane V/C Ratio	0.035	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10.1	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

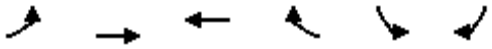
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	70	24	35	56	6	10
Future Vol, veh/h	70	24	35	56	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	26	38	61	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	213	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1523	-	775	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1523	-	756	985
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	985	-	-	1523	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.025	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	171	183	0	247	54
Future Volume (veh/h)	0	171	183	0	247	54
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	186	199	0	268	59
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	317	317	0	2569	1182
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	186	199	0	268	59
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.1	6.5	0.0	2.1	1.0
Cycle Q Clear(g_c), s	0.0	6.1	6.5	0.0	2.1	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	317	317	0	2569	1182
V/C Ratio(X)	0.00	0.59	0.63	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2569	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.5	52.7	0.0	2.4	2.2
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	3.2	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.2	54.1	0.0	2.4	2.3
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		186	199		327	
Approach Delay, s/veh		54.2	54.1		2.4	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.7		103.3		16.7
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.1		4.1		8.5
Green Ext Time (p_c), s				2.2		1.1		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	399	0	0	451	320	33	0	293	0	0	0
Future Volume (veh/h)	25	399	0	0	451	320	33	0	293	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	27	434	0	0	490	348	36	0	318			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	32	1263	0	0	1029	424	1746	0	803			
Arrive On Green	0.02	0.36	0.00	0.00	0.29	0.29	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	27	434	0	0	490	348	36	0	318			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.1	11.7	0.0	0.0	14.8	28.9	0.7	0.0	16.3			
Cycle Q Clear(g_c), s	2.1	11.7	0.0	0.0	14.8	28.9	0.7	0.0	16.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	32	1263	0	0	1029	424	1746	0	803			
V/C Ratio(X)	0.83	0.34	0.00	0.00	0.48	0.82	0.02	0.00	0.40			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1746	0	803			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.41	0.41	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.5	30.7	0.0	0.0	37.9	42.9	13.3	0.0	16.8			
Incr Delay (d2), s/veh	45.8	0.2	0.0	0.0	0.1	2.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	5.8	0.0	0.0	7.2	11.9	0.3	0.0	6.6			
LnGrp Delay(d),s/veh	109.3	30.8	0.0	0.0	38.1	45.5	13.3	0.0	17.1			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		461			838			354				
Approach Delay, s/veh		35.4			41.2			16.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.6		52.4			8.6	43.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		18.3		13.7			4.1	30.9
Green Ext Time (p_c), s		0.0		7.7			0.0	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	68	176	14	0	8	265	25	0	63	10	19	0	69	11	155
Future Vol, veh/h	0	68	176	14	0	8	265	25	0	63	10	19	0	69	11	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	191	15	0	9	288	27	0	68	11	21	0	75	12	168
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	10.9	11.7	10.8	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	81%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	19%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	68	117	73	8	177	113	69	7	159
LT Vol	63	0	68	0	0	8	0	0	69	0	0
Through Vol	0	10	0	117	59	0	177	88	0	7	4
RT Vol	0	19	0	0	14	0	0	25	0	0	155
Lane Flow Rate	68	32	74	128	79	9	192	123	75	8	172
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.141	0.057	0.144	0.231	0.14	0.017	0.343	0.214	0.149	0.015	0.286
Departure Headway (Hd)	7.423	6.464	7.013	6.509	6.373	6.928	6.424	6.268	7.147	6.646	5.961
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	481	551	509	550	560	515	557	570	500	537	600
Service Time	5.198	4.24	4.78	4.275	4.139	4.691	4.187	4.031	4.912	4.411	3.725
HCM Lane V/C Ratio	0.141	0.058	0.145	0.233	0.141	0.017	0.345	0.216	0.15	0.015	0.287
HCM Control Delay	11.4	9.6	11	11.2	10.2	9.8	12.5	10.7	11.2	9.5	11.1
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.5	0.9	0.5	0.1	1.5	0.8	0.5	0	1.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	238	98	0	0	0
Future Vol, veh/h	0	238	98	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	259	107	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	366	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1484	-	-	-	634	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	634	947
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	784	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	65	0	0	90
Future Vol, veh/h	0	0	65	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	71	0	0	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	71	0	0	71	0
Stage 1	71	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	821	991	-	-	1529	-
Stage 1	952	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	821	991	-	-	1529	-
Mov Cap-2 Maneuver	821	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	926	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1529	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	37	14	56	23	85	17	1065	101	112	845	8
Future Volume (veh/h)	10	37	14	56	23	85	17	1065	101	112	845	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	11	40	15	61	25	92	18	1158	110	122	918	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	444	487	182	501	132	484	31	1404	133	153	1811	18
Arrive On Green	0.38	0.38	0.37	0.38	0.38	0.37	0.02	0.43	0.43	0.09	0.50	0.50
Sat Flow, veh/h	1170	1293	485	1237	350	1286	1634	3268	310	1634	3591	35
Grp Volume(v), veh/h	11	0	55	61	0	117	18	626	642	122	452	475
Grp Sat Flow(s),veh/h/ln	1170	0	1777	1237	0	1636	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.8	0.0	2.4	4.0	0.0	5.8	1.3	37.5	37.7	8.8	20.4	20.4
Cycle Q Clear(g_c), s	6.6	0.0	2.4	6.4	0.0	5.8	1.3	37.5	37.7	8.8	20.4	20.4
Prop In Lane	1.00		0.27	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	444	0	669	501	0	616	31	761	777	153	893	936
V/C Ratio(X)	0.02	0.00	0.08	0.12	0.00	0.19	0.57	0.82	0.83	0.80	0.51	0.51
Avail Cap(c_a), veh/h	444	0	669	501	0	616	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	24.1	26.1	0.0	25.3	58.4	30.2	30.3	53.2	19.8	19.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.0	0.7	15.4	3.8	3.8	9.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.2	1.4	0.0	2.7	0.7	19.1	19.5	4.3	10.0	10.5
LnGrp Delay(d),s/veh	27.4	0.0	24.4	26.6	0.0	26.0	73.8	34.0	34.0	62.3	20.2	20.2
LnGrp LOS	C		C	C		C	E	C	C	E	C	C
Approach Vol, veh/h		66			178			1286			1049	
Approach Delay, s/veh		24.9			26.2			34.6			25.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	55.6		49.2	6.3	64.5		49.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	10.8	39.7		8.6	3.3	22.4		8.4
Green Ext Time (p_c), s	0.2	11.4		0.6	0.0	12.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	274	25	38	208	23	67
Future Vol, veh/h	274	25	38	208	23	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	298	27	41	226	25	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	325	0	620	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1235	-	452	729
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1235	-	435	729
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	622	-	-	1235	-
HCM Lane V/C Ratio	0.157	-	-	0.033	-
HCM Control Delay (s)	11.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	40.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	303	64	0	319	185	5	0	51	12	271
Future Vol, veh/h	0	8	303	64	0	319	185	5	0	51	12	271
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	9	329	70	0	347	201	5	0	55	13	295
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	25.7	65.9	21.1
HCM LOS	D	F	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	2%	63%	0%	22%
Vol Thru, %	4%	81%	37%	0%	56%
Vol Right, %	81%	17%	0%	100%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	375	504	5	45
LT Vol	51	8	319	0	10
Through Vol	12	303	185	0	25
RT Vol	271	64	0	5	10
Lane Flow Rate	363	408	548	5	49
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.657	0.738	1	0.009	0.109
Departure Headway (Hd)	6.513	6.518	7.142	6.102	8.057
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	559	558	515	590	445
Service Time	4.5	4.527	4.842	3.802	6.101
HCM Lane V/C Ratio	0.649	0.731	1.064	0.008	0.11
HCM Control Delay	21.1	25.7	66.5	8.9	12.1
HCM Lane LOS	C	D	F	A	B
HCM 95th-tile Q	4.8	6.3	13.7	0	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	25	10
Future Vol, veh/h	0	10	25	10
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	27	11
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	150	468	306	31	59	192
Future Vol, veh/h	150	468	306	31	59	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	509	333	34	64	209

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	1184	349
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	835	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	-	209	694
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	169	694
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	345	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	31.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	401
HCM Lane V/C Ratio	0.137	-	-	-	0.68
HCM Control Delay (s)	8.5	0	-	-	31.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.5	-	-	-	4.9

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	6	3	11	3	64	2	985	52	109	840	8
Future Vol, veh/h	3	6	3	11	3	64	2	985	52	109	840	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	3	12	3	70	2	1071	57	118	913	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1695	2286	461	1800	2262	564	922	0	0	1127	0	0
Stage 1	1154	1154	-	1103	1103	-	-	-	-	-	-	-
Stage 2	541	1132	-	697	1159	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	60	39	547	50	40	469	736	-	-	616	-	-
Stage 1	210	270	-	225	285	-	-	-	-	-	-	-
Stage 2	493	276	-	398	268	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	31	547	36	32	469	736	-	-	616	-	-
Mov Cap-2 Maneuver	40	31	-	36	32	-	-	-	-	-	-	-
Stage 1	209	218	-	224	284	-	-	-	-	-	-	-
Stage 2	414	275	-	310	217	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	118.2	59.2	0	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	44	146	616	-	-
HCM Lane V/C Ratio	0.003	-	-	0.296	0.581	0.192	-	-
HCM Control Delay (s)	9.9	-	-	118.2	59.2	12.2	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	3	0.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	210	0	0	76	0	0
Future Vol, veh/h	210	0	0	76	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	83	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	311	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1340	-	681	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1340	-	681	811
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	940	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1340	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	0	0	80	0	0
Future Vol, veh/h	154	0	0	80	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	167	0	0	87	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	254	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1411	-	735	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1411	-	735	877
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	936	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1411	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	165	32	22	71	6	27	86	32	6	53	0
Future Vol, veh/h	4	165	32	22	71	6	27	86	32	6	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	179	35	24	77	7	29	93	35	7	58	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	214	0	0	362	337	197	398	351	80
Stage 1	-	-	-	-	-	-	205	205	-	128	128	-
Stage 2	-	-	-	-	-	-	157	132	-	270	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1356	-	-	594	584	844	562	573	980
Stage 1	-	-	-	-	-	-	797	732	-	876	790	-
Stage 2	-	-	-	-	-	-	845	787	-	736	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1356	-	-	538	571	844	463	560	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	571	-	463	560	-
Stage 1	-	-	-	-	-	-	795	730	-	873	775	-
Stage 2	-	-	-	-	-	-	767	772	-	613	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	13	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	1513	-	-	1356	-	-	548
HCM Lane V/C Ratio	0.26	0.003	-	-	0.018	-	-	0.117
HCM Control Delay (s)	13	7.4	0	-	7.7	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	176	11	26	92	6	18
Future Vol, veh/h	176	11	26	92	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	12	28	100	7	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	354	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1369	-	644	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	630	844
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	1369	-
HCM Lane V/C Ratio	0.034	-	-	0.021	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	145	5	6	86	14	2
Future Vol, veh/h	145	5	6	86	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	5	7	93	15	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	267	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1416	-	722	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1416	-	718	885
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1416	-
HCM Lane V/C Ratio	0.024	-	-	0.005	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	187	0	6	113	1	16
Future Vol, veh/h	187	0	6	113	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	0	7	123	1	17

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	212	203	264	203
Stage 1	-	-	0	0	203	-
Stage 2	-	-	212	203	61	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	776	693	725	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	823	733	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	776	0	725	838
Mov Cap-2 Maneuver	-	-	776	0	725	-
Stage 1	-	-	-	0	831	-
Stage 2	-	-	823	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.6	9.4
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	830	-	-	776
HCM Lane V/C Ratio	0.022	-	-	0.167
HCM Control Delay (s)	9.4	-	-	10.6
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	215	38	56	66	95	164
Future Vol, veh/h	215	38	56	66	95	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	41	61	72	103	178

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	275	0	447	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1288	-	569	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1288	-	541	785
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1288	-
HCM Lane V/C Ratio	0.418	-	-	0.047	-
HCM Control Delay (s)	14.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	66	175	62	247	326	51
Future Vol, veh/h	66	175	62	247	326	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	190	67	268	354	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	785	382	410	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	361	665	1149	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	665	1149	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1149	-	524	-	-
HCM Lane V/C Ratio	0.059	-	0.5	-	-
HCM Control Delay (s)	8.3	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.8	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	2	119	18	4	84
Future Vol, veh/h	17	2	119	18	4	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	2	129	20	4	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	239	139	0	0	149	0
Stage 1	139	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	749	909	-	-	1432	-
Stage 1	888	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	909	-	-	1432	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	761	1432	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	44	58	53	47
Demand Flow Rate, veh/h	44	58	53	47
Vehicles Circulating, veh/h	55	48	45	53
Vehicles Exiting, veh/h	45	50	54	53
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.8	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	44	58	53	47
Cap Entry Lane, veh/h	1069	1077	1080	1072
Entry HV Adj Factor	0.993	0.993	0.993	0.991
Flow Entry, veh/h	44	58	53	47
Cap Entry, veh/h	1062	1069	1071	1061
V/C Ratio	0.041	0.054	0.049	0.044
Control Delay, s/veh	3.7	3.8	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	53	31	24	19
Demand Flow Rate, veh/h	53	32	24	19
Vehicles Circulating, veh/h	12	38	36	49
Vehicles Exiting, veh/h	56	22	29	21
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.6	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	53	32	24	19
Cap Entry Lane, veh/h	1116	1088	1090	1076
Entry HV Adj Factor	0.992	0.983	0.996	0.991
Flow Entry, veh/h	53	31	24	19
Cap Entry, veh/h	1107	1068	1085	1065
V/C Ratio	0.048	0.029	0.022	0.018
Control Delay, s/veh	3.7	3.6	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	36	23	33	21
Demand Flow Rate, veh/h	37	23	33	21
Vehicles Circulating, veh/h	29	17	38	27
Vehicles Exiting, veh/h	19	54	28	13
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	37	23	33	21
Cap Entry Lane, veh/h	1098	1111	1088	1100
Entry HV Adj Factor	0.986	0.988	0.994	0.989
Flow Entry, veh/h	36	23	33	21
Cap Entry, veh/h	1081	1097	1081	1087
V/C Ratio	0.034	0.021	0.030	0.019
Control Delay, s/veh	3.6	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	52	31	162	98	3
Future Vol, veh/h	6	52	31	162	98	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	57	34	176	107	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	263	55	110	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	704	1000	1478	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	1000	1478	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	955	-	-
HCM Lane V/C Ratio	0.023	-	0.066	-	-
HCM Control Delay (s)	7.5	0.1	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	43	43	276	113	79	385
Future Vol, veh/h	43	43	276	113	79	385
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	47	300	123	86	418

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	890	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	313	740	-	-	1261	-
Stage 1	752	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	285	740	-	-	1261	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	285	740	1261	-
HCM Lane V/C Ratio	-	-	0.164	0.063	0.068	-
HCM Control Delay (s)	-	-	20.1	10.2	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.2	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	19	7	130	18	8	94
Future Vol, veh/h	19	7	130	18	8	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	141	20	9	102

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	271	151	0	0	161	0
Stage 1	151	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	718	895	-	-	1418	-
Stage 1	877	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	895	-	-	1418	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1418	-
HCM Lane V/C Ratio	-	-	0.037	0.006	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	12	0	0	0	43	5	0	0	14	0
Future Vol, veh/h	0	11	12	0	0	0	43	5	0	0	14	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	13	0	0	0	47	5	0	0	15	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.2	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	0%	16%
Vol Thru, %	100%	52%	90%	42%
Vol Right, %	0%	0%	10%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	23	48	19
LT Vol	0	11	0	3
Through Vol	14	12	43	8
RT Vol	0	0	5	8
Lane Flow Rate	15	25	52	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.017	0.029	0.057	0.022
Departure Headway (Hd)	4.082	4.131	3.953	3.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	867	907	925
Service Time	2.121	2.154	1.972	1.895
HCM Lane V/C Ratio	0.017	0.029	0.057	0.023
HCM Control Delay	7.2	7.3	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	8	8
Future Vol, veh/h	0	3	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	9	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	18	51	167	40
Demand Flow Rate, veh/h	18	52	170	41
Vehicles Circulating, veh/h	66	116	19	77
Vehicles Exiting, veh/h	51	73	65	91
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.1	4.7	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	18	52	170	41
Cap Entry Lane, veh/h	1058	1006	1109	1046
Entry HV Adj Factor	0.995	0.980	0.981	0.988
Flow Entry, veh/h	18	51	167	40
Cap Entry, veh/h	1051	986	1086	1032
V/C Ratio	0.017	0.052	0.153	0.039
Control Delay, s/veh	3.6	4.1	4.7	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	58	36	2	5	12
Future Vol, veh/h	19	58	36	2	5	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	63	39	2	5	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	46	0	-	0	149	50
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1562	-	-	-	843	1018
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	824	1010
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	947
HCM Lane V/C Ratio	0.013	-	-	-	0.02
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	19	61	0	41	9	11	0	29	149	37
Future Vol, veh/h	0	6	19	61	0	41	9	11	0	29	149	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	21	66	0	45	10	12	0	32	162	40
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.7	9.2	8.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	57%	0%	24%	0%	45%	0%	100%	96%
Vol Right, %	0%	0%	43%	0%	76%	0%	55%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	99	87	6	80	41	20	14	90	47
LT Vol	29	0	0	6	0	41	0	14	0	0
Through Vol	0	99	50	0	19	0	9	0	90	45
RT Vol	0	0	37	0	61	0	11	0	0	2
Lane Flow Rate	32	108	94	7	87	45	22	15	98	51
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.051	0.161	0.132	0.011	0.125	0.077	0.032	0.025	0.149	0.077
Departure Headway (Hd)	5.859	5.356	5.056	6.219	5.186	6.256	5.371	5.979	5.476	5.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	666	706	573	686	569	661	596	652	654
Service Time	3.617	3.115	2.815	3.989	2.956	4.032	3.147	3.744	3.241	3.211
HCM Lane V/C Ratio	0.053	0.162	0.133	0.012	0.127	0.079	0.033	0.025	0.15	0.078
HCM Control Delay	8.9	9.2	8.6	9.1	8.7	9.6	8.3	8.9	9.2	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.5	0	0.4	0.2	0.1	0.1	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	135	2
Future Vol, veh/h	0	14	135	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	147	2
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	399	0	0	0	481	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	399	0	0	0	481	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	434	0	0	0	523	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	14.5	18.1
HCM LOS	-	-	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	399	0	0	0	0	481	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	399	0	0	0	0	481	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	434	0	0	0	0	523	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.591	0	0	0	0	0.702	0
Departure Headway (Hd)	5.407	4.904	4.904	6.734	6.734	4.837	4.837	4.837
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	665	737	0	0	0	0	753	0
Service Time	3.115	2.612	2.612	4.478	4.478	2.544	2.544	2.544
HCM Lane V/C Ratio	0.002	0.589	0	0	0	0	0.695	0
HCM Control Delay	8.1	14.5	7.6	9.5	9.5	7.5	18.1	7.5
HCM Lane LOS	A	B	N	N	N	N	C	N
HCM 95th-tile Q	0	3.9	0	0	0	0	5.8	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	28	35	75	288	36	17	40	132	285	17	80	13
Future Vol, veh/h	28	35	75	288	36	17	40	132	285	17	80	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	38	82	313	39	18	43	143	310	18	87	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	374	354	87	373	354	143	87	0	0	143	0	0
Stage 1	124	124	-	230	230	-	-	-	-	-	-	-
Stage 2	250	230	-	143	124	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	583	571	971	584	571	905	1509	-	-	1440	-	-
Stage 1	880	793	-	773	714	-	-	-	-	-	-	-
Stage 2	754	714	-	860	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	523	548	971	491	548	905	1509	-	-	1440	-	-
Mov Cap-2 Maneuver	523	548	-	491	548	-	-	-	-	-	-	-
Stage 1	855	783	-	751	694	-	-	-	-	-	-	-
Stage 2	677	694	-	740	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	22.3	0.7	1.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	523	548	971	491	548	905	1440	-	-
HCM Lane V/C Ratio	0.029	-	-	0.058	0.069	0.084	0.638	0.071	0.02	0.013	-	-
HCM Control Delay (s)	7.5	-	-	12.3	12.1	9	24.3	12.1	9.1	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.3	4.4	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	3	2	0	0	2	5	0	0	25	0
Future Vol, veh/h	0	15	3	2	0	0	2	5	0	0	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	3	2	0	0	2	5	0	0	27	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	75%	0%	11%
Vol Thru, %	100%	15%	29%	50%
Vol Right, %	0%	10%	71%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	20	7	36
LT Vol	0	15	0	4
Through Vol	25	3	2	18
RT Vol	0	2	5	14
Lane Flow Rate	27	22	8	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.025	0.008	0.041
Departure Headway (Hd)	4.014	4.145	3.636	3.794
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	864	982	945
Service Time	2.033	2.169	1.665	1.813
HCM Lane V/C Ratio	0.03	0.025	0.008	0.041
HCM Control Delay	7.2	7.3	6.7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	14
Future Vol, veh/h	0	4	18	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	88	38	84
Demand Flow Rate, veh/h	41	90	39	86
Vehicles Circulating, veh/h	65	59	73	42
Vehicles Exiting, veh/h	63	53	33	107
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.2	3.8	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	90	39	86
Cap Entry Lane, veh/h	1059	1065	1050	1083
Entry HV Adj Factor	0.992	0.981	0.982	0.982
Flow Entry, veh/h	41	88	38	84
Cap Entry, veh/h	1050	1045	1032	1064
V/C Ratio	0.039	0.084	0.037	0.079
Control Delay, s/veh	3.8	4.2	3.8	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	88	49	31	0
Demand Flow Rate, veh/h	89	50	31	0
Vehicles Circulating, veh/h	12	15	65	65
Vehicles Exiting, veh/h	53	81	36	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.0	3.7	3.7	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	89	50	31	0
Cap Entry Lane, veh/h	1116	1113	1059	1059
Entry HV Adj Factor	0.986	0.985	1.000	1.000
Flow Entry, veh/h	88	49	31	0
Cap Entry, veh/h	1100	1096	1058	1058
V/C Ratio	0.080	0.045	0.029	0.000
Control Delay, s/veh	4.0	3.7	3.7	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	73	59	228	234	3
Future Vol, veh/h	4	73	59	228	234	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	79	64	248	254	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	508	129	258	0	-	0
Stage 1	256	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	494	897	1304	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	897	1304	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	856	-	-
HCM Lane V/C Ratio	0.049	-	0.098	-	-
HCM Control Delay (s)	7.9	0.1	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1016	131	96	816	8	123	1	61	80	5	189
Future Volume (veh/h)	153	1016	131	96	816	8	123	1	61	80	5	189
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	166	1104	142	104	887	9	134	1	66	87	5	205
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1234	508	109	1072	11	281	2	139	98	6	231
Arrive On Green	0.12	0.35	0.35	0.07	0.30	0.28	0.25	0.25	0.24	0.20	0.20	0.20
Sat Flow, veh/h	1634	3539	1458	1634	3590	36	1138	8	560	480	28	1131
Grp Volume(v), veh/h	166	1104	142	104	437	459	201	0	0	297	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1856	1707	0	0	1639	0	0
Q Serve(g_s), s	12.0	35.4	8.4	7.6	27.6	27.6	12.1	0.0	0.0	21.1	0.0	0.0
Cycle Q Clear(g_c), s	12.0	35.4	8.4	7.6	27.6	27.6	12.1	0.0	0.0	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.67		0.33	0.29		0.69
Lane Grp Cap(c), veh/h	191	1234	508	109	528	554	422	0	0	335	0	0
V/C Ratio(X)	0.87	0.89	0.28	0.95	0.83	0.83	0.48	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	422	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.70	0.70	0.70	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	37.0	28.2	55.8	39.2	39.2	38.6	0.0	0.0	46.6	0.0	0.0
Incr Delay (d2), s/veh	29.1	7.1	0.3	58.7	6.9	6.6	3.8	0.0	0.0	15.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	18.5	3.4	5.2	14.5	15.2	6.1	0.0	0.0	11.0	0.0	0.0
LnGrp Delay(d),s/veh	81.2	44.1	28.5	114.5	46.1	45.8	42.5	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	C	F	D	D	D			E		
Approach Vol, veh/h		1412			1000			201			297	
Approach Delay, s/veh		46.9			53.1			42.5			61.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.7	12.0	45.8		28.5	18.0	39.8
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		14.1	9.6	37.4		23.1	14.0	29.6
Green Ext Time (p_c), s		0.3	0.0	2.4		0.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1011	182	24	672	14	107	17	41	29	14	56
Future Volume (veh/h)	48	1011	182	24	672	14	107	17	41	29	14	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	52	1099	198	26	730	15	116	18	45	32	15	61
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	1248	224	59	888	18	530	182	455	49	28	116
Arrive On Green	0.20	0.42	0.40	0.04	0.25	0.23	0.32	0.39	0.38	0.03	0.09	0.08
Sat Flow, veh/h	1774	2996	538	1634	3546	73	1634	471	1178	1774	317	1290
Grp Volume(v), veh/h	52	648	649	26	364	381	116	0	63	32	0	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1634	1770	1849	1634	0	1649	1774	0	1608
Q Serve(g_s), s	2.9	40.4	40.9	1.9	23.3	23.3	6.2	0.0	2.9	2.1	0.0	5.4
Cycle Q Clear(g_c), s	2.9	40.4	40.9	1.9	23.3	23.3	6.2	0.0	2.9	2.1	0.0	5.4
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.71	1.00		0.80
Lane Grp Cap(c), veh/h	358	737	735	59	443	463	530	0	637	49	0	144
V/C Ratio(X)	0.15	0.88	0.88	0.44	0.82	0.82	0.22	0.00	0.10	0.65	0.00	0.53
Avail Cap(c_a), veh/h	358	900	897	82	811	847	530	0	637	136	0	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	32.2	32.6	56.7	42.4	42.5	29.5	0.0	23.6	57.8	0.0	52.4
Incr Delay (d2), s/veh	0.1	3.9	4.1	5.1	3.9	3.7	0.2	0.0	0.3	13.6	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	20.4	20.7	0.9	11.9	12.4	2.8	0.0	1.4	1.2	0.0	2.9
LnGrp Delay(d),s/veh	39.4	36.1	36.8	61.8	46.3	46.2	29.7	0.0	23.9	71.3	0.0	65.6
LnGrp LOS	D	D	D	E	D	D	C		C	E		E
Approach Vol, veh/h		1349			771			179			108	
Approach Delay, s/veh		36.6			46.8			27.7			67.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	50.4	8.3	54.0	43.0	14.7	28.2	34.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	4.1	4.9	3.9	42.9	8.2	7.4	4.9	25.3
Green Ext Time (p_c), s	0.0	0.6	0.0	5.1	0.1	0.2	2.7	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	730	92	138	603	48	150
Future Vol, veh/h	730	92	138	603	48	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	793	100	150	655	52	163

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	893	0	1471	447
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	628	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	755	-	118	559
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	755	-	95	559
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	396	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	64.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	-	-	755	-
HCM Lane V/C Ratio	0.841	-	-	0.199	-
HCM Control Delay (s)	64.5	-	-	10.9	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6.8	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	842	6	29	788	9	40
Future Vol, veh/h	842	6	29	788	9	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	915	7	32	857	10	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	922	0	1409	461
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	736	-	130	547
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	124	547
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	736	-
HCM Lane V/C Ratio	0.079	-	-	0.043	-
HCM Control Delay (s)	10.8	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	500	113	113	416	97	98	545	79	62	503	218
Future Volume (veh/h)	257	500	113	113	416	97	98	545	79	62	503	218
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	279	543	123	123	452	105	107	592	86	67	547	237
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	983	405	295	873	360	163	1031	425	119	636	275
Arrive On Green	0.21	0.28	0.28	0.18	0.25	0.25	0.10	0.29	0.29	0.07	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2408	1041
Grp Volume(v), veh/h	279	543	123	123	452	105	107	592	86	67	402	382
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	14.6	11.8	4.1	6.0	9.9	5.3	5.7	12.8	2.2	3.6	19.4	19.6
Cycle Q Clear(g_c), s	14.6	11.8	4.1	6.0	9.9	5.3	5.7	12.8	2.2	3.6	19.4	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	346	983	405	295	873	360	163	1031	425	119	467	443
V/C Ratio(X)	0.81	0.55	0.30	0.42	0.52	0.29	0.65	0.57	0.20	0.56	0.86	0.86
Avail Cap(c_a), veh/h	436	983	405	295	873	360	163	1031	425	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	27.7	11.7	32.7	29.3	27.5	39.0	27.1	7.5	40.4	31.5	32.2
Incr Delay (d2), s/veh	8.6	2.2	1.9	0.9	2.2	2.0	7.7	0.7	0.2	4.2	14.7	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.0	1.8	2.8	5.1	2.3	2.9	6.3	0.9	1.8	11.4	11.0
LnGrp Delay(d),s/veh	42.3	30.0	13.7	33.6	31.5	29.6	46.7	27.8	7.7	44.5	46.2	47.9
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		945			680			785			851	
Approach Delay, s/veh		31.5			31.6			28.2			46.9	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	30.2	20.2	29.0	13.0	27.8	23.0	26.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.6	14.8	8.0	13.8	7.7	21.6	16.6	11.9
Green Ext Time (p_c), s	0.0	3.6	1.5	2.0	0.0	0.1	0.5	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	853	10	11	519	5	41	0	31	5	0	0
Future Vol, veh/h	0	853	10	11	519	5	41	0	31	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	927	11	12	564	5	45	0	34	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	570	0	0	927	0	0	1518	1520	927	1535	1518	567
Stage 1	-	-	-	-	-	-	927	927	-	591	591	-
Stage 2	-	-	-	-	-	-	591	593	-	944	927	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	737	-	-	98	119	325	95	119	523
Stage 1	-	-	-	-	-	-	322	347	-	493	494	-
Stage 2	-	-	-	-	-	-	493	493	-	315	347	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	737	-	-	96	116	325	84	116	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	116	-	84	116	-
Stage 1	-	-	-	-	-	-	322	347	-	493	482	-
Stage 2	-	-	-	-	-	-	481	481	-	282	347	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	60.7	50.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	138	1002	-	-	737	-	-	84
HCM Lane V/C Ratio	0.567	-	-	-	0.016	-	-	0.065
HCM Control Delay (s)	60.7	0	-	-	10	0	-	50.8
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	2.8	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	814	0	5	570	4	0	0	5	4	0	0
Future Vol, veh/h	0	814	0	5	570	4	0	0	5	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	885	0	5	620	4	0	0	5	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	885	0	0	1518	1520	885	1521	1518	622
Stage 1	-	-	-	-	-	-	885	885	-	633	633	-
Stage 2	-	-	-	-	-	-	633	635	-	888	885	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	957	-	-	765	-	-	98	119	344	97	119	487
Stage 1	-	-	-	-	-	-	340	363	-	468	473	-
Stage 2	-	-	-	-	-	-	468	472	-	338	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	957	-	-	765	-	-	97	118	344	95	118	487
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	118	-	95	118	-
Stage 1	-	-	-	-	-	-	340	363	-	468	468	-
Stage 2	-	-	-	-	-	-	463	467	-	333	363	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.6	44.7
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	957	-	-	765	-	-	95
HCM Lane V/C Ratio	0.016	-	-	-	0.007	-	-	0.046
HCM Control Delay (s)	15.6	0	-	-	9.7	0	-	44.7
HCM Lane LOS	C	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	74.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	42	718	119	0	190	465	186	0	97	338	242
Future Vol, veh/h	0	42	718	119	0	190	465	186	0	97	338	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	780	129	0	207	505	202	0	105	367	263
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78.1	78.1	60.7
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	0%	5%	23%	28%
Vol Thru, %	78%	0%	82%	55%	64%
Vol Right, %	0%	100%	14%	22%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	435	242	879	841	441
LT Vol	97	0	42	190	122
Through Vol	338	0	718	465	281
RT Vol	0	242	119	186	38
Lane Flow Rate	473	263	955	914	479
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.66	1	1	1
Departure Headway (Hd)	9.843	9.031	9.557	9.541	9.732
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	374	402	392	393	379
Service Time	7.543	6.731	7.557	7.541	7.732
HCM Lane V/C Ratio	1.265	0.654	2.436	2.326	1.264
HCM Control Delay	79.1	27.6	78.1	78.1	78.9
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	11.7	4.6	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	122	281	38
Future Vol, veh/h	0	122	281	38
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	133	305	41
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	123	938	15	14	866	208	9	17	7	226	18	133
Future Vol, veh/h	123	938	15	14	866	208	9	17	7	226	18	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	1020	16	15	941	226	10	18	8	246	20	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1167	0	0	1036	0	0	2462	2493	1028	2393	2388	1054
Stage 1	-	-	-	-	-	-	1295	1295	-	1085	1085	-
Stage 2	-	-	-	-	-	-	1167	1198	-	1308	1303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	599	-	-	671	-	-	21	29	284	~ 23	34	275
Stage 1	-	-	-	-	-	-	200	233	-	262	293	-
Stage 2	-	-	-	-	-	-	236	259	-	~ 196	231	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	599	-	-	671	-	-	-	~ 13	284	-	~ 15	275
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 13	-	-	~ 15	-
Stage 1	-	-	-	-	-	-	94	110	-	~ 123	273	-
Stage 2	-	-	-	-	-	-	97	241	-	~ 75	109	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	599	-	-	671	-	-	-
HCM Lane V/C Ratio	-	0.223	-	-	0.023	-	-	-
HCM Control Delay (s)	-	12.7	0	-	10.5	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	0.1	-	-	-

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	791	173	180	1016	50	95	15	64	41	9	7
Future Vol, veh/h	8	791	173	180	1016	50	95	15	64	41	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	860	188	196	1104	54	103	16	70	45	10	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1159	0	0	1048	0	0	2503	2521	954	2537	2588	1132
Stage 1	-	-	-	-	-	-	971	971	-	1523	1523	-
Stage 2	-	-	-	-	-	-	1532	1550	-	1014	1065	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	603	-	-	664	-	-	~ 19	28	314	~ 18	25	247
Stage 1	-	-	-	-	-	-	304	331	-	148	180	-
Stage 2	-	-	-	-	-	-	146	175	-	288	299	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	603	-	-	664	-	-	-	~ 4	314	-	~ 4	247
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 4	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	292	318	-	142	28	-
Stage 2	-	-	-	-	-	-	~ 14	27	-	205	288	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	603	-	-	664	-	-	-
HCM Lane V/C Ratio	-	0.014	-	-	0.295	-	-	-
HCM Control Delay (s)	-	11.1	0	-	12.7	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	1.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	1140	1039	65	0	11
Future Vol, veh/h	19	1140	1039	65	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	1239	1129	71	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1200	0	-	0	2445	1165
Stage 1	-	-	-	-	1165	-
Stage 2	-	-	-	-	1280	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	582	-	-	-	34	236
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	261	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	582	-	-	-	30	236
Mov Cap-2 Maneuver	-	-	-	-	30	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	231	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	-	236
HCM Lane V/C Ratio	0.035	-	-	-	0.051
HCM Control Delay (s)	11.4	0	-	-	21.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	933	348	249	686	83	403	154	237	130	147	94
Future Volume (veh/h)	52	933	348	249	686	83	403	154	237	130	147	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	57	1014	378	271	746	90	438	167	258	141	160	102
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	57	1014	378	271	746	90	438	167	258	141	160	102
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	4.1	49.0	16.2	14.0	42.1	4.2	13.0	5.2	14.5	8.0	4.4	7.0
Cycle Q Clear(g_c), s	4.1	49.0	16.2	14.0	42.1	4.2	13.0	5.2	14.5	8.0	4.4	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
V/C Ratio(X)	0.70	1.33	0.64	1.42	0.84	0.13	2.47	0.17	0.65	1.29	0.19	0.30
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	35.5	11.9	53.0	27.6	17.6	57.9	41.9	24.1	56.0	36.9	37.9
Incr Delay (d2), s/veh	22.9	158.8	2.3	217.5	7.5	0.1	673.0	0.2	4.6	184.6	0.5	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	58.7	6.8	17.8	23.4	1.7	39.0	2.6	6.3	9.2	2.2	3.0
LnGrp Delay(d),s/veh	79.0	194.3	14.2	270.5	35.0	17.7	730.9	42.1	28.7	240.6	37.5	40.3
LnGrp LOS	E	F	B	F	D	B	F	D	C	F	D	D
Approach Vol, veh/h		1449			1107			863			403	
Approach Delay, s/veh		142.8			91.3			387.7			109.2	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	16.5	16.0	51.0	15.0	9.0	6.1	44.1
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.0	2.6	0.0	3.6

Intersection Summary		
HCM 2010 Ctrl Delay		179.6
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	97.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1299	109	48	928	82	41
Future Vol, veh/h	1299	109	48	928	82	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1412	118	52	1009	89	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1530	0	2584	1471
Stage 1	-	-	-	-	1471	-
Stage 2	-	-	-	-	1113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	435	-	~ 28	156
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	435	-	~ 20	156
Mov Cap-2 Maneuver	-	-	-	-	~ 20	-
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	229	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 1981.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	28	-	-	435	-
HCM Lane V/C Ratio	4.775	-	-	0.12	-
HCM Control Delay (s)	$ 1981.7	-	-	14.4	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	16.3	-	-	0.4	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	861	190	511	720	56	148	525	200	105	507	127
Future Volume (veh/h)	278	861	190	511	720	56	148	525	200	105	507	127
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	302	936	207	555	783	61	161	571	217	114	551	138
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1030	424	608	1030	424	136	755	286	136	844	211
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2512	952	1634	2808	701
Grp Volume(v), veh/h	302	936	207	555	783	61	161	402	386	114	347	342
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1695	1634	1770	1739
Q Serve(g_s), s	22.0	30.6	14.1	20.6	24.2	3.7	10.0	24.7	24.9	8.3	20.4	20.7
Cycle Q Clear(g_c), s	22.0	30.6	14.1	20.6	24.2	3.7	10.0	24.7	24.9	8.3	20.4	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	313	1030	424	608	1030	424	136	532	509	136	532	523
V/C Ratio(X)	0.96	0.91	0.49	0.91	0.76	0.14	1.18	0.76	0.76	0.84	0.65	0.66
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	532	509	136	532	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	41.0	35.1	47.5	38.7	31.5	55.0	38.0	38.6	54.2	36.5	36.9
Incr Delay (d2), s/veh	41.2	11.6	0.9	14.5	2.5	0.1	120.6	6.5	6.9	34.4	6.1	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	16.6	5.7	10.2	12.1	1.5	9.1	13.0	12.6	5.0	10.9	10.8
LnGrp Delay(d),s/veh	89.2	52.6	36.0	62.1	41.2	31.6	175.6	44.5	45.4	88.6	42.6	43.2
LnGrp LOS	F	D	D	E	D	C	F	D	D	F	D	D
Approach Vol, veh/h		1445			1399			949			803	
Approach Delay, s/veh		57.9			49.1			67.1			49.4	
Approach LOS		E			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.1	27.0	38.9	14.0	40.1	27.0	38.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	10.3	26.9	22.6	32.6	12.0	22.7	24.0	26.2
Green Ext Time (p_c), s	0.0	3.5	0.0	0.3	0.0	4.6	0.0	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	55.6
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	458	164	431	529	107	231	685	96	94	547	97
Future Volume (veh/h)	310	458	164	431	529	107	231	685	96	94	547	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	337	498	178	468	575	116	251	745	104	102	595	105
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	636	262	518	916	378	524	1132	467	158	724	298
Arrive On Green	0.24	0.18	0.18	0.32	0.26	0.26	0.17	0.32	0.32	0.05	0.20	0.20
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	337	498	178	468	575	116	251	745	104	102	595	105
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	23.8	16.1	13.7	32.9	17.3	7.7	8.6	21.8	2.4	3.8	19.3	4.3
Cycle Q Clear(g_c), s	23.8	16.1	13.7	32.9	17.3	7.7	8.6	21.8	2.4	3.8	19.3	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	636	262	518	916	378	524	1132	467	158	724	298
V/C Ratio(X)	0.87	0.78	0.68	0.90	0.63	0.31	0.48	0.66	0.22	0.64	0.82	0.35
Avail Cap(c_a), veh/h	490	752	310	558	916	378	524	1132	467	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	47.0	46.0	39.2	39.3	35.8	45.4	35.1	4.5	56.0	45.6	13.5
Incr Delay (d2), s/veh	4.4	1.5	1.5	17.3	1.4	0.5	0.7	3.0	1.1	8.6	10.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	8.0	5.6	17.3	8.6	3.1	3.8	11.1	1.1	1.8	10.4	2.0
LnGrp Delay(d),s/veh	48.3	48.5	47.5	56.5	40.7	36.3	46.1	38.1	5.6	64.5	55.8	16.8
LnGrp LOS	D	D	D	E	D	D	D	D	A	E	E	B
Approach Vol, veh/h		1013			1159			1100			802	
Approach Delay, s/veh		48.3			46.6			36.9			51.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	42.4	42.1	25.5	23.9	28.5	32.5	35.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.8	23.8	34.9	18.1	10.6	21.3	25.8	19.3
Green Ext Time (p_c), s	0.0	2.5	1.2	1.4	0.0	1.2	0.8	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	55.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	72	70	148	0	73	14	112	0	31	502	129	0	86	454	15
Future Vol, veh/h	0	72	70	148	0	73	14	112	0	31	502	129	0	86	454	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	76	161	0	79	15	122	0	34	546	140	0	93	493	16
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	28	15	68.2	68.8
HCM LOS	D	B	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	5%	25%	100%	0%	15%
Vol Thru, %	76%	24%	0%	11%	82%
Vol Right, %	19%	51%	0%	89%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	662	290	73	126	555
LT Vol	31	72	73	0	86
Through Vol	502	70	0	14	454
RT Vol	129	148	0	112	15
Lane Flow Rate	720	315	79	137	603
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.703	0.21	0.321	1
Departure Headway (Hd)	7.412	8.03	9.547	8.425	7.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	497	451	376	426	489
Service Time	5.412	6.078	7.308	6.186	5.534
HCM Lane V/C Ratio	1.449	0.698	0.21	0.322	1.233
HCM Control Delay	68.2	28	14.8	15.1	68.8
HCM Lane LOS	F	D	B	C	F
HCM 95th-tile Q	13.5	5.4	0.8	1.4	13.4

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	42	320	7	71	203	68	6	155	62	34	11	18
Future Vol, veh/h	42	320	7	71	203	68	6	155	62	34	11	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	348	8	77	221	74	7	168	67	37	12	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	355	0	0	714	892	178	761	859	147
Stage 1	-	-	-	-	-	-	443	443	-	412	412	-
Stage 2	-	-	-	-	-	-	271	449	-	349	447	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1263	-	-	1200	-	-	319	280	834	295	292	873
Stage 1	-	-	-	-	-	-	564	574	-	588	593	-
Stage 2	-	-	-	-	-	-	712	571	-	640	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1200	-	-	279	252	834	117	263	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	252	-	117	263	-
Stage 1	-	-	-	-	-	-	543	553	-	567	555	-
Stage 2	-	-	-	-	-	-	637	534	-	394	551	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.7	43.1	37.3
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	279	315	1263	-	-	1200	-	-	178
HCM Lane V/C Ratio	0.023	0.749	0.036	-	-	0.064	-	-	0.385
HCM Control Delay (s)	18.2	43.8	8	-	-	8.2	-	-	37.3
HCM Lane LOS	C	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	5.7	0.1	-	-	0.2	-	-	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	179	258	191	155	43	253	606	332	49	567	58
Future Volume (veh/h)	61	179	258	191	155	43	253	606	332	49	567	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	66	195	280	208	168	47	275	659	361	53	616	63
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	179	257	177	424	119	204	838	656	82	699	547
Arrive On Green	0.06	0.26	0.24	0.11	0.30	0.29	0.13	0.45	0.45	0.07	0.50	0.50
Sat Flow, veh/h	1634	693	995	1634	1401	392	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	66	0	475	208	0	215	275	659	361	53	616	63
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1794	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.7	0.0	31.0	13.0	0.0	11.4	15.0	36.1	13.5	3.8	35.5	2.8
Cycle Q Clear(g_c), s	4.7	0.0	31.0	13.0	0.0	11.4	15.0	36.1	13.5	3.8	35.5	2.8
Prop In Lane	1.00		0.59	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	0	436	177	0	543	204	838	656	82	699	547
V/C Ratio(X)	0.63	0.00	1.09	1.18	0.00	0.40	1.35	0.79	0.55	0.65	0.88	0.12
Avail Cap(c_a), veh/h	144	0	436	177	0	543	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	0.57	0.57	0.57
Uniform Delay (d), s/veh	54.8	0.0	45.0	53.5	0.0	33.3	52.5	28.1	9.3	55.0	27.7	19.5
Incr Delay (d2), s/veh	6.1	0.0	69.5	122.6	0.0	0.5	179.3	5.9	2.6	9.8	9.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	22.8	11.9	0.0	5.8	16.9	19.9	5.9	1.9	19.8	1.1
LnGrp Delay(d),s/veh	60.8	0.0	114.5	176.1	0.0	33.8	231.8	33.9	11.9	64.8	37.0	19.7
LnGrp LOS	E		F	F		C	F	C	B	E	D	B
Approach Vol, veh/h		541			423			1295			732	
Approach Delay, s/veh		108.0			103.8			69.8			37.6	
Approach LOS		F			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	11.7	40.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.8	38.1	15.0	33.0	17.0	37.5	6.7	13.4
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	3.3	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	73.6
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	91	388	169	0	20	250	42	0	89	31	18	0	52	136	61
Future Vol, veh/h	0	91	388	169	0	20	250	42	0	89	31	18	0	52	136	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	422	184	0	22	272	46	0	97	34	20	0	57	148	66
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.2	13.7	15.3	20
HCM LOS	C	B	C	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	64%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	66%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	34%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	91	259	298	20	167	125	249
LT Vol	89	91	0	0	20	0	0	52
Through Vol	31	0	259	129	0	167	83	136
RT Vol	18	0	0	169	0	0	42	61
Lane Flow Rate	150	99	281	324	22	181	136	271
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.343	0.205	0.543	0.59	0.048	0.376	0.274	0.57
Departure Headway (Hd)	8.223	7.469	6.953	6.545	7.99	7.472	7.23	7.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	480	517	551	448	480	496	476
Service Time	5.986	5.222	4.706	4.297	5.75	5.233	4.99	5.33
HCM Lane V/C Ratio	0.343	0.206	0.544	0.588	0.049	0.377	0.274	0.569
HCM Control Delay	15.3	12.2	17.7	18.3	11.2	14.7	12.7	20
HCM Lane LOS	C	B	C	C	B	B	B	C
HCM 95th-tile Q	1.5	0.8	3.2	3.8	0.2	1.7	1.1	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	201	69	129	133	42	78	993	229	51	788	37
Future Volume (veh/h)	62	201	69	129	133	42	78	993	229	51	788	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	67	218	75	140	145	46	85	1079	249	55	857	40
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	277	217	142	318	249	132	1662	382	82	1896	88
Arrive On Green	0.06	0.15	0.15	0.09	0.17	0.17	0.08	0.58	0.56	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2860	657	1634	3443	161
Grp Volume(v), veh/h	67	218	75	140	145	46	85	666	662	55	440	457
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1747	1634	1770	1834
Q Serve(g_s), s	4.8	13.5	5.5	10.3	8.4	3.2	6.1	30.3	31.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	4.8	13.5	5.5	10.3	8.4	3.2	6.1	30.3	31.0	3.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	106	277	217	142	318	249	132	1029	1015	82	974	1010
V/C Ratio(X)	0.63	0.79	0.35	0.99	0.46	0.18	0.64	0.65	0.65	0.67	0.45	0.45
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1029	1015	82	974	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.60	0.60	0.60
Uniform Delay (d), s/veh	54.7	49.2	45.8	54.7	44.7	42.6	53.5	16.9	17.3	53.1	0.0	0.0
Incr Delay (d2), s/veh	11.6	10.8	0.9	72.0	1.0	0.4	0.5	0.3	0.3	12.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.8	2.3	7.5	4.4	1.3	2.8	14.9	14.9	2.0	0.2	0.2
LnGrp Delay(d),s/veh	66.3	60.0	46.8	126.7	45.8	43.0	54.0	17.2	17.6	65.4	0.9	0.9
LnGrp LOS	E	E	D	F	D	D	D	B	B	E	A	A
Approach Vol, veh/h		360			331			1413			952	
Approach Delay, s/veh		58.4			79.6			19.6			4.6	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	73.7	14.4	21.9	13.7	70.1	11.8	24.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	5.9	33.0	12.3	15.5	8.1	2.0	6.8	10.4
Green Ext Time (p_c), s	0.0	11.9	0.0	0.6	0.1	13.3	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	204	227	84	121	127	214	809	104	163	924	58
Future Volume (veh/h)	79	204	227	84	121	127	214	809	104	163	924	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	86	222	247	91	132	138	233	879	113	177	1004	63
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	734	302	95	654	269	281	1636	674	227	1518	626
Arrive On Green	0.08	0.21	0.21	0.06	0.18	0.18	0.17	0.46	0.46	0.14	0.43	0.43
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	86	222	247	91	132	138	233	879	113	177	1004	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.1	6.4	19.4	6.7	3.8	10.2	16.5	21.3	5.4	12.6	27.1	3.1
Cycle Q Clear(g_c), s	6.1	6.4	19.4	6.7	3.8	10.2	16.5	21.3	5.4	12.6	27.1	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	734	302	95	654	269	281	1636	674	227	1518	626
V/C Ratio(X)	0.65	0.30	0.82	0.95	0.20	0.51	0.83	0.54	0.17	0.78	0.66	0.10
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1636	674	259	1518	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	53.5	40.2	45.4	56.3	41.4	44.0	48.0	23.1	18.8	49.9	27.3	20.4
Incr Delay (d2), s/veh	5.3	0.2	12.7	73.5	0.1	1.4	16.7	1.3	0.5	8.2	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.1	8.9	5.0	1.9	4.2	8.7	10.7	2.3	6.2	13.5	1.3
LnGrp Delay(d),s/veh	58.8	40.5	58.0	129.8	41.6	45.5	64.6	24.3	19.3	58.2	28.7	20.6
LnGrp LOS	E	D	E	F	D	D	E	C	B	E	C	C
Approach Vol, veh/h		555			361			1225			1244	
Approach Delay, s/veh		51.1			65.3			31.5			32.5	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	59.5	11.0	28.9	24.6	55.5	13.7	26.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.6	23.3	8.7	21.4	18.5	29.1	8.1	12.2
Green Ext Time (p_c), s	0.1	10.7	0.0	1.5	0.1	8.5	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	334	213	51	198	85	99	638	151	179	923	95
Future Volume (veh/h)	90	334	213	51	198	85	99	638	151	179	923	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	98	363	232	55	215	92	108	693	164	195	1003	103
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	430	270	82	669	276	123	745	583	345	998	782
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.53	0.53	0.21	0.54	0.54
Sat Flow, veh/h	1634	2088	1313	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	98	307	288	55	215	92	108	693	164	195	1003	103
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.1	20.0	20.5	4.0	6.3	4.0	7.8	41.4	5.6	12.8	64.3	4.2
Cycle Q Clear(g_c), s	7.1	20.0	20.5	4.0	6.3	4.0	7.8	41.4	5.6	12.8	64.3	4.2
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	364	336	82	669	276	123	745	583	345	998	782
V/C Ratio(X)	0.90	0.84	0.86	0.67	0.32	0.33	0.88	0.93	0.28	0.57	1.00	0.13
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	345	998	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.91	0.91	0.91	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	45.8	46.8	56.0	42.0	16.0	53.5	26.5	10.5	42.4	27.8	13.9
Incr Delay (d2), s/veh	51.6	14.5	17.4	17.9	0.2	0.6	25.9	10.5	0.5	2.1	29.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	11.3	10.9	2.2	3.1	1.7	4.4	23.2	2.3	6.0	40.9	1.8
LnGrp Delay(d),s/veh	107.2	60.2	64.2	73.9	42.3	16.6	79.4	37.0	11.0	44.5	57.5	14.3
LnGrp LOS	F	E	E	E	D	B	E	D	B	D	F	B
Approach Vol, veh/h		693			362			965			1301	
Approach Delay, s/veh		68.5			40.6			37.3			52.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	52.0	10.0	28.7	13.0	68.3	12.0	26.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.8	43.4	6.0	22.5	9.8	66.3	9.1	8.3
Green Ext Time (p_c), s	0.8	2.6	0.0	0.2	0.0	0.0	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	352	116	108	174	195	173	789	177	212	533	55
Future Volume (veh/h)	104	352	116	108	174	195	173	789	177	212	533	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	113	383	126	117	189	212	188	858	192	230	579	60
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	524	216	189	639	263	233	1542	635	273	1628	671
Arrive On Green	0.08	0.15	0.15	0.12	0.18	0.18	0.29	0.87	0.87	0.33	0.92	0.92
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	113	383	126	117	189	212	188	858	192	230	579	60
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.7	12.4	6.9	8.2	5.5	16.7	12.8	7.3	1.7	15.7	2.3	0.4
Cycle Q Clear(g_c), s	7.7	12.4	6.9	8.2	5.5	16.7	12.8	7.3	1.7	15.7	2.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	524	216	189	639	263	233	1542	635	273	1628	671
V/C Ratio(X)	0.58	0.73	0.58	0.62	0.30	0.80	0.81	0.56	0.30	0.84	0.36	0.09
Avail Cap(c_a), veh/h	196	728	300	189	817	337	327	1542	635	354	1628	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.71	0.71	0.71	0.77	0.77	0.77	0.66	0.66	0.66	0.16	0.16	0.16
Uniform Delay (d), s/veh	48.8	48.8	24.4	50.5	42.6	47.1	41.3	4.8	1.7	38.5	2.7	2.6
Incr Delay (d2), s/veh	2.9	1.7	1.8	4.6	0.2	8.3	6.6	1.0	0.8	2.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.2	2.9	3.9	2.7	7.3	6.2	3.5	0.8	7.2	1.0	0.2
LnGrp Delay(d),s/veh	51.7	50.5	26.1	55.1	42.8	55.4	47.9	5.8	2.5	40.9	2.8	2.6
LnGrp LOS	D	D	C	E	D	E	D	A	A	D	A	A
Approach Vol, veh/h		622			518			1238			869	
Approach Delay, s/veh		45.8			50.7			11.7			12.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	56.3	17.9	21.8	21.1	59.2	14.0	25.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	17.7	9.3	10.2	14.4	14.8	4.3	9.7	18.7
Green Ext Time (p_c), s	0.4	8.6	0.2	1.4	0.3	9.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	570	419	161	136	335	159	153	1581	104	124	1174	406
Future Volume (veh/h)	570	419	161	136	335	159	153	1581	104	124	1174	406
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	620	455	175	148	364	173	166	1718	113	135	1276	441
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	795	328	250	632	260	150	1757	724	109	1668	687
Arrive On Green	0.13	0.22	0.22	0.08	0.18	0.18	0.09	0.50	0.50	0.07	0.47	0.47
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	620	455	175	148	364	173	166	1718	113	135	1276	441
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	13.7	12.7	5.4	11.3	13.3	11.0	57.0	5.1	8.0	35.8	27.5
Cycle Q Clear(g_c), s	15.0	13.7	12.7	5.4	11.3	13.3	11.0	57.0	5.1	8.0	35.8	27.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	795	328	250	632	260	150	1757	724	109	1668	687
V/C Ratio(X)	1.56	0.57	0.53	0.59	0.58	0.66	1.11	0.98	0.16	1.24	0.76	0.64
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1757	724	109	1668	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.72	0.72	0.72	0.84	0.84	0.84
Uniform Delay (d), s/veh	52.5	41.4	41.0	53.4	45.1	45.9	54.5	29.6	16.5	56.0	26.2	24.0
Incr Delay (d2), s/veh	263.6	0.5	1.1	2.2	0.8	2.9	94.5	13.7	0.3	157.1	2.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	6.8	5.2	2.4	5.6	5.6	8.9	31.0	2.1	8.4	18.0	11.8
LnGrp Delay(d),s/veh	316.1	41.9	42.0	55.6	46.0	48.8	149.0	43.3	16.8	213.1	29.1	27.9
LnGrp LOS	F	D	D	E	D	D	F	D	B	F	C	C
Approach Vol, veh/h		1250			685			1997			1852	
Approach Delay, s/veh		177.9			48.8			50.6			42.2	
Approach LOS		F			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.6	13.5	31.0	15.0	60.6	19.0	25.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	59.0	7.4	15.7	13.0	37.8	17.0	15.3
Green Ext Time (p_c), s	0.0	0.0	0.1	4.5	0.0	7.1	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	75.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	8	65	94	5	12	36	1291	35	24	1696	46
Future Volume (veh/h)	60	8	65	94	5	12	36	1291	35	24	1696	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	65	9	71	102	5	13	39	1403	38	26	1843	50
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	135	106	136	43	111	75	2388	984	59	3381	970
Arrive On Green	0.06	0.07	0.07	0.08	0.09	0.08	0.05	0.67	0.67	0.04	0.66	0.66
Sat Flow, veh/h	1634	1863	1458	1634	459	1193	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	65	9	71	102	0	18	39	1403	38	26	1843	50
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1652	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.7	0.5	4.8	7.3	0.0	1.2	2.8	25.6	0.5	1.9	22.9	1.4
Cycle Q Clear(g_c), s	4.7	0.5	4.8	7.3	0.0	1.2	2.8	25.6	0.5	1.9	22.9	1.4
Prop In Lane	1.00		1.00	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	135	106	136	0	153	75	2388	984	59	3381	970
V/C Ratio(X)	0.63	0.07	0.67	0.75	0.00	0.12	0.52	0.59	0.04	0.44	0.55	0.05
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2388	984	82	3381	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	51.8	39.0	53.8	0.0	50.5	56.0	10.5	1.2	56.7	10.6	7.0
Incr Delay (d2), s/veh	7.4	0.2	7.1	20.3	0.0	0.3	5.5	1.1	0.1	5.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.3	2.1	4.1	0.0	0.6	1.4	12.8	0.2	0.9	10.8	0.6
LnGrp Delay(d),s/veh	62.2	52.0	46.1	74.1	0.0	50.8	61.5	11.6	1.3	61.8	11.2	7.1
LnGrp LOS	E	D	D	E		D	E	B	A	E	B	A
Approach Vol, veh/h		145			120			1480			1919	
Approach Delay, s/veh		53.7			70.6			12.6			11.8	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	85.0	14.0	12.7	9.5	83.8	11.6	15.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	27.6	9.3	6.8	4.8	24.9	6.7	3.2
Green Ext Time (p_c), s	0.0	20.0	0.0	0.2	0.0	21.6	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	130	976	139	142	1242
Future Volume (veh/h)	97	130	976	139	142	1242
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	105	141	1061	151	154	1350
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	208	186	1269	993	150	1502
Arrive On Green	0.13	0.13	0.68	0.68	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	105	141	1061	151	154	1350
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	7.2	11.2	50.6	4.4	11.0	0.0
Cycle Q Clear(g_c), s	7.2	11.2	50.6	4.4	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	208	186	1269	993	150	1502
V/C Ratio(X)	0.51	0.76	0.84	0.15	1.03	0.90
Avail Cap(c_a), veh/h	268	239	1269	993	150	1502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.67	0.67	1.00	1.00	0.17	0.17
Uniform Delay (d), s/veh	48.8	50.6	14.2	6.8	49.0	0.0
Incr Delay (d2), s/veh	1.3	6.9	6.6	0.3	37.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.3	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.9	28.0	1.9	6.5	0.7
LnGrp Delay(d),s/veh	50.1	57.5	20.8	7.1	87.0	1.7
LnGrp LOS	D	E	C	A	F	A
Approach Vol, veh/h	246		1212			1504
Approach Delay, s/veh	54.3		19.1			10.5
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	85.7				100.7		19.3
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.2	52.6				2.0		13.2
Green Ext Time (p_c), s	0.0	16.2				31.9		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	84	113	56	83	144	104	1020	94	93	704	47
Future Volume (veh/h)	85	84	113	56	83	144	104	1020	94	93	704	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	92	91	123	61	90	157	113	1109	102	101	765	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	145	196	99	108	189	158	1689	155	145	1708	114
Arrive On Green	0.09	0.20	0.19	0.06	0.18	0.16	0.19	1.00	1.00	0.18	1.00	0.98
Sat Flow, veh/h	1634	719	972	1634	610	1065	1634	3278	301	1634	3368	224
Grp Volume(v), veh/h	92	0	214	61	0	247	113	598	613	101	402	414
Grp Sat Flow(s),veh/h/ln	1634	0	1691	1634	0	1675	1634	1770	1810	1634	1770	1823
Q Serve(g_s), s	6.5	0.0	13.9	4.4	0.0	17.1	7.8	0.0	0.1	7.0	0.0	0.1
Cycle Q Clear(g_c), s	6.5	0.0	13.9	4.4	0.0	17.1	7.8	0.0	0.1	7.0	0.0	0.1
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	140	0	342	99	0	297	158	912	932	145	898	925
V/C Ratio(X)	0.66	0.00	0.63	0.62	0.00	0.83	0.71	0.66	0.66	0.70	0.45	0.45
Avail Cap(c_a), veh/h	196	0	428	144	0	371	218	912	932	163	898	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.83	0.83	0.83	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.2	0.0	44.2	55.0	0.0	48.2	46.8	0.0	0.0	47.8	0.0	0.1
Incr Delay (d2), s/veh	4.7	0.0	1.7	6.1	0.0	12.3	5.5	3.1	3.0	9.6	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	6.7	2.2	0.0	8.9	3.8	0.8	0.8	3.5	0.4	0.4
LnGrp Delay(d),s/veh	57.9	0.0	45.9	61.1	0.0	60.5	52.3	3.1	3.0	57.4	1.5	1.5
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		306			308			1324			917	
Approach Delay, s/veh		49.5			60.7			7.2			7.6	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	65.8	11.3	28.2	15.6	64.9	14.3	25.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	19.1	2.1	6.4	15.9	9.8	2.1	8.5	19.1
Green Ext Time (p_c), s	0.0	10.8	0.0	0.9	0.1	10.7	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	53
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	85	4	318	0	154	772	0	0	0	1192	263
Future Vol, veh/h	0	0	0	0	0	85	4	318	0	154	772	0	0	0	1192	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	4	346	0	167	839	0	0	0	1296	286
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	22.3	58.9	57.9
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	772	89	318	1192	263
LT Vol	154	0	85	0	0	0
Through Vol	0	772	4	0	1192	0
RT Vol	0	0	0	318	0	263
Lane Flow Rate	167	839	97	346	1296	286
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.365	1	0.225	0.691	1	0.521
Departure Headway (Hd)	7.854	7.353	8.374	7.199	7.262	6.561
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	503	427	498	518	552
Service Time	5.559	5.058	6.165	4.989	4.965	4.264
HCM Lane V/C Ratio	0.363	1.668	0.227	0.695	2.502	0.518
HCM Control Delay	15	67.6	13.6	24.7	67.1	16.2
HCM Lane LOS	B	F	B	C	F	C
HCM 95th-tile Q	1.6	13.5	0.9	5.3	13.6	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	503	135	393	239	840	0	0	986	178
Future Volume (veh/h)	0	0	0	503	135	393	239	840	0	0	986	178
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				547	147	427	260	913	0	0	1072	193
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1055	602	471	509	2131	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.21	0.80	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				547	147	427	260	913	0	0	1072	193
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.3	7.0	33.6	8.7	9.4	0.0	0.0	17.7	4.1
Cycle Q Clear(g_c), s				16.3	7.0	33.6	8.7	9.4	0.0	0.0	17.7	4.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1055	602	471	509	2131	0	0	1430	589
V/C Ratio(X)				0.52	0.24	0.91	0.51	0.43	0.00	0.00	0.75	0.33
Avail Cap(c_a), veh/h				1185	675	529	509	2131	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.87	0.87	0.00	0.00	0.87	0.87
Uniform Delay (d), s/veh				33.0	29.9	38.9	43.0	5.7	0.0	0.0	8.5	7.2
Incr Delay (d2), s/veh				0.3	0.1	13.1	0.8	0.6	0.0	0.0	3.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	3.6	15.2	3.9	4.6	0.0	0.0	8.7	1.8
LnGrp Delay(d),s/veh				33.3	30.0	51.9	43.8	6.2	0.0	0.0	11.7	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1121			1173			1265	
Approach Delay, s/veh					40.0			14.6			11.2	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.8			23.8	53.0		43.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.4			10.7	19.7		35.6
Green Ext Time (p_c), s		5.9			1.9	6.3		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	384	498	327	315	1331	0	0	1269	336
Future Volume (veh/h)	0	0	0	384	498	327	315	1331	0	0	1269	336
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				417	541	355	342	1447	0	0	1379	365
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				417	541	355	342	1447	0	0	1379	365
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.5	16.0	28.6	25.0	0.0	0.0	0.0	43.5	22.7
Cycle Q Clear(g_c), s				13.5	16.0	28.6	25.0	0.0	0.0	0.0	43.5	22.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.51	0.59	0.94	1.00	0.61	0.00	0.00	0.90	0.58
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.66	0.66	0.00	0.00	0.48	0.48
Uniform Delay (d), s/veh				37.9	38.9	43.5	35.0	0.0	0.0	0.0	31.7	25.8
Incr Delay (d2), s/veh				0.5	1.0	31.1	40.8	0.8	0.0	0.0	4.6	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	7.9	14.8	15.0	0.3	0.0	0.0	22.1	9.5
LnGrp Delay(d),s/veh				38.4	39.9	74.7	75.8	0.8	0.0	0.0	36.3	27.6
LnGrp LOS				D	D	E	F	A			D	C
Approach Vol, veh/h					1313			1789			1744	
Approach Delay, s/veh					48.8			15.1			34.5	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	45.5		30.6
Green Ext Time (p_c), s		35.3			0.0	4.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		31.2
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	57
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	266	1	209	0	0	0	0	0	0	481	69	0	626	452	0
Future Vol, veh/h	0	266	1	209	0	0	0	0	0	0	481	69	0	626	452	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	289	1	227	0	0	0	0	0	0	523	75	0	680	491	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	22.6	63	69.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	69	267	209	626	452
LT Vol	0	0	266	0	626	0
Through Vol	481	0	1	0	0	452
RT Vol	0	69	0	209	0	0
Lane Flow Rate	523	75	290	227	680	491
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.15	0.684	0.46	1	1
Departure Headway (Hd)	7.899	7.198	8.482	7.286	7.83	7.329
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	498	427	495	470	496
Service Time	5.643	4.943	6.205	5.008	5.565	5.064
HCM Lane V/C Ratio	1.137	0.151	0.679	0.459	1.447	0.99
HCM Control Delay	70.4	11.2	27.7	16.1	70.1	67.6
HCM Lane LOS	F	B	D	C	F	F
HCM 95th-tile Q	13	0.5	5	2.4	13.1	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	146	274	0	0	0	0	915	494	459	1024	0
Future Volume (veh/h)	241	146	274	0	0	0	0	915	494	459	1024	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	262	159	298				0	995	537	499	1113	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	381	824	340				0	2453	703	586	2479	0
Arrive On Green	0.23	0.23	0.23				0.00	0.48	0.48	0.37	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	262	159	298				0	995	537	499	1113	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	17.6	4.3	23.6				0.0	15.1	36.2	17.4	0.0	0.0
Cycle Q Clear(g_c), s	17.6	4.3	23.6				0.0	15.1	36.2	17.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	381	824	340				0	2453	703	586	2479	0
V/C Ratio(X)	0.69	0.19	0.88				0.00	0.41	0.76	0.85	0.45	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2453	703	660	2479	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	42.0	37.0	44.4				0.0	20.0	25.5	36.3	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.1	17.2				0.0	0.5	7.7	7.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	2.1	11.1				0.0	7.2	16.0	8.0	0.1	0.0
LnGrp Delay(d),s/veh	45.6	37.1	61.6				0.0	20.5	33.2	43.3	0.4	0.0
LnGrp LOS	D	D	E					C	C	D	A	
Approach Vol, veh/h		719						1532			1612	
Approach Delay, s/veh		50.3						24.9			13.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.2	61.9		32.0		88.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	19.4	38.2		25.6		2.0		
Green Ext Time (p_c), s	0.8	7.6		1.7		22.8		

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	547	283	0	0	0	0	1106	383	508	1323	0
Future Volume (veh/h)	361	547	283	0	0	0	0	1106	383	508	1323	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	392	595	308				0	1202	416	552	1438	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1822	751	645	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.51	0.51	0.41	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	392	595	308				0	1202	416	552	1438	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.9	19.8	21.8				0.0	29.9	23.2	19.0	0.0	0.0
Cycle Q Clear(g_c), s	13.9	19.8	21.8				0.0	29.9	23.2	19.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1822	751	645	2660	0
V/C Ratio(X)	0.68	0.93	1.16				0.00	0.66	0.55	0.86	0.54	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1822	751	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.74	0.74	0.74				0.00	1.00	1.00	0.48	0.48	0.00
Uniform Delay (d), s/veh	45.9	48.3	49.1				0.0	21.4	19.8	34.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	15.5	99.6				0.0	1.9	2.9	3.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.1	16.1				0.0	15.0	10.0	8.6	0.1	0.0
LnGrp Delay(d),s/veh	48.3	63.8	148.7				0.0	23.3	22.7	37.8	0.4	0.0
LnGrp LOS	D	E	F					C	C	D	A	
Approach Vol, veh/h		1295						1618			1990	
Approach Delay, s/veh		79.3						23.1			10.8	
Approach LOS		E						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	28.4	65.8		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	22.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	21.8	31.9		23.8		2.0		
Green Ext Time (p_c), s	1.4	16.2		0.0		33.0		

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	14	0	0	11
Future Vol, veh/h	0	0	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	15	0	0	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	988	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1065	-	-	1603	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	33	10	0	29	0	6
Future Vol, veh/h	33	10	0	29	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	11	0	32	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	73	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	931	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	931	1030
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1560	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	87	513	81	0	466
Future Vol, veh/h	0	87	513	81	0	466
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	558	88	0	507

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1109	602	0	0	646	0
Stage 1	602	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	232	500	-	-	939	-
Stage 1	547	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	232	500	-	-	939	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	939	-
HCM Lane V/C Ratio	-	-	0.189	-	-
HCM Control Delay (s)	-	-	13.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	892	754	182	0	126
Future Vol, veh/h	0	892	754	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	970	820	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1017	0	-	0	1888	918
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	970	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	682	-	-	-	77	329
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	77	329
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	682	-	-	-	329
HCM Lane V/C Ratio	-	-	-	-	0.416
HCM Control Delay (s)	0	-	-	-	23.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	75	63	251	25	28	167
Future Vol, veh/h	75	63	251	25	28	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	68	273	27	30	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	515	273	0	0	273	0
Stage 1	273	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	520	766	-	-	1290	-
Stage 1	773	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	508	766	-	-	1290	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	508	766	1290	-
HCM Lane V/C Ratio	-	-	0.16	0.089	0.024	-
HCM Control Delay (s)	-	-	13.4	10.2	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	54	44	212	22	21	187
Future Vol, veh/h	54	44	212	22	21	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	48	230	24	23	203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	479	230	0	0	230	0
Stage 1	230	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	545	809	-	-	1338	-
Stage 1	808	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	809	-	-	1338	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	536	809	1338	-
HCM Lane V/C Ratio	-	-	0.11	0.059	0.017	-
HCM Control Delay (s)	-	-	12.5	9.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	82	195	31	0	181
Future Vol, veh/h	0	82	195	31	0	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	89	212	34	0	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	409	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	828	-	-	1358	-
Stage 1	823	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	599	828	-	-	1358	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	828	1358	-
HCM Lane V/C Ratio	-	-	-	0.108	-	-
HCM Control Delay (s)	-	-	0	9.9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	152	172	17	37	39
Future Vol, veh/h	15	152	172	17	37	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	165	187	18	40	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	385	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	618	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	611	855
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1387	-	-	-	611	855
HCM Lane V/C Ratio	0.012	-	-	-	0.066	0.05
HCM Control Delay (s)	7.6	-	-	-	11.3	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	167	161	21	46	50
Future Vol, veh/h	19	167	161	21	46	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	182	175	23	50	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	175	0	-	0	398	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1401	-	-	-	607	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1401	-	-	-	598	868
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1401	-	-	-	598	868
HCM Lane V/C Ratio	0.015	-	-	-	0.084	0.063
HCM Control Delay (s)	7.6	-	-	-	11.6	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	16	184	172	12	31	37
Future Vol, veh/h	16	184	172	12	31	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	200	187	13	34	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	422	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	588	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	581	855
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1387	-	-	-	581	855
HCM Lane V/C Ratio	0.013	-	-	-	0.058	0.047
HCM Control Delay (s)	7.6	-	-	-	11.6	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1

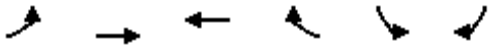
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	161	24	29	128	25	24
Future Vol, veh/h	161	24	29	128	25	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	26	32	139	27	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	377	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	625	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	611	868
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	611	868	-	-	1401	-
HCM Lane V/C Ratio	0.044	0.03	-	-	0.022	-
HCM Control Delay (s)	11.2	9.3	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	300	241	0	316	38
Future Volume (veh/h)	0	300	241	0	316	38
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	326	262	0	343	41
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	474	474	0	2428	1117
Arrive On Green	0.00	0.13	0.13	0.00	0.77	0.77
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	326	262	0	343	41
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	10.5	8.3	0.0	3.4	0.8
Cycle Q Clear(g_c), s	0.0	10.5	8.3	0.0	3.4	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	474	474	0	2428	1117
V/C Ratio(X)	0.00	0.69	0.55	0.00	0.14	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2428	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	48.6	0.0	3.7	3.4
Incr Delay (d2), s/veh	0.0	1.8	0.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	4.1	0.0	1.5	0.3
LnGrp Delay(d),s/veh	0.0	51.4	49.3	0.0	3.8	3.4
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		326	262		384	
Approach Delay, s/veh		51.4	49.3		3.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				22.1		97.9		22.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				12.5		5.4		10.3
Green Ext Time (p_c), s				3.5		1.3		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	577	0	0	537	282	44	0	276	0	0	0
Future Volume (veh/h)	45	577	0	0	537	282	44	0	276	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	49	627	0	0	584	307	48	0	300			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1262	0	0	990	408	1747	0	804			
Arrive On Green	0.03	0.36	0.00	0.00	0.28	0.28	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	49	627	0	0	584	307	48	0	300			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.9	18.0	0.0	0.0	18.5	25.0	0.9	0.0	15.1			
Cycle Q Clear(g_c), s	3.9	18.0	0.0	0.0	18.5	25.0	0.9	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1262	0	0	990	408	1747	0	804			
V/C Ratio(X)	0.97	0.50	0.00	0.00	0.59	0.75	0.03	0.00	0.37			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1747	0	804			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	0.53	0.53	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.9	32.7	0.0	0.0	40.4	42.7	13.3	0.0	16.5			
Incr Delay (d2), s/veh	112.4	0.3	0.0	0.0	0.3	1.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	8.8	0.0	0.0	9.1	10.2	0.4	0.0	6.1			
LnGrp Delay(d),s/veh	175.4	33.0	0.0	0.0	40.7	44.3	13.3	0.0	16.8			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		676			891			348				
Approach Delay, s/veh		43.3			41.9			16.3				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.6		52.4			10.0	42.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		17.1		20.0			5.9	27.0
Green Ext Time (p_c), s		0.0		10.0			0.0	9.4

Intersection Summary		
HCM 2010 Ctrl Delay		37.8
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	198	360	57	0	11	265	59	0	41	19	15	0	65	17	148
Future Vol, veh/h	0	198	360	57	0	11	265	59	0	41	19	15	0	65	17	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	391	62	0	12	288	64	0	45	21	16	0	71	18	161
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	15.2	14.1	12	13.1
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	68%	0%	100%	60%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	32%	0%	0%	40%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	198	240	177	11	177	147	65	11	154
LT Vol	41	0	198	0	0	11	0	0	65	0	0
Through Vol	0	19	0	240	120	0	177	88	0	11	6
RT Vol	0	15	0	0	57	0	0	59	0	0	148
Lane Flow Rate	45	37	215	261	192	12	192	160	71	12	167
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.081	0.44	0.496	0.354	0.026	0.396	0.318	0.164	0.027	0.333
Departure Headway (Hd)	8.718	7.909	7.356	6.851	6.624	7.935	7.429	7.146	8.361	7.858	7.179
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	411	453	491	527	543	451	484	503	430	456	501
Service Time	6.469	5.66	5.094	4.588	4.361	5.679	5.173	4.889	6.105	5.601	4.922
HCM Lane V/C Ratio	0.109	0.082	0.438	0.495	0.354	0.027	0.397	0.318	0.165	0.026	0.333
HCM Control Delay	12.5	11.4	15.8	16.2	13	10.9	15	13.2	12.7	10.8	13.5
HCM Lane LOS	B	B	C	C	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	0.3	2.2	2.7	1.6	0.1	1.9	1.4	0.6	0.1	1.4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	975	738	84	0	96
Future Vol, veh/h	0	975	738	84	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1060	802	91	0	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	893	0	-	0	1908	848
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	759	-	-	-	75	361
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	759	-	-	-	75	361
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	333	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	759	-	-	-	361
HCM Lane V/C Ratio	-	-	-	-	0.289
HCM Control Delay (s)	0	-	-	-	19
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	111	12	445	98	11	330
Future Vol, veh/h	111	12	445	98	11	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	484	107	12	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	867	484	0	0	484	0
Stage 1	484	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	323	583	-	-	1079	-
Stage 1	620	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	583	-	-	1079	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	319	583	1079	-
HCM Lane V/C Ratio	-	-	0.378	0.022	0.011	-
HCM Control Delay (s)	-	-	23	11.3	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	16	41	0
Future Vol, veh/h	0	0	0	16	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	45	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	54	22	45	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	948	1050	1561	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1050	1561	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1561	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	14	0	0	11
Future Vol, veh/h	0	0	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	15	0	0	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	988	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1065	-	-	1603	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	21	29	0	0	0
Future Vol, veh/h	0	21	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	32	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	32	32	-	0	32	0
Stage 1	0	0	-	-	-	-
Stage 2	32	32	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	982	861	-	-	1580	-
Stage 1	-	-	-	-	-	-
Stage 2	991	868	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	0	-	-	1580	-
Mov Cap-2 Maneuver	982	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	991	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1580	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	37	14	56	23	85	17	1065	101	112	845	8
Future Volume (veh/h)	10	37	14	56	23	85	17	1065	101	112	845	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	11	40	15	61	25	92	18	1158	110	122	918	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	444	487	182	501	132	484	31	1404	133	153	1811	18
Arrive On Green	0.38	0.38	0.37	0.38	0.38	0.37	0.02	0.43	0.43	0.09	0.50	0.50
Sat Flow, veh/h	1170	1293	485	1237	350	1286	1634	3268	310	1634	3591	35
Grp Volume(v), veh/h	11	0	55	61	0	117	18	626	642	122	452	475
Grp Sat Flow(s),veh/h/ln	1170	0	1777	1237	0	1636	1634	1770	1808	1634	1770	1857
Q Serve(g_s), s	0.8	0.0	2.4	4.0	0.0	5.8	1.3	37.5	37.7	8.8	20.4	20.4
Cycle Q Clear(g_c), s	6.6	0.0	2.4	6.4	0.0	5.8	1.3	37.5	37.7	8.8	20.4	20.4
Prop In Lane	1.00		0.27	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	444	0	669	501	0	616	31	761	777	153	893	936
V/C Ratio(X)	0.02	0.00	0.08	0.12	0.00	0.19	0.57	0.82	0.83	0.80	0.51	0.51
Avail Cap(c_a), veh/h	444	0	669	501	0	616	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	24.1	26.1	0.0	25.3	58.4	30.2	30.3	53.2	19.8	19.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.0	0.7	15.4	3.8	3.8	9.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.2	1.4	0.0	2.7	0.7	19.1	19.5	4.3	10.0	10.5
LnGrp Delay(d),s/veh	27.4	0.0	24.4	26.6	0.0	26.0	73.8	34.0	34.0	62.3	20.2	20.2
LnGrp LOS	C		C	C		C	E	C	C	E	C	C
Approach Vol, veh/h		66			178			1286			1049	
Approach Delay, s/veh		24.9			26.2			34.6			25.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	55.6		49.2	6.3	64.5		49.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	10.8	39.7		8.6	3.3	22.4		8.4
Green Ext Time (p_c), s	0.2	11.4		0.6	0.0	12.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	274	25	38	208	23	67
Future Vol, veh/h	274	25	38	208	23	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	298	27	41	226	25	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	325	0	620	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1235	-	452	729
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1235	-	435	729
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	622	-	-	1235	-
HCM Lane V/C Ratio	0.157	-	-	0.033	-
HCM Control Delay (s)	11.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	303	64	0	319	185	5	0	51	12	271
Future Vol, veh/h	0	8	303	64	0	319	185	5	0	51	12	271
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	9	329	70	0	347	201	5	0	55	13	295
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	14.1	36	19.2
HCM LOS	B	E	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	5%	0%	78%	0%	22%
Vol Thru, %	4%	95%	70%	22%	95%	56%
Vol Right, %	81%	0%	30%	0%	5%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	160	216	412	98	45
LT Vol	51	8	0	319	0	10
Through Vol	12	152	152	93	93	25
RT Vol	271	0	64	0	5	10
Lane Flow Rate	363	173	234	447	106	49
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.628	0.337	0.439	0.877	0.195	0.104
Departure Headway (Hd)	6.224	6.991	6.752	7.058	6.625	7.655
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	515	534	514	542	467
Service Time	4.26	4.738	4.499	4.8	4.366	5.722
HCM Lane V/C Ratio	0.625	0.336	0.438	0.87	0.196	0.105
HCM Control Delay	19.2	13.3	14.7	41.9	11	11.6
HCM Lane LOS	C	B	B	E	B	B
HCM 95th-tile Q	4.4	1.5	2.2	9.6	0.7	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	25	10
Future Vol, veh/h	0	10	25	10
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	27	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.6
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	150	468	306	31	59	192
Future Vol, veh/h	150	468	306	31	59	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	509	333	34	64	209

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	1184	349
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	835	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	-	209	694
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	169	694
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	345	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	31.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	401
HCM Lane V/C Ratio	0.137	-	-	-	0.68
HCM Control Delay (s)	8.5	0	-	-	31.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.5	-	-	-	4.9

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	6	3	11	3	64	2	985	52	109	840	8
Future Vol, veh/h	3	6	3	11	3	64	2	985	52	109	840	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	3	12	3	70	2	1071	57	118	913	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1695	2286	461	1800	2262	564	922	0	0	1127	0	0
Stage 1	1154	1154	-	1103	1103	-	-	-	-	-	-	-
Stage 2	541	1132	-	697	1159	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	60	39	547	50	40	469	736	-	-	616	-	-
Stage 1	210	270	-	225	285	-	-	-	-	-	-	-
Stage 2	493	276	-	398	268	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	31	547	36	32	469	736	-	-	616	-	-
Mov Cap-2 Maneuver	40	31	-	36	32	-	-	-	-	-	-	-
Stage 1	209	218	-	224	284	-	-	-	-	-	-	-
Stage 2	414	275	-	310	217	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	118.2	59.2	0	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	44	146	616	-	-
HCM Lane V/C Ratio	0.003	-	-	0.296	0.581	0.192	-	-
HCM Control Delay (s)	9.9	-	-	118.2	59.2	12.2	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	3	0.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	210	0	0	76	0	0
Future Vol, veh/h	210	0	0	76	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	83	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	311	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1340	-	681	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1340	-	681	811
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	940	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1340	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	0	0	80	0	0
Future Vol, veh/h	154	0	0	80	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	167	0	0	87	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	254	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1411	-	735	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1411	-	735	877
Mov Cap-2 Maneuver	-	-	-	-	735	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	936	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1411	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	165	32	22	71	6	27	86	32	6	53	0
Future Vol, veh/h	4	165	32	22	71	6	27	86	32	6	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	179	35	24	77	7	29	93	35	7	58	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	214	0	0	362	337	197	398	351	80
Stage 1	-	-	-	-	-	-	205	205	-	128	128	-
Stage 2	-	-	-	-	-	-	157	132	-	270	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1356	-	-	594	584	844	562	573	980
Stage 1	-	-	-	-	-	-	797	732	-	876	790	-
Stage 2	-	-	-	-	-	-	845	787	-	736	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1356	-	-	538	571	844	463	560	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	571	-	463	560	-
Stage 1	-	-	-	-	-	-	795	730	-	873	775	-
Stage 2	-	-	-	-	-	-	767	772	-	613	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.7	13	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	1513	-	-	1356	-	-	548
HCM Lane V/C Ratio	0.26	0.003	-	-	0.018	-	-	0.117
HCM Control Delay (s)	13	7.4	0	-	7.7	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	176	11	26	92	6	18
Future Vol, veh/h	176	11	26	92	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	12	28	100	7	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	354	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1369	-	644	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	630	844
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	1369	-
HCM Lane V/C Ratio	0.034	-	-	0.021	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	145	5	6	86	14	2
Future Vol, veh/h	145	5	6	86	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	5	7	93	15	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	267	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1416	-	722	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1416	-	718	885
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1416	-
HCM Lane V/C Ratio	0.024	-	-	0.005	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	187	0	6	113	1	16
Future Vol, veh/h	187	0	6	113	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	0	7	123	1	17

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	212	203	264	203
Stage 1	-	-	0	0	203	-
Stage 2	-	-	212	203	61	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	776	693	725	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	823	733	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	776	0	725	838
Mov Cap-2 Maneuver	-	-	776	0	725	-
Stage 1	-	-	-	0	831	-
Stage 2	-	-	823	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.6	9.4
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	830	-	-	776
HCM Lane V/C Ratio	0.022	-	-	0.167
HCM Control Delay (s)	9.4	-	-	10.6
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	215	38	56	66	95	164
Future Vol, veh/h	215	38	56	66	95	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	41	61	72	103	178

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	275	0	447	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1288	-	569	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1288	-	541	785
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1288	-
HCM Lane V/C Ratio	0.418	-	-	0.047	-
HCM Control Delay (s)	14.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	66	175	62	247	326	51
Future Vol, veh/h	66	175	62	247	326	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	190	67	268	354	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	785	382	410	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	361	665	1149	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	665	1149	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1149	-	524	-	-
HCM Lane V/C Ratio	0.059	-	0.5	-	-
HCM Control Delay (s)	8.3	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.8	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	2	119	18	4	84
Future Vol, veh/h	17	2	119	18	4	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	2	129	20	4	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	239	139	0	0	149	0
Stage 1	139	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	749	909	-	-	1432	-
Stage 1	888	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	909	-	-	1432	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	761	1432	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	44	58	53	47
Demand Flow Rate, veh/h	44	58	53	47
Vehicles Circulating, veh/h	55	48	45	53
Vehicles Exiting, veh/h	45	50	54	53
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.8	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	44	58	53	47
Cap Entry Lane, veh/h	1069	1077	1080	1072
Entry HV Adj Factor	0.993	0.993	0.993	0.991
Flow Entry, veh/h	44	58	53	47
Cap Entry, veh/h	1062	1069	1071	1061
V/C Ratio	0.041	0.054	0.049	0.044
Control Delay, s/veh	3.7	3.8	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	53	31	24	19
Demand Flow Rate, veh/h	53	32	24	19
Vehicles Circulating, veh/h	12	38	36	49
Vehicles Exiting, veh/h	56	22	29	21
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.6	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	53	32	24	19
Cap Entry Lane, veh/h	1116	1088	1090	1076
Entry HV Adj Factor	0.992	0.983	0.996	0.991
Flow Entry, veh/h	53	31	24	19
Cap Entry, veh/h	1107	1068	1085	1065
V/C Ratio	0.048	0.029	0.022	0.018
Control Delay, s/veh	3.7	3.6	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	36	23	33	21
Demand Flow Rate, veh/h	37	23	33	21
Vehicles Circulating, veh/h	29	17	38	27
Vehicles Exiting, veh/h	19	54	28	13
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	37	23	33	21
Cap Entry Lane, veh/h	1098	1111	1088	1100
Entry HV Adj Factor	0.986	0.988	0.994	0.989
Flow Entry, veh/h	36	23	33	21
Cap Entry, veh/h	1081	1097	1081	1087
V/C Ratio	0.034	0.021	0.030	0.019
Control Delay, s/veh	3.6	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	52	31	162	98	3
Future Vol, veh/h	6	52	31	162	98	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	57	34	176	107	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	263	55	110	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	704	1000	1478	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	1000	1478	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	955	-	-
HCM Lane V/C Ratio	0.023	-	0.066	-	-
HCM Control Delay (s)	7.5	0.1	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	43	43	276	113	79	385
Future Vol, veh/h	43	43	276	113	79	385
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	47	300	123	86	418

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	890	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	313	740	-	-	1261	-
Stage 1	752	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	285	740	-	-	1261	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	285	740	1261	-
HCM Lane V/C Ratio	-	-	0.164	0.063	0.068	-
HCM Control Delay (s)	-	-	20.1	10.2	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.2	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	19	7	130	18	8	94
Future Vol, veh/h	19	7	130	18	8	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	141	20	9	102

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	271	151	0	0	161	0
Stage 1	151	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	718	895	-	-	1418	-
Stage 1	877	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	895	-	-	1418	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1418	-
HCM Lane V/C Ratio	-	-	0.037	0.006	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	12	0	0	0	43	5	0	0	14	0
Future Vol, veh/h	0	11	12	0	0	0	43	5	0	0	14	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	13	0	0	0	47	5	0	0	15	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.2	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	0%	16%
Vol Thru, %	100%	52%	90%	42%
Vol Right, %	0%	0%	10%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	23	48	19
LT Vol	0	11	0	3
Through Vol	14	12	43	8
RT Vol	0	0	5	8
Lane Flow Rate	15	25	52	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.017	0.029	0.057	0.022
Departure Headway (Hd)	4.082	4.131	3.953	3.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	867	907	925
Service Time	2.121	2.154	1.972	1.895
HCM Lane V/C Ratio	0.017	0.029	0.057	0.023
HCM Control Delay	7.2	7.3	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	8	8
Future Vol, veh/h	0	3	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	9	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	18	51	167	40
Demand Flow Rate, veh/h	18	52	170	41
Vehicles Circulating, veh/h	66	116	19	77
Vehicles Exiting, veh/h	51	73	65	91
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.1	4.7	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	18	52	170	41
Cap Entry Lane, veh/h	1058	1006	1109	1046
Entry HV Adj Factor	0.995	0.980	0.981	0.988
Flow Entry, veh/h	18	51	167	40
Cap Entry, veh/h	1051	986	1086	1032
V/C Ratio	0.017	0.052	0.153	0.039
Control Delay, s/veh	3.6	4.1	4.7	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	58	36	2	5	12
Future Vol, veh/h	19	58	36	2	5	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	63	39	2	5	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	46	0	-	0	149	50
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1562	-	-	-	843	1018
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	824	1010
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	947
HCM Lane V/C Ratio	0.013	-	-	-	0.02
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	19	61	0	41	9	11	0	29	149	37
Future Vol, veh/h	0	6	19	61	0	41	9	11	0	29	149	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	21	66	0	45	10	12	0	32	162	40
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.7	9.2	8.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	57%	0%	24%	0%	45%	0%	100%	96%
Vol Right, %	0%	0%	43%	0%	76%	0%	55%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	99	87	6	80	41	20	14	90	47
LT Vol	29	0	0	6	0	41	0	14	0	0
Through Vol	0	99	50	0	19	0	9	0	90	45
RT Vol	0	0	37	0	61	0	11	0	0	2
Lane Flow Rate	32	108	94	7	87	45	22	15	98	51
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.051	0.161	0.132	0.011	0.125	0.077	0.032	0.025	0.149	0.077
Departure Headway (Hd)	5.859	5.356	5.056	6.219	5.186	6.256	5.371	5.979	5.476	5.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	666	706	573	686	569	661	596	652	654
Service Time	3.617	3.115	2.815	3.989	2.956	4.032	3.147	3.744	3.241	3.211
HCM Lane V/C Ratio	0.053	0.162	0.133	0.012	0.127	0.079	0.033	0.025	0.15	0.078
HCM Control Delay	8.9	9.2	8.6	9.1	8.7	9.6	8.3	8.9	9.2	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.5	0	0.4	0.2	0.1	0.1	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	135	2
Future Vol, veh/h	0	14	135	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	147	2
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	399	0	0	0	481	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	399	0	0	0	481	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	434	0	0	0	523	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	14.5	18.1
HCM LOS	-	-	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	399	0	0	0	0	481	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	399	0	0	0	0	481	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	434	0	0	0	0	523	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.591	0	0	0	0	0.702	0
Departure Headway (Hd)	5.407	4.904	4.904	6.734	6.734	4.837	4.837	4.837
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	665	737	0	0	0	0	753	0
Service Time	3.115	2.612	2.612	4.478	4.478	2.544	2.544	2.544
HCM Lane V/C Ratio	0.002	0.589	0	0	0	0	0.695	0
HCM Control Delay	8.1	14.5	7.6	9.5	9.5	7.5	18.1	7.5
HCM Lane LOS	A	B	N	N	N	N	C	N
HCM 95th-tile Q	0	3.9	0	0	0	0	5.8	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	28	35	75	288	36	17	40	132	285	17	80	13
Future Vol, veh/h	28	35	75	288	36	17	40	132	285	17	80	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	38	82	313	39	18	43	143	310	18	87	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	374	354	87	373	354	143	87	0	0	143	0	0
Stage 1	124	124	-	230	230	-	-	-	-	-	-	-
Stage 2	250	230	-	143	124	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	583	571	971	584	571	905	1509	-	-	1440	-	-
Stage 1	880	793	-	773	714	-	-	-	-	-	-	-
Stage 2	754	714	-	860	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	523	548	971	491	548	905	1509	-	-	1440	-	-
Mov Cap-2 Maneuver	523	548	-	491	548	-	-	-	-	-	-	-
Stage 1	855	783	-	751	694	-	-	-	-	-	-	-
Stage 2	677	694	-	740	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	22.3	0.7	1.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	523	548	971	491	548	905	1440	-	-
HCM Lane V/C Ratio	0.029	-	-	0.058	0.069	0.084	0.638	0.071	0.02	0.013	-	-
HCM Control Delay (s)	7.5	-	-	12.3	12.1	9	24.3	12.1	9.1	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.3	4.4	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	3	2	0	0	2	5	0	0	25	0
Future Vol, veh/h	0	15	3	2	0	0	2	5	0	0	25	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	3	2	0	0	2	5	0	0	27	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	75%	0%	11%
Vol Thru, %	100%	15%	29%	50%
Vol Right, %	0%	10%	71%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	20	7	36
LT Vol	0	15	0	4
Through Vol	25	3	2	18
RT Vol	0	2	5	14
Lane Flow Rate	27	22	8	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.025	0.008	0.041
Departure Headway (Hd)	4.014	4.145	3.636	3.794
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	864	982	945
Service Time	2.033	2.169	1.665	1.813
HCM Lane V/C Ratio	0.03	0.025	0.008	0.041
HCM Control Delay	7.2	7.3	6.7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	14
Future Vol, veh/h	0	4	18	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	88	38	84
Demand Flow Rate, veh/h	41	90	39	86
Vehicles Circulating, veh/h	65	59	73	42
Vehicles Exiting, veh/h	63	53	33	107
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.2	3.8	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	90	39	86
Cap Entry Lane, veh/h	1059	1065	1050	1083
Entry HV Adj Factor	0.992	0.981	0.982	0.982
Flow Entry, veh/h	41	88	38	84
Cap Entry, veh/h	1050	1045	1032	1064
V/C Ratio	0.039	0.084	0.037	0.079
Control Delay, s/veh	3.8	4.2	3.8	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	88	49	31	0
Demand Flow Rate, veh/h	89	50	31	0
Vehicles Circulating, veh/h	12	15	65	65
Vehicles Exiting, veh/h	53	81	36	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.0	3.7	3.7	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	89	50	31	0
Cap Entry Lane, veh/h	1116	1113	1059	1059
Entry HV Adj Factor	0.986	0.985	1.000	1.000
Flow Entry, veh/h	88	49	31	0
Cap Entry, veh/h	1100	1096	1058	1058
V/C Ratio	0.080	0.045	0.029	0.000
Control Delay, s/veh	4.0	3.7	3.7	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	73	59	228	234	3
Future Vol, veh/h	4	73	59	228	234	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	79	64	248	254	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	508	129	258	0	-	0
Stage 1	256	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	494	897	1304	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	897	1304	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	856	-	-
HCM Lane V/C Ratio	0.049	-	0.098	-	-
HCM Control Delay (s)	7.9	0.1	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1016	131	96	816	8	123	1	61	80	5	189
Future Volume (veh/h)	153	1016	131	96	816	8	123	1	61	80	5	189
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	166	1104	142	104	887	9	134	1	66	87	5	205
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1234	508	109	1072	11	281	2	139	98	6	231
Arrive On Green	0.12	0.35	0.35	0.07	0.30	0.28	0.25	0.25	0.24	0.20	0.20	0.20
Sat Flow, veh/h	1634	3539	1458	1634	3590	36	1138	8	560	480	28	1131
Grp Volume(v), veh/h	166	1104	142	104	437	459	201	0	0	297	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1856	1707	0	0	1639	0	0
Q Serve(g_s), s	12.0	35.4	8.4	7.6	27.6	27.6	12.1	0.0	0.0	21.1	0.0	0.0
Cycle Q Clear(g_c), s	12.0	35.4	8.4	7.6	27.6	27.6	12.1	0.0	0.0	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.67		0.33	0.29		0.69
Lane Grp Cap(c), veh/h	191	1234	508	109	528	554	422	0	0	335	0	0
V/C Ratio(X)	0.87	0.89	0.28	0.95	0.83	0.83	0.48	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	422	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.70	0.70	0.70	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	37.0	28.2	55.8	39.2	39.2	38.6	0.0	0.0	46.6	0.0	0.0
Incr Delay (d2), s/veh	29.1	7.1	0.3	58.7	6.9	6.6	3.8	0.0	0.0	15.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	18.5	3.4	5.2	14.5	15.2	6.1	0.0	0.0	11.0	0.0	0.0
LnGrp Delay(d),s/veh	81.2	44.1	28.5	114.5	46.1	45.8	42.5	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	C	F	D	D	D			E		
Approach Vol, veh/h		1412			1000			201			297	
Approach Delay, s/veh		46.9			53.1			42.5			61.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.7	12.0	45.8		28.5	18.0	39.8
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		14.1	9.6	37.4		23.1	14.0	29.6
Green Ext Time (p_c), s		0.3	0.0	2.4		0.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1011	182	24	672	14	107	17	41	29	14	56
Future Volume (veh/h)	48	1011	182	24	672	14	107	17	41	29	14	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	52	1099	198	26	730	15	116	18	45	32	15	61
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	1248	224	59	888	18	530	182	455	49	28	116
Arrive On Green	0.20	0.42	0.40	0.04	0.25	0.23	0.32	0.39	0.38	0.03	0.09	0.08
Sat Flow, veh/h	1774	2996	538	1634	3546	73	1634	471	1178	1774	317	1290
Grp Volume(v), veh/h	52	648	649	26	364	381	116	0	63	32	0	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1634	1770	1849	1634	0	1649	1774	0	1608
Q Serve(g_s), s	2.9	40.4	40.9	1.9	23.3	23.3	6.2	0.0	2.9	2.1	0.0	5.4
Cycle Q Clear(g_c), s	2.9	40.4	40.9	1.9	23.3	23.3	6.2	0.0	2.9	2.1	0.0	5.4
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.71	1.00		0.80
Lane Grp Cap(c), veh/h	358	737	735	59	443	463	530	0	637	49	0	144
V/C Ratio(X)	0.15	0.88	0.88	0.44	0.82	0.82	0.22	0.00	0.10	0.65	0.00	0.53
Avail Cap(c_a), veh/h	358	900	897	82	811	847	530	0	637	136	0	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	32.2	32.6	56.7	42.4	42.5	29.5	0.0	23.6	57.8	0.0	52.4
Incr Delay (d2), s/veh	0.1	3.9	4.1	5.1	3.9	3.7	0.2	0.0	0.3	13.6	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	20.4	20.7	0.9	11.9	12.4	2.8	0.0	1.4	1.2	0.0	2.9
LnGrp Delay(d),s/veh	39.4	36.1	36.8	61.8	46.3	46.2	29.7	0.0	23.9	71.3	0.0	65.6
LnGrp LOS	D	D	D	E	D	D	C		C	E		E
Approach Vol, veh/h		1349			771			179			108	
Approach Delay, s/veh		36.6			46.8			27.7			67.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	50.4	8.3	54.0	43.0	14.7	28.2	34.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	4.1	4.9	3.9	42.9	8.2	7.4	4.9	25.3
Green Ext Time (p_c), s	0.0	0.6	0.0	5.1	0.1	0.2	2.7	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	730	92	138	603	48	150
Future Vol, veh/h	730	92	138	603	48	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	793	100	150	655	52	163

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	893	0	1471	447
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	628	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	755	-	118	559
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	755	-	95	559
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	396	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	30.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	559	-	-	755	-
HCM Lane V/C Ratio	0.549	0.292	-	-	0.199	-
HCM Control Delay (s)	81.7	14.1	-	-	10.9	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	2.5	1.2	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	842	6	29	788	9	40
Future Vol, veh/h	842	6	29	788	9	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	915	7	32	857	10	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	922	0	1409	461
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	736	-	130	547
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	124	547
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	736	-
HCM Lane V/C Ratio	0.079	-	-	0.043	-
HCM Control Delay (s)	10.8	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	500	113	113	416	97	98	545	79	62	503	218
Future Volume (veh/h)	257	500	113	113	416	97	98	545	79	62	503	218
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	279	543	123	123	452	105	107	592	86	67	547	237
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	983	405	295	873	360	163	1031	425	119	636	275
Arrive On Green	0.21	0.28	0.28	0.18	0.25	0.25	0.10	0.29	0.29	0.07	0.26	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2408	1041
Grp Volume(v), veh/h	279	543	123	123	452	105	107	592	86	67	402	382
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	14.6	11.8	4.1	6.0	9.9	5.3	5.7	12.8	2.2	3.6	19.4	19.6
Cycle Q Clear(g_c), s	14.6	11.8	4.1	6.0	9.9	5.3	5.7	12.8	2.2	3.6	19.4	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	346	983	405	295	873	360	163	1031	425	119	467	443
V/C Ratio(X)	0.81	0.55	0.30	0.42	0.52	0.29	0.65	0.57	0.20	0.56	0.86	0.86
Avail Cap(c_a), veh/h	436	983	405	295	873	360	163	1031	425	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	27.7	11.7	32.7	29.3	27.5	39.0	27.1	7.5	40.4	31.5	32.2
Incr Delay (d2), s/veh	8.6	2.2	1.9	0.9	2.2	2.0	7.7	0.7	0.2	4.2	14.7	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.0	1.8	2.8	5.1	2.3	2.9	6.3	0.9	1.8	11.4	11.0
LnGrp Delay(d),s/veh	42.3	30.0	13.7	33.6	31.5	29.6	46.7	27.8	7.7	44.5	46.2	47.9
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		945			680			785			851	
Approach Delay, s/veh		31.5			31.6			28.2			46.9	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	30.2	20.2	29.0	13.0	27.8	23.0	26.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.6	14.8	8.0	13.8	7.7	21.6	16.6	11.9
Green Ext Time (p_c), s	0.0	3.6	1.5	2.0	0.0	0.1	0.5	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	853	10	11	519	5	41	0	31	5	0	0
Future Vol, veh/h	0	853	10	11	519	5	41	0	31	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	927	11	12	564	5	45	0	34	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	570	0	0	927	0	0	1518	1520	927	1535	1518	567
Stage 1	-	-	-	-	-	-	927	927	-	591	591	-
Stage 2	-	-	-	-	-	-	591	593	-	944	927	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	737	-	-	98	119	325	95	119	523
Stage 1	-	-	-	-	-	-	322	347	-	493	494	-
Stage 2	-	-	-	-	-	-	493	493	-	315	347	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	737	-	-	96	116	325	84	116	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	116	-	84	116	-
Stage 1	-	-	-	-	-	-	322	347	-	493	482	-
Stage 2	-	-	-	-	-	-	481	481	-	282	347	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	60.7	50.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	138	1002	-	-	737	-	-	84
HCM Lane V/C Ratio	0.567	-	-	-	0.016	-	-	0.065
HCM Control Delay (s)	60.7	0	-	-	10	0	-	50.8
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	2.8	0	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	814	0	5	570	4	0	0	5	4	0	0
Future Volume (veh/h)	0	814	0	5	570	4	0	0	5	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	885	0	5	620	4	0	0	5	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	566	443	9	664	4	2	907	710	7	1008	789
Arrive On Green	0.00	0.30	0.00	0.01	0.48	0.48	0.00	0.00	0.49	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1849	12	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	885	0	5	0	624	0	0	5	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1861	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	27.3	0.0	0.3	0.0	28.5	0.0	0.0	0.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	27.3	0.0	0.3	0.0	28.5	0.0	0.0	0.2	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	566	443	9	0	668	2	907	710	7	1008	789
V/C Ratio(X)	0.00	1.56	0.00	0.59	0.00	0.93	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	566	443	354	0	827	73	907	710	73	1008	789
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.76	0.00	0.76	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	31.3	0.0	44.6	0.0	22.5	0.0	0.0	11.9	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	262.5	0.0	40.4	0.0	12.6	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	55.2	0.0	0.2	0.0	16.8	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	293.9	0.0	85.0	0.0	35.1	0.0	0.0	11.9	103.7	0.0	0.0
LnGrp LOS		F		F		D			B	F		
Approach Vol, veh/h		885			629			5			4	
Approach Delay, s/veh		293.9			35.5			11.9			103.7	
Approach LOS		F			D			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	48.3	5.0	31.8	0.0	53.2	0.0	36.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	2.3	29.3	0.0	0.0	0.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	185.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	718	119	190	465	186	97	338	242	122	281	38
Future Volume (veh/h)	42	718	119	190	465	186	97	338	242	122	281	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	780	129	207	505	202	105	367	263	133	305	41
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	466	365	235	670	525	132	663	519	82	605	474
Arrive On Green	0.02	0.17	0.17	0.29	0.72	0.72	0.03	0.12	0.12	0.05	0.33	0.33
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	46	780	129	207	505	202	105	367	263	133	305	41
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.5	22.5	7.0	10.9	15.0	4.8	5.8	16.7	15.2	4.5	11.9	1.8
Cycle Q Clear(g_c), s	2.5	22.5	7.0	10.9	15.0	4.8	5.8	16.7	15.2	4.5	11.9	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	466	365	235	670	525	132	663	519	82	605	474
V/C Ratio(X)	0.82	1.67	0.35	0.88	0.75	0.39	0.79	0.55	0.51	1.63	0.50	0.09
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	663	519	82	605	474
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	37.5	31.0	31.3	10.2	8.8	43.1	33.0	32.3	42.8	24.5	21.1
Incr Delay (d2), s/veh	11.3	306.4	0.2	23.0	4.5	0.5	7.9	2.5	2.6	331.3	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	51.2	2.8	6.3	8.1	1.9	2.9	9.1	6.5	9.5	6.6	0.8
LnGrp Delay(d),s/veh	55.0	343.9	31.2	54.2	14.7	9.2	50.9	35.5	34.9	374.0	27.5	21.5
LnGrp LOS	E	F	C	D	B	A	D	D	C	F	C	C
Approach Vol, veh/h		955			914			735			479	
Approach Delay, s/veh		287.7			22.5			37.5			123.2	
Approach LOS		F			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	36.5	17.5	27.0	11.8	33.8	7.6	36.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	18.7	12.9	24.5	7.8	13.9	4.5	17.0
Green Ext Time (p_c), s	0.0	2.9	0.2	0.0	0.1	2.4	0.0	6.5

Intersection Summary		
HCM 2010 Ctrl Delay	123.9	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	938	15	14	866	208	9	17	7	226	18	133
Future Volume (veh/h)	123	938	15	14	866	208	9	17	7	226	18	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	134	1020	16	15	941	226	10	18	8	246	20	145
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	687	538	23	528	413	383	477	374	263	759	594
Arrive On Green	0.13	0.49	0.49	0.00	0.09	0.09	0.01	0.26	0.26	0.16	0.41	0.41
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	134	1020	16	15	941	226	10	18	8	246	20	145
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.2	33.2	0.5	0.8	25.5	13.3	0.4	0.7	0.4	13.4	0.6	5.9
Cycle Q Clear(g_c), s	7.2	33.2	0.5	0.8	25.5	13.3	0.4	0.7	0.4	13.4	0.6	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	687	538	23	528	413	383	477	374	263	759	594
V/C Ratio(X)	0.83	1.48	0.03	0.66	1.78	0.55	0.03	0.04	0.02	0.93	0.03	0.24
Avail Cap(c_a), veh/h	209	687	538	118	528	413	485	477	374	263	759	594
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	22.9	14.6	44.6	40.8	35.3	24.4	25.1	25.0	37.3	16.0	17.5
Incr Delay (d2), s/veh	18.6	225.9	0.0	2.9	353.0	0.1	0.0	0.1	0.1	38.1	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	60.0	0.2	0.4	64.9	5.4	0.2	0.4	0.2	8.8	0.3	2.5
LnGrp Delay(d),s/veh	56.9	248.8	14.6	47.5	393.8	35.4	24.4	25.3	25.1	75.4	16.0	18.5
LnGrp LOS	E	F	B	D	F	D	C	C	C	E	B	B
Approach Vol, veh/h		1170			1182			36			411	
Approach Delay, s/veh		223.7			320.9			25.0			52.5	
Approach LOS		F			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	27.6	5.8	37.7	5.4	41.2	13.4	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	15.4	2.7	2.8	35.2	2.4	7.9	9.2	27.5
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.1	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	237.0	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	791	173	180	1016	50	95	15	64	41	9	7
Future Volume (veh/h)	8	791	173	180	1016	50	95	15	64	41	9	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	9	860	188	196	1104	54	103	16	70	45	10	8
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	649	508	235	900	705	107	511	400	55	451	353
Arrive On Green	0.02	0.70	0.70	0.14	0.48	0.48	0.07	0.27	0.27	0.03	0.24	0.24
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	9	860	188	196	1104	54	103	16	70	45	10	8
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.5	31.3	4.7	10.5	43.5	1.8	5.7	0.6	3.3	2.5	0.4	0.4
Cycle Q Clear(g_c), s	0.5	31.3	4.7	10.5	43.5	1.8	5.7	0.6	3.3	2.5	0.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	649	508	235	900	705	107	511	400	55	451	353
V/C Ratio(X)	0.62	1.33	0.37	0.83	1.23	0.08	0.96	0.03	0.18	0.82	0.02	0.02
Avail Cap(c_a), veh/h	73	649	508	536	900	705	107	511	400	73	451	353
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	13.7	9.6	37.5	23.2	12.5	41.9	23.9	24.9	43.2	26.0	26.0
Incr Delay (d2), s/veh	3.7	147.6	0.0	7.5	111.7	0.0	73.8	0.1	0.9	40.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	41.7	1.8	5.2	50.2	0.7	4.7	0.3	1.4	1.7	0.2	0.2
LnGrp Delay(d),s/veh	47.8	161.2	9.7	45.0	134.9	12.5	115.7	24.0	25.8	83.9	26.1	26.1
LnGrp LOS	D	F	A	D	F	B	F	C	C	F	C	C
Approach Vol, veh/h		1057			1354			189			63	
Approach Delay, s/veh		133.3			117.0			74.7			67.4	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	29.2	17.5	35.8	10.4	26.3	5.3	48.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.3	12.5	33.3	7.7	2.4	2.5	45.5
Green Ext Time (p_c), s	0.0	0.2	0.6	0.0	0.0	0.3	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	119.3	
HCM 2010 LOS	F	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	1140	1039	65	0	11
Future Vol, veh/h	19	1140	1039	65	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	1239	1129	71	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1200	0	-	0	2445	1165
Stage 1	-	-	-	-	1165	-
Stage 2	-	-	-	-	1280	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	582	-	-	-	34	236
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	261	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	582	-	-	-	30	236
Mov Cap-2 Maneuver	-	-	-	-	30	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	231	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	582	-	-	-	236
HCM Lane V/C Ratio	0.035	-	-	-	0.051
HCM Control Delay (s)	11.4	0	-	-	21.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	933	348	249	686	83	403	154	237	130	147	94
Future Volume (veh/h)	52	933	348	249	686	83	403	154	237	130	147	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	57	1014	378	271	746	90	438	167	258	141	160	102
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1211	497	191	1447	594	177	1207	495	109	1060	433
Arrive On Green	0.05	0.34	0.34	0.12	0.41	0.41	0.04	0.11	0.11	0.07	0.30	0.30
Sat Flow, veh/h	1634	3539	1452	1634	3539	1453	1634	3539	1452	1634	3539	1446
Grp Volume(v), veh/h	57	1014	378	271	746	90	438	167	258	141	160	102
Grp Sat Flow(s),veh/h/ln	1634	1770	1452	1634	1770	1453	1634	1770	1452	1634	1770	1446
Q Serve(g_s), s	4.1	31.7	19.0	14.0	18.9	4.7	13.0	5.1	13.5	8.0	4.0	6.4
Cycle Q Clear(g_c), s	4.1	31.7	19.0	14.0	18.9	4.7	13.0	5.1	13.5	8.0	4.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	1211	497	191	1447	594	177	1207	495	109	1060	433
V/C Ratio(X)	0.70	0.84	0.76	1.42	0.52	0.15	2.47	0.14	0.52	1.29	0.15	0.24
Avail Cap(c_a), veh/h	82	1445	593	191	1681	690	177	1207	495	109	1060	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	36.4	16.4	53.0	26.6	22.4	57.9	37.3	19.8	56.0	30.8	31.7
Incr Delay (d2), s/veh	22.9	3.9	4.8	208.9	0.2	0.1	675.4	0.2	2.8	184.6	0.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	16.1	8.2	17.4	9.3	1.9	39.1	2.5	5.8	9.2	2.0	2.7
LnGrp Delay(d),s/veh	79.0	40.3	21.2	261.9	26.8	22.4	733.3	37.5	22.6	240.6	31.1	33.0
LnGrp LOS	E	D	C	F	C	C	F	D	C	F	C	C
Approach Vol, veh/h		1449			1107			863			403	
Approach Delay, s/veh		36.8			84.0			386.2			104.9	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.9	18.0	45.1	17.0	39.9	10.0	53.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	15.5	16.0	33.7	15.0	8.4	6.1	20.9
Green Ext Time (p_c), s	0.0	2.5	0.0	5.4	0.0	2.6	0.0	5.0

Intersection Summary			
HCM 2010 Ctrl Delay		136.5	
HCM 2010 LOS		F	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1299	109	48	928	82	41
Future Volume (veh/h)	1299	109	48	928	82	41
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	1412	118	52	1009	89	45
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1985	818	79	1529	554	495
Arrive On Green	0.56	0.56	0.56	0.56	0.34	0.34
Sat Flow, veh/h	3632	1458	63	2812	1634	1458
Grp Volume(v), veh/h	1412	118	505	556	89	45
Grp Sat Flow(s),veh/h/ln	1770	1458	1179	1610	1634	1458
Q Serve(g_s), s	26.2	3.5	7.1	20.9	3.4	1.9
Cycle Q Clear(g_c), s	26.2	3.5	33.4	20.9	3.4	1.9
Prop In Lane		1.00	0.10		1.00	1.00
Lane Grp Cap(c), veh/h	1985	818	705	903	554	495
V/C Ratio(X)	0.71	0.14	0.72	0.62	0.16	0.09
Avail Cap(c_a), veh/h	2379	980	847	1083	554	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	14.4	9.4	13.0	13.3	20.8	20.3
Incr Delay (d2), s/veh	0.4	0.0	1.8	0.6	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	1.4	7.8	9.3	1.6	0.8
LnGrp Delay(d),s/veh	14.9	9.5	14.8	13.9	21.4	20.6
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1530			1061	134	
Approach Delay, s/veh	14.4			14.3	21.1	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		35.0		55.0				55.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		5.4		28.2				35.4
Green Ext Time (p_c), s		0.3		17.4				15.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	861	190	511	720	56	148	525	200	105	507	127
Future Volume (veh/h)	278	861	190	511	720	56	148	525	200	105	507	127
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	302	936	207	555	783	61	161	571	217	114	551	138
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	1105	243	608	1566	121	136	821	311	136	918	229
Arrive On Green	0.13	0.26	0.26	0.19	0.33	0.33	0.11	0.43	0.41	0.08	0.33	0.31
Sat Flow, veh/h	3170	4171	919	3170	4814	373	1634	2512	952	1634	2808	701
Grp Volume(v), veh/h	302	760	383	555	550	294	161	402	386	114	347	342
Grp Sat Flow(s),veh/h/ln	1585	1695	1700	1585	1695	1797	1634	1770	1695	1634	1770	1739
Q Serve(g_s), s	11.0	25.5	25.6	20.6	15.7	15.8	10.0	22.1	22.4	8.3	19.7	19.9
Cycle Q Clear(g_c), s	11.0	25.5	25.6	20.6	15.7	15.8	10.0	22.1	22.4	8.3	19.7	19.9
Prop In Lane	1.00		0.54	1.00		0.21	1.00		0.56	1.00		0.40
Lane Grp Cap(c), veh/h	415	898	450	608	1103	585	136	578	554	136	578	568
V/C Ratio(X)	0.73	0.85	0.85	0.91	0.50	0.50	1.18	0.69	0.70	0.84	0.60	0.60
Avail Cap(c_a), veh/h	608	989	496	608	1103	585	136	578	554	136	578	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.74	0.74	0.74	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	41.8	41.9	47.5	32.6	32.6	53.3	29.1	29.8	54.2	33.8	34.2
Incr Delay (d2), s/veh	1.6	4.4	8.5	14.5	0.3	0.5	120.6	4.5	4.8	34.4	4.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.5	13.1	10.2	7.4	7.9	9.1	11.5	11.1	5.0	10.4	10.3
LnGrp Delay(d),s/veh	51.7	46.2	50.3	62.1	32.9	33.1	174.0	33.6	34.6	88.6	38.3	38.9
LnGrp LOS	D	D	D	E	C	C	F	C	C	F	D	D
Approach Vol, veh/h		1445			1399			949			803	
Approach Delay, s/veh		48.4			44.5			57.8			45.7	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	43.2	27.0	35.8	14.0	43.2	19.7	43.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	10.3	24.4	22.6	27.6	12.0	21.9	13.0	17.8
Green Ext Time (p_c), s	0.0	4.2	0.0	2.1	0.0	4.7	0.7	7.7

Intersection Summary		
HCM 2010 Ctrl Delay	48.7	
HCM 2010 LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	458	164	431	529	107	231	685	96	94	547	97
Future Volume (veh/h)	310	458	164	431	529	107	231	685	96	94	547	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	337	498	178	468	575	116	251	745	104	102	595	105
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	636	262	518	916	378	524	1132	467	158	724	298
Arrive On Green	0.24	0.18	0.18	0.32	0.26	0.26	0.17	0.32	0.32	0.05	0.20	0.20
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	337	498	178	468	575	116	251	745	104	102	595	105
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	23.8	16.1	13.7	32.9	17.3	7.7	8.6	21.8	2.4	3.8	19.3	4.3
Cycle Q Clear(g_c), s	23.8	16.1	13.7	32.9	17.3	7.7	8.6	21.8	2.4	3.8	19.3	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	636	262	518	916	378	524	1132	467	158	724	298
V/C Ratio(X)	0.87	0.78	0.68	0.90	0.63	0.31	0.48	0.66	0.22	0.64	0.82	0.35
Avail Cap(c_a), veh/h	490	752	310	558	916	378	524	1132	467	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	47.0	46.0	39.2	39.3	35.8	45.4	35.1	4.5	56.0	45.6	13.5
Incr Delay (d2), s/veh	6.7	2.3	2.3	17.3	1.4	0.5	0.7	3.0	1.1	8.6	10.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	8.1	5.7	17.3	8.6	3.1	3.8	11.1	1.1	1.8	10.4	2.0
LnGrp Delay(d),s/veh	50.6	49.3	48.3	56.5	40.7	36.3	46.1	38.1	5.6	64.5	55.8	16.8
LnGrp LOS	D	D	D	E	D	D	D	D	A	E	E	B
Approach Vol, veh/h		1013			1159			1100			802	
Approach Delay, s/veh		49.6			46.6			36.9			51.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	42.4	42.1	25.5	23.9	28.5	32.5	35.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.8	23.8	34.9	18.1	10.6	21.3	25.8	19.3
Green Ext Time (p_c), s	0.0	2.5	1.2	1.4	0.0	1.2	0.8	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	70	148	73	14	112	31	502	129	86	454	15
Future Volume (veh/h)	72	70	148	73	14	112	31	502	129	86	454	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	78	76	161	79	15	122	34	546	140	93	493	16
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	257	201	100	278	218	45	989	774	114	1072	911
Arrive On Green	0.05	0.14	0.14	0.06	0.15	0.15	0.03	0.53	0.53	0.14	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	78	76	161	79	15	122	34	546	140	93	493	16
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	4.3	3.3	9.6	4.3	0.6	7.0	1.7	17.5	4.5	5.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	3.3	9.6	4.3	0.6	7.0	1.7	17.5	4.5	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	257	201	100	278	218	45	989	774	114	1072	911
V/C Ratio(X)	0.95	0.30	0.80	0.79	0.05	0.56	0.75	0.55	0.18	0.81	0.46	0.02
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	989	774	118	1072	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	0.61	0.61	0.61	0.79	0.79	0.79
Uniform Delay (d), s/veh	42.6	34.9	37.6	41.7	32.8	35.5	43.6	14.0	11.0	38.1	0.0	0.0
Incr Delay (d2), s/veh	84.1	0.6	9.7	12.0	0.1	2.1	14.2	1.4	0.3	27.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	1.7	4.4	2.3	0.3	2.9	1.0	9.3	1.9	3.1	0.3	0.0
LnGrp Delay(d),s/veh	126.8	35.5	47.3	53.7	32.9	37.7	57.8	15.4	11.3	65.7	1.1	0.0
LnGrp LOS	F	D	D	D	C	D	E	B	B	E	A	A
Approach Vol, veh/h		315			216			720			602	
Approach Delay, s/veh		64.1			43.2			16.6			11.1	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	52.3	10.0	16.9	6.8	56.3	9.0	17.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	7.3	19.5	6.3	11.6	3.7	2.0	6.3	9.0
Green Ext Time (p_c), s	0.0	3.6	0.1	0.8	0.0	4.9	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	320	7	71	203	68	6	155	62	34	11	18
Future Volume (veh/h)	42	320	7	71	203	68	6	155	62	34	11	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	348	8	77	221	74	7	168	67	37	12	20
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	486	11	97	426	139	12	1073	840	44	1111	869
Arrive On Green	0.01	0.05	0.05	0.06	0.16	0.16	0.01	0.58	0.58	0.03	0.60	0.60
Sat Flow, veh/h	1634	3537	81	1634	2626	856	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	46	174	182	77	147	148	7	168	67	37	12	20
Grp Sat Flow(s),veh/h/ln	1634	1770	1848	1634	1770	1712	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.5	8.7	8.8	4.2	6.8	7.1	0.4	3.8	1.8	2.0	0.2	0.5
Cycle Q Clear(g_c), s	2.5	8.7	8.8	4.2	6.8	7.1	0.4	3.8	1.8	2.0	0.2	0.5
Prop In Lane	1.00		0.04	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	243	254	97	287	278	12	1073	840	44	1111	869
V/C Ratio(X)	0.82	0.72	0.72	0.79	0.51	0.53	0.60	0.16	0.08	0.83	0.01	0.02
Avail Cap(c_a), veh/h	118	383	400	209	482	466	118	1073	840	209	1111	869
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	44.2	41.2	41.2	41.8	34.4	34.6	44.6	8.9	8.5	43.6	7.4	7.4
Incr Delay (d2), s/veh	23.1	3.8	3.6	13.5	1.4	1.6	40.8	0.3	0.2	27.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.5	4.7	2.2	3.5	3.5	0.3	2.0	0.8	1.3	0.1	0.2
LnGrp Delay(d),s/veh	67.3	45.0	44.9	55.3	35.9	36.2	85.4	9.2	8.7	71.3	7.4	7.5
LnGrp LOS	E	D	D	E	D	D	F	A	A	E	A	A
Approach Vol, veh/h		402			372			242			69	
Approach Delay, s/veh		47.5			40.0			11.3			41.7	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	56.4	9.8	16.9	5.1	58.2	7.6	19.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.4	5.8	6.2	10.8	2.4	2.5	4.5	9.1
Green Ext Time (p_c), s	0.0	0.9	0.1	1.6	0.0	0.9	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	179	258	191	155	43	253	606	332	49	567	58
Future Volume (veh/h)	61	179	258	191	155	43	253	606	332	49	567	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	66	195	280	208	168	47	275	659	361	53	616	63
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	372	333	177	699	190	204	1101	603	82	1373	140
Arrive On Green	0.06	0.21	0.20	0.11	0.25	0.24	0.25	1.00	1.00	0.07	0.56	0.56
Sat Flow, veh/h	1634	1770	1583	1634	2752	749	1634	2209	1210	1634	3243	331
Grp Volume(v), veh/h	66	195	280	208	106	109	275	528	492	53	336	343
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1731	1634	1770	1649	1634	1770	1804
Q Serve(g_s), s	4.7	11.7	20.4	13.0	5.7	6.0	15.0	0.3	0.3	3.8	13.3	13.4
Cycle Q Clear(g_c), s	4.7	11.7	20.4	13.0	5.7	6.0	15.0	0.3	0.3	3.8	13.3	13.4
Prop In Lane	1.00		1.00	1.00		0.43	1.00		0.73	1.00		0.18
Lane Grp Cap(c), veh/h	105	372	333	177	450	440	204	882	822	82	749	764
V/C Ratio(X)	0.63	0.52	0.84	1.18	0.24	0.25	1.35	0.60	0.60	0.65	0.45	0.45
Avail Cap(c_a), veh/h	144	457	409	177	493	482	204	882	822	82	749	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	0.85	0.85	0.85
Uniform Delay (d), s/veh	54.8	42.1	46.3	53.5	35.5	35.9	45.0	0.1	0.1	55.0	18.0	18.0
Incr Delay (d2), s/veh	6.1	1.1	12.4	122.6	0.3	0.3	179.3	2.4	2.5	14.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.9	10.1	11.9	2.8	2.9	16.9	0.6	0.6	2.0	6.8	7.0
LnGrp Delay(d),s/veh	60.8	43.2	58.7	176.1	35.8	36.2	224.3	2.5	2.6	69.2	19.7	19.7
LnGrp LOS	E	D	E	F	D	D	F	A	A	E	B	B
Approach Vol, veh/h		541			423			1295			732	
Approach Delay, s/veh		53.4			104.9			49.6			23.3	
Approach LOS		D			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	63.8	17.0	29.2	19.0	54.8	11.7	34.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	15.8	2.3	15.0	22.4	17.0	15.4	6.7	8.0
Green Ext Time (p_c), s	0.0	8.4	0.0	1.1	0.0	7.7	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	51.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	91	388	169	0	20	250	42	0	89	31	18	0	52	136	61
Future Vol, veh/h	0	91	388	169	0	20	250	42	0	89	31	18	0	52	136	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	422	184	0	22	272	46	0	97	34	20	0	57	148	66
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.2	13.7	15.3	20
HCM LOS	C	B	C	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	64%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	66%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	34%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	91	259	298	20	167	125	249
LT Vol	89	91	0	0	20	0	0	52
Through Vol	31	0	259	129	0	167	83	136
RT Vol	18	0	0	169	0	0	42	61
Lane Flow Rate	150	99	281	324	22	181	136	271
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.343	0.205	0.543	0.59	0.048	0.376	0.274	0.57
Departure Headway (Hd)	8.223	7.469	6.953	6.545	7.99	7.472	7.23	7.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	480	517	551	448	480	496	476
Service Time	5.986	5.222	4.706	4.297	5.75	5.233	4.99	5.33
HCM Lane V/C Ratio	0.343	0.206	0.544	0.588	0.049	0.377	0.274	0.569
HCM Control Delay	15.3	12.2	17.7	18.3	11.2	14.7	12.7	20
HCM Lane LOS	C	B	C	C	B	B	B	C
HCM 95th-tile Q	1.5	0.8	3.2	3.8	0.2	1.7	1.1	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	201	69	129	133	42	78	993	229	51	788	37
Future Volume (veh/h)	62	201	69	129	133	42	78	993	229	51	788	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	67	218	75	140	145	46	85	1079	249	55	857	40
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	277	217	142	318	249	132	1662	382	82	1896	88
Arrive On Green	0.06	0.15	0.15	0.09	0.17	0.17	0.08	0.58	0.56	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2860	657	1634	3443	161
Grp Volume(v), veh/h	67	218	75	140	145	46	85	666	662	55	440	457
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1747	1634	1770	1834
Q Serve(g_s), s	4.8	13.5	5.5	10.3	8.4	3.2	6.1	30.3	31.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	4.8	13.5	5.5	10.3	8.4	3.2	6.1	30.3	31.0	3.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	106	277	217	142	318	249	132	1029	1015	82	974	1010
V/C Ratio(X)	0.63	0.79	0.35	0.99	0.46	0.18	0.64	0.65	0.65	0.67	0.45	0.45
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1029	1015	82	974	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10	0.52	0.52	0.52
Uniform Delay (d), s/veh	54.7	49.2	45.8	54.7	44.7	42.6	53.5	16.9	17.3	53.1	0.0	0.0
Incr Delay (d2), s/veh	11.6	10.8	0.9	72.0	1.0	0.4	0.5	0.3	0.3	10.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.8	2.3	7.5	4.4	1.3	2.8	14.9	14.9	2.0	0.2	0.2
LnGrp Delay(d),s/veh	66.3	60.0	46.8	126.7	45.8	43.0	54.0	17.2	17.6	63.7	0.8	0.8
LnGrp LOS	E	E	D	F	D	D	D	B	B	E	A	A
Approach Vol, veh/h		360			331			1413			952	
Approach Delay, s/veh		58.4			79.6			19.6			4.4	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	73.7	14.4	21.9	13.7	70.1	11.8	24.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	5.3	33.0	12.3	15.5	8.1	2.0	6.8	10.4
Green Ext Time (p_c), s	0.0	11.9	0.0	0.6	0.1	13.3	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	204	227	84	121	127	214	809	104	163	924	58
Future Volume (veh/h)	79	204	227	84	121	127	214	809	104	163	924	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	86	222	247	91	132	138	233	879	113	177	1004	63
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	734	302	95	654	269	281	1636	674	227	1518	626
Arrive On Green	0.08	0.21	0.21	0.06	0.18	0.18	0.17	0.46	0.46	0.14	0.43	0.43
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	86	222	247	91	132	138	233	879	113	177	1004	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.1	6.4	19.4	6.7	3.8	10.2	16.5	21.3	5.4	12.6	27.1	3.1
Cycle Q Clear(g_c), s	6.1	6.4	19.4	6.7	3.8	10.2	16.5	21.3	5.4	12.6	27.1	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	734	302	95	654	269	281	1636	674	227	1518	626
V/C Ratio(X)	0.65	0.30	0.82	0.95	0.20	0.51	0.83	0.54	0.17	0.78	0.66	0.10
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1636	674	259	1518	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	53.5	40.2	45.4	56.3	41.4	44.0	48.0	23.1	18.8	49.9	27.3	20.4
Incr Delay (d2), s/veh	5.3	0.2	12.7	73.7	0.1	1.4	16.7	1.3	0.5	8.2	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.1	8.9	5.0	1.9	4.2	8.7	10.7	2.3	6.2	13.5	1.3
LnGrp Delay(d),s/veh	58.8	40.5	58.0	130.1	41.6	45.5	64.6	24.3	19.3	58.2	28.7	20.6
LnGrp LOS	E	D	E	F	D	D	E	C	B	E	C	C
Approach Vol, veh/h		555			361			1225			1244	
Approach Delay, s/veh		51.1			65.4			31.5			32.5	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	59.5	11.0	28.9	24.6	55.5	13.7	26.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.6	23.3	8.7	21.4	18.5	29.1	8.1	12.2
Green Ext Time (p_c), s	0.1	10.7	0.0	1.5	0.1	8.5	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	334	213	51	198	85	99	638	151	179	923	95
Future Volume (veh/h)	90	334	213	51	198	85	99	638	151	179	923	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	98	363	232	55	215	92	108	693	164	195	1003	103
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	430	270	82	669	276	123	745	583	345	1897	782
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.53	0.53	0.21	0.54	0.54
Sat Flow, veh/h	1634	2088	1313	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	98	307	288	55	215	92	108	693	164	195	1003	103
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	7.1	20.0	20.5	4.0	6.3	4.0	7.8	41.4	5.6	12.8	22.0	4.2
Cycle Q Clear(g_c), s	7.1	20.0	20.5	4.0	6.3	4.0	7.8	41.4	5.6	12.8	22.0	4.2
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	364	336	82	669	276	123	745	583	345	1897	782
V/C Ratio(X)	0.90	0.84	0.86	0.67	0.32	0.33	0.88	0.93	0.28	0.57	0.53	0.13
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	345	1897	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.91	0.91	0.91	0.86	0.86	0.86	0.88	0.88	0.88
Uniform Delay (d), s/veh	55.6	45.8	46.8	56.0	42.0	16.0	53.5	26.5	10.5	42.4	18.0	13.9
Incr Delay (d2), s/veh	51.6	14.5	17.4	17.9	0.2	0.6	42.5	17.7	1.0	1.9	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	11.3	10.9	2.2	3.1	1.7	5.0	24.7	2.4	6.0	11.0	1.8
LnGrp Delay(d),s/veh	107.2	60.2	64.2	73.9	42.3	16.6	96.0	44.3	11.5	44.3	19.0	14.2
LnGrp LOS	F	E	E	E	D	B	F	D	B	D	B	B
Approach Vol, veh/h		693			362			965			1301	
Approach Delay, s/veh		68.5			40.6			44.5			22.4	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.3	52.0	10.0	28.7	13.0	68.3	12.0	26.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.8	43.4	6.0	22.5	9.8	24.0	9.1	8.3
Green Ext Time (p_c), s	0.7	2.6	0.0	0.2	0.0	6.5	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	352	116	108	174	195	173	789	177	212	533	55
Future Volume (veh/h)	104	352	116	108	174	195	173	789	177	212	533	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	113	383	126	117	189	212	188	858	192	230	579	60
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	524	216	189	639	263	233	1542	635	273	1628	671
Arrive On Green	0.08	0.15	0.15	0.12	0.18	0.18	0.29	0.87	0.87	0.33	0.92	0.92
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	113	383	126	117	189	212	188	858	192	230	579	60
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.7	12.4	6.9	8.2	5.5	16.7	12.8	7.3	1.7	15.7	2.3	0.4
Cycle Q Clear(g_c), s	7.7	12.4	6.9	8.2	5.5	16.7	12.8	7.3	1.7	15.7	2.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	524	216	189	639	263	233	1542	635	273	1628	671
V/C Ratio(X)	0.58	0.73	0.58	0.62	0.30	0.80	0.81	0.56	0.30	0.84	0.36	0.09
Avail Cap(c_a), veh/h	196	728	300	189	817	337	327	1542	635	354	1628	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.68	0.68	0.68	0.76	0.76	0.76	0.66	0.66	0.66	0.68	0.68	0.68
Uniform Delay (d), s/veh	48.8	48.8	24.4	50.5	42.6	47.1	41.3	4.8	1.7	38.5	2.7	2.6
Incr Delay (d2), s/veh	2.8	1.6	1.7	4.6	0.2	8.2	6.6	1.0	0.8	9.5	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.2	2.9	3.9	2.7	7.3	6.2	3.5	0.8	7.7	1.1	0.2
LnGrp Delay(d),s/veh	51.6	50.4	26.1	55.1	42.7	55.4	47.9	5.8	2.5	48.0	3.1	2.8
LnGrp LOS	D	D	C	E	D	E	D	A	A	D	A	A
Approach Vol, veh/h		622			518			1238			869	
Approach Delay, s/veh		45.7			50.7			11.7			15.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	56.3	17.9	21.8	21.1	59.2	14.0	25.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	17.7	9.3	10.2	14.4	14.8	4.3	9.7	18.7
Green Ext Time (p_c), s	0.4	8.6	0.2	1.4	0.3	9.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	570	419	161	136	335	159	153	1581	104	124	1174	406
Future Volume (veh/h)	570	419	161	136	335	159	153	1581	104	124	1174	406
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	620	455	175	148	364	173	166	1718	113	135	1276	441
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	795	328	250	632	260	150	2420	159	109	1668	687
Arrive On Green	0.13	0.22	0.22	0.08	0.18	0.18	0.09	0.50	0.50	0.07	0.47	0.47
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4876	320	1634	3539	1458
Grp Volume(v), veh/h	620	455	175	148	364	173	166	1194	637	135	1276	441
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1806	1634	1770	1458
Q Serve(g_s), s	15.0	13.7	12.7	5.4	11.3	13.3	11.0	32.8	32.9	8.0	35.8	27.5
Cycle Q Clear(g_c), s	15.0	13.7	12.7	5.4	11.3	13.3	11.0	32.8	32.9	8.0	35.8	27.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	396	795	328	250	632	260	150	1683	897	109	1668	687
V/C Ratio(X)	1.56	0.57	0.53	0.59	0.58	0.66	1.11	0.71	0.71	1.24	0.76	0.64
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1683	897	109	1668	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.72	0.72	0.72	0.84	0.84	0.84
Uniform Delay (d), s/veh	52.5	41.4	41.0	53.4	45.1	45.9	54.5	23.5	23.5	56.0	26.2	24.0
Incr Delay (d2), s/veh	263.6	0.5	1.1	2.2	0.8	2.9	94.5	1.9	3.5	157.1	2.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	6.8	5.2	2.4	5.6	5.6	8.9	15.7	17.1	8.4	18.0	11.8
LnGrp Delay(d),s/veh	316.1	41.9	42.0	55.6	46.0	48.8	149.0	25.3	27.0	213.1	29.1	27.9
LnGrp LOS	F	D	D	E	D	D	F	C	C	F	C	C
Approach Vol, veh/h		1250			685			1997			1852	
Approach Delay, s/veh		177.9			48.8			36.1			42.2	
Approach LOS		F			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.6	13.5	31.0	15.0	60.6	19.0	25.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	34.9	7.4	15.7	13.0	37.8	17.0	15.3
Green Ext Time (p_c), s	0.0	11.7	0.1	4.5	0.0	7.0	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	70.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	8	65	94	5	12	36	1291	35	24	1696	46
Future Volume (veh/h)	60	8	65	94	5	12	36	1291	35	24	1696	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	65	9	71	102	5	13	39	1403	38	26	1843	50
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	135	106	136	43	111	75	2388	984	59	3381	970
Arrive On Green	0.06	0.07	0.07	0.08	0.09	0.08	0.05	0.67	0.67	0.04	0.66	0.66
Sat Flow, veh/h	1634	1863	1458	1634	459	1193	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	65	9	71	102	0	18	39	1403	38	26	1843	50
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1652	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.7	0.5	4.8	7.3	0.0	1.2	2.8	25.6	0.5	1.9	22.9	1.4
Cycle Q Clear(g_c), s	4.7	0.5	4.8	7.3	0.0	1.2	2.8	25.6	0.5	1.9	22.9	1.4
Prop In Lane	1.00		1.00	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	135	106	136	0	153	75	2388	984	59	3381	970
V/C Ratio(X)	0.63	0.07	0.67	0.75	0.00	0.12	0.52	0.59	0.04	0.44	0.55	0.05
Avail Cap(c_a), veh/h	123	497	389	136	0	454	82	2388	984	82	3381	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	51.8	39.0	53.8	0.0	50.5	56.0	10.5	1.2	56.7	10.6	7.0
Incr Delay (d2), s/veh	7.4	0.2	7.1	20.3	0.0	0.3	5.5	1.1	0.1	5.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.3	2.1	4.1	0.0	0.6	1.4	12.8	0.2	0.9	10.8	0.6
LnGrp Delay(d),s/veh	62.2	52.0	46.1	74.1	0.0	50.8	61.5	11.6	1.3	61.8	11.2	7.1
LnGrp LOS	E	D	D	E		D	E	B	A	E	B	A
Approach Vol, veh/h		145			120			1480			1919	
Approach Delay, s/veh		53.7			70.6			12.6			11.8	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	85.0	14.0	12.7	9.5	83.8	11.6	15.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	27.6	9.3	6.8	4.8	24.9	6.7	3.2
Green Ext Time (p_c), s	0.0	20.0	0.0	0.2	0.0	21.6	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	130	976	139	142	1242
Future Volume (veh/h)	97	130	976	139	142	1242
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	105	141	1061	151	154	1350
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	208	186	2411	993	150	2853
Arrive On Green	0.13	0.13	0.68	0.68	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	105	141	1061	151	154	1350
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	7.2	11.2	16.4	4.4	11.0	0.0
Cycle Q Clear(g_c), s	7.2	11.2	16.4	4.4	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	208	186	2411	993	150	2853
V/C Ratio(X)	0.51	0.76	0.44	0.15	1.03	0.47
Avail Cap(c_a), veh/h	268	239	2411	993	150	2853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.67	0.67	1.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	48.8	50.6	8.7	6.8	49.0	0.0
Incr Delay (d2), s/veh	1.3	6.9	0.6	0.3	74.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.3	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.9	8.2	1.9	8.0	0.2
LnGrp Delay(d),s/veh	50.1	57.5	9.3	7.1	123.8	0.5
LnGrp LOS	D	E	A	A	F	A
Approach Vol, veh/h	246		1212			1504
Approach Delay, s/veh	54.3		9.0			13.1
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	85.7				100.7		19.3
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	18.4				2.0		13.2
Green Ext Time (p_c), s	0.0	20.8				22.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	84	113	56	83	144	104	1020	94	93	704	47
Future Volume (veh/h)	85	84	113	56	83	144	104	1020	94	93	704	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	92	91	123	61	90	157	113	1109	102	101	765	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	145	196	99	108	189	158	1689	155	145	1708	114
Arrive On Green	0.09	0.20	0.19	0.06	0.18	0.16	0.19	1.00	1.00	0.18	1.00	0.98
Sat Flow, veh/h	1634	719	972	1634	610	1065	1634	3278	301	1634	3368	224
Grp Volume(v), veh/h	92	0	214	61	0	247	113	598	613	101	402	414
Grp Sat Flow(s),veh/h/ln	1634	0	1691	1634	0	1675	1634	1770	1810	1634	1770	1823
Q Serve(g_s), s	6.5	0.0	13.9	4.4	0.0	17.1	7.8	0.0	0.1	7.0	0.0	0.1
Cycle Q Clear(g_c), s	6.5	0.0	13.9	4.4	0.0	17.1	7.8	0.0	0.1	7.0	0.0	0.1
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	140	0	342	99	0	297	158	912	932	145	898	925
V/C Ratio(X)	0.66	0.00	0.63	0.62	0.00	0.83	0.71	0.66	0.66	0.70	0.45	0.45
Avail Cap(c_a), veh/h	196	0	428	144	0	371	218	912	932	163	898	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	0.83	0.83	0.83	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.2	0.0	44.2	55.0	0.0	48.2	46.8	0.0	0.0	47.8	0.0	0.1
Incr Delay (d2), s/veh	4.9	0.0	1.8	6.1	0.0	12.3	5.5	3.1	3.0	9.6	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	6.7	2.2	0.0	8.9	3.8	0.8	0.8	3.5	0.4	0.4
LnGrp Delay(d),s/veh	58.1	0.0	46.0	61.1	0.0	60.5	52.3	3.1	3.0	57.4	1.5	1.5
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		306			308			1324			917	
Approach Delay, s/veh		49.6			60.7			7.2			7.6	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	65.8	11.3	28.2	15.6	64.9	14.3	25.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	19.1	2.1	6.4	15.9	9.8	2.1	8.5	19.1
Green Ext Time (p_c), s	0.0	10.8	0.0	0.9	0.1	10.7	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	53
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	85	4	318	0	154	772	0	0	0	1192	263
Future Vol, veh/h	0	0	0	0	0	85	4	318	0	154	772	0	0	0	1192	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	4	346	0	167	839	0	0	0	1296	286
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	22.3	58.9	57.9
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	96%	0%	0%	0%
Vol Thru, %	0%	100%	4%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	772	89	318	1192	263
LT Vol	154	0	85	0	0	0
Through Vol	0	772	4	0	1192	0
RT Vol	0	0	0	318	0	263
Lane Flow Rate	167	839	97	346	1296	286
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.365	1	0.225	0.691	1	0.521
Departure Headway (Hd)	7.854	7.353	8.374	7.199	7.262	6.561
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	503	427	498	518	552
Service Time	5.559	5.058	6.165	4.989	4.965	4.264
HCM Lane V/C Ratio	0.363	1.668	0.227	0.695	2.502	0.518
HCM Control Delay	15	67.6	13.6	24.7	67.1	16.2
HCM Lane LOS	B	F	B	C	F	C
HCM 95th-tile Q	1.6	13.5	0.9	5.3	13.6	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	503	135	393	239	840	0	0	986	178
Future Volume (veh/h)	0	0	0	503	135	393	239	840	0	0	986	178
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				547	147	427	260	913	0	0	1072	193
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1055	602	471	509	2131	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.21	0.80	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				547	147	427	260	913	0	0	1072	193
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.3	7.0	33.6	8.7	9.4	0.0	0.0	17.7	4.1
Cycle Q Clear(g_c), s				16.3	7.0	33.6	8.7	9.4	0.0	0.0	17.7	4.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1055	602	471	509	2131	0	0	1430	589
V/C Ratio(X)				0.52	0.24	0.91	0.51	0.43	0.00	0.00	0.75	0.33
Avail Cap(c_a), veh/h				1185	675	529	509	2131	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.66	0.66	0.66	0.87	0.87	0.00	0.00	0.87	0.87
Uniform Delay (d), s/veh				33.0	29.9	38.9	43.0	5.7	0.0	0.0	8.5	7.2
Incr Delay (d2), s/veh				0.3	0.1	13.1	0.8	0.6	0.0	0.0	3.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	3.6	15.2	3.9	4.6	0.0	0.0	8.7	1.8
LnGrp Delay(d),s/veh				33.3	30.0	51.9	43.8	6.2	0.0	0.0	11.7	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1121			1173			1265	
Approach Delay, s/veh					40.0			14.6			11.2	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.8			23.8	53.0		43.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.4			10.7	19.7		35.6
Green Ext Time (p_c), s		5.9			1.9	6.3		3.1

Intersection Summary		
HCM 2010 Ctrl Delay		21.4
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	384	498	327	315	1331	0	0	1269	336
Future Volume (veh/h)	0	0	0	384	498	327	315	1331	0	0	1269	336
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				417	541	355	342	1447	0	0	1379	365
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				417	541	355	342	1447	0	0	1379	365
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.5	16.0	28.6	25.0	0.0	0.0	0.0	43.5	22.7
Cycle Q Clear(g_c), s				13.5	16.0	28.6	25.0	0.0	0.0	0.0	43.5	22.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.51	0.59	0.94	1.00	0.61	0.00	0.00	0.90	0.58
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.66	0.66	0.00	0.00	0.46	0.46
Uniform Delay (d), s/veh				37.9	38.9	43.5	35.0	0.0	0.0	0.0	31.7	25.8
Incr Delay (d2), s/veh				0.5	1.0	31.1	40.8	0.8	0.0	0.0	4.5	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	7.9	14.8	15.0	0.3	0.0	0.0	22.0	9.4
LnGrp Delay(d),s/veh				38.4	39.9	74.7	75.8	0.8	0.0	0.0	36.2	27.6
LnGrp LOS				D	D	E	F	A			D	C
Approach Vol, veh/h					1313			1789			1744	
Approach Delay, s/veh					48.8			15.1			34.4	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	45.5		30.6
Green Ext Time (p_c), s		35.3			0.0	4.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		31.2
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1	209	0	0	0	0	481	69	626	452	0
Future Volume (veh/h)	266	1	209	0	0	0	0	481	69	626	452	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	289	1	227				0	523	75	680	491	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	328	1	271				0	668	523	499	1331	0
Arrive On Green	0.19	0.19	0.19				0.00	0.36	0.36	0.31	0.71	0.00
Sat Flow, veh/h	1768	6	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	290	0	227				0	523	75	680	491	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	14.3	0.0	13.5				0.0	22.5	3.1	27.5	9.2	0.0
Cycle Q Clear(g_c), s	14.3	0.0	13.5				0.0	22.5	3.1	27.5	9.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	329	0	271				0	668	523	499	1331	0
V/C Ratio(X)	0.88	0.00	0.84				0.00	0.78	0.14	1.36	0.37	0.00
Avail Cap(c_a), veh/h	355	0	292				0	668	523	499	1331	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	0.0	35.3				0.0	25.7	19.5	31.3	5.0	0.0
Incr Delay (d2), s/veh	20.7	0.0	18.0				0.0	8.9	0.6	175.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	6.8				0.0	13.1	1.3	36.7	4.9	0.0
LnGrp Delay(d),s/veh	56.4	0.0	53.4				0.0	34.6	20.1	206.7	5.8	0.0
LnGrp LOS	E		D					C	C	F	A	
Approach Vol, veh/h		517						598			1171	
Approach Delay, s/veh		55.1						32.8			122.5	
Approach LOS		E						C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.0	36.8		21.2		68.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	29.5	24.5		16.3		11.2		
Green Ext Time (p_c), s	0.0	2.5		0.4		4.6		

Intersection Summary	
HCM 2010 Ctrl Delay	83.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	146	274	0	0	0	0	915	494	459	1024	0
Future Volume (veh/h)	241	146	274	0	0	0	0	915	494	459	1024	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	262	159	298				0	995	537	499	1113	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	381	824	340				0	2453	703	586	2479	0
Arrive On Green	0.23	0.23	0.23				0.00	0.48	0.48	0.37	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	262	159	298				0	995	537	499	1113	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	17.6	4.3	23.6				0.0	15.1	36.2	17.4	0.0	0.0
Cycle Q Clear(g_c), s	17.6	4.3	23.6				0.0	15.1	36.2	17.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	381	824	340				0	2453	703	586	2479	0
V/C Ratio(X)	0.69	0.19	0.88				0.00	0.41	0.76	0.85	0.45	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2453	703	660	2479	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.70	0.70	0.00
Uniform Delay (d), s/veh	42.0	37.0	44.4				0.0	20.0	25.5	36.3	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.1	17.2				0.0	0.5	7.7	7.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	2.1	11.1				0.0	7.2	16.0	8.0	0.1	0.0
LnGrp Delay(d),s/veh	45.6	37.1	61.6				0.0	20.5	33.2	43.3	0.4	0.0
LnGrp LOS	D	D	E					C	C	D	A	
Approach Vol, veh/h		719						1532			1612	
Approach Delay, s/veh		50.3						24.9			13.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.2	61.9		32.0		88.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	19.4	38.2		25.6		2.0		
Green Ext Time (p_c), s	0.8	7.6		1.7		22.8		

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	547	283	0	0	0	0	1106	383	508	1323	0
Future Volume (veh/h)	361	547	283	0	0	0	0	1106	383	508	1323	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	392	595	308				0	1202	416	552	1438	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1822	751	645	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.51	0.51	0.41	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	392	595	308				0	1202	416	552	1438	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	13.9	19.8	21.8				0.0	29.9	23.2	19.0	0.0	0.0
Cycle Q Clear(g_c), s	13.9	19.8	21.8				0.0	29.9	23.2	19.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1822	751	645	2660	0
V/C Ratio(X)	0.68	0.93	1.16				0.00	0.66	0.55	0.86	0.54	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1822	751	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.74	0.74	0.74				0.00	1.00	1.00	0.48	0.48	0.00
Uniform Delay (d), s/veh	45.9	48.3	49.1				0.0	21.4	19.8	34.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	15.5	99.6				0.0	1.9	2.9	3.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.1	16.1				0.0	15.0	10.0	8.6	0.1	0.0
LnGrp Delay(d),s/veh	48.3	63.8	148.7				0.0	23.3	22.7	37.8	0.4	0.0
LnGrp LOS	D	E	F					C	C	D	A	
Approach Vol, veh/h		1295						1618			1990	
Approach Delay, s/veh		79.3						23.1			10.8	
Approach LOS		E						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	28.4	65.8		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	22.4	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	21.8	31.9		23.8		2.0		
Green Ext Time (p_c), s	1.4	16.2		0.0		33.0		

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	14	0	0	11
Future Vol, veh/h	0	0	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	15	0	0	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	988	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1065	-	-	1603	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	33	10	0	29	0	6
Future Vol, veh/h	33	10	0	29	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	11	0	32	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	73	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	931	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	931	1030
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1560	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	87	513	81	0	466
Future Vol, veh/h	0	87	513	81	0	466
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	558	88	0	507

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1109	602	0	0	646	0
Stage 1	602	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	232	500	-	-	939	-
Stage 1	547	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	232	500	-	-	939	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	939	-
HCM Lane V/C Ratio	-	-	0.189	-	-
HCM Control Delay (s)	-	-	13.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	892	754	182	0	126
Future Vol, veh/h	0	892	754	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	970	820	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1017	0	-	0	1888	918
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	970	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	682	-	-	-	77	329
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	77	329
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	682	-	-	-	329
HCM Lane V/C Ratio	-	-	-	-	0.416
HCM Control Delay (s)	0	-	-	-	23.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	75	63	251	25	28	167
Future Vol, veh/h	75	63	251	25	28	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	68	273	27	30	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	515	273	0	0	273	0
Stage 1	273	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	520	766	-	-	1290	-
Stage 1	773	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	508	766	-	-	1290	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	508	766	1290	-
HCM Lane V/C Ratio	-	-	0.16	0.089	0.024	-
HCM Control Delay (s)	-	-	13.4	10.2	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	54	44	212	22	21	187
Future Vol, veh/h	54	44	212	22	21	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	48	230	24	23	203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	479	230	0	0	230	0
Stage 1	230	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	545	809	-	-	1338	-
Stage 1	808	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	536	809	-	-	1338	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	536	809	1338	-
HCM Lane V/C Ratio	-	-	0.11	0.059	0.017	-
HCM Control Delay (s)	-	-	12.5	9.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	82	195	31	0	181
Future Vol, veh/h	0	82	195	31	0	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	89	212	34	0	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	409	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	828	-	-	1358	-
Stage 1	823	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	599	828	-	-	1358	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	828	1358	-
HCM Lane V/C Ratio	-	-	-	0.108	-	-
HCM Control Delay (s)	-	-	0	9.9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	152	172	17	37	39
Future Vol, veh/h	15	152	172	17	37	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	165	187	18	40	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	385	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	618	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	611	855
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1387	-	-	-	611	855
HCM Lane V/C Ratio	0.012	-	-	-	0.066	0.05
HCM Control Delay (s)	7.6	-	-	-	11.3	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	167	161	21	46	50
Future Vol, veh/h	19	167	161	21	46	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	182	175	23	50	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	175	0	-	0	398	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1401	-	-	-	607	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1401	-	-	-	598	868
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1401	-	-	-	598	868
HCM Lane V/C Ratio	0.015	-	-	-	0.084	0.063
HCM Control Delay (s)	7.6	-	-	-	11.6	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	16	184	172	12	31	37
Future Vol, veh/h	16	184	172	12	31	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	200	187	13	34	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	422	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	588	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	581	855
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1387	-	-	-	581	855
HCM Lane V/C Ratio	0.013	-	-	-	0.058	0.047
HCM Control Delay (s)	7.6	-	-	-	11.6	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1

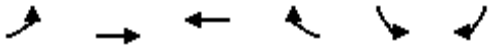
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	161	24	29	128	25	24
Future Vol, veh/h	161	24	29	128	25	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	26	32	139	27	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	377	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	625	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	611	868
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	611	868	-	-	1401	-
HCM Lane V/C Ratio	0.044	0.03	-	-	0.022	-
HCM Control Delay (s)	11.2	9.3	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	300	241	0	316	38
Future Volume (veh/h)	0	300	241	0	316	38
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	326	262	0	343	41
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	474	474	0	2428	1117
Arrive On Green	0.00	0.13	0.13	0.00	0.77	0.77
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	326	262	0	343	41
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	10.5	8.3	0.0	3.4	0.8
Cycle Q Clear(g_c), s	0.0	10.5	8.3	0.0	3.4	0.8
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	474	474	0	2428	1117
V/C Ratio(X)	0.00	0.69	0.55	0.00	0.14	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2428	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.6	48.6	0.0	3.7	3.4
Incr Delay (d2), s/veh	0.0	1.8	0.7	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	4.1	0.0	1.5	0.3
LnGrp Delay(d),s/veh	0.0	51.4	49.3	0.0	3.8	3.4
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		326	262		384	
Approach Delay, s/veh		51.4	49.3		3.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				22.1		97.9		22.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				12.5		5.4		10.3
Green Ext Time (p_c), s				3.5		1.3		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	577	0	0	537	282	44	0	276	0	0	0
Future Volume (veh/h)	45	577	0	0	537	282	44	0	276	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	49	627	0	0	584	307	48	0	300			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1262	0	0	990	408	1747	0	804			
Arrive On Green	0.03	0.36	0.00	0.00	0.28	0.28	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	49	627	0	0	584	307	48	0	300			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	3.9	18.0	0.0	0.0	18.5	25.0	0.9	0.0	15.1			
Cycle Q Clear(g_c), s	3.9	18.0	0.0	0.0	18.5	25.0	0.9	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1262	0	0	990	408	1747	0	804			
V/C Ratio(X)	0.97	0.50	0.00	0.00	0.59	0.75	0.03	0.00	0.37			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1747	0	804			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	0.53	0.53	1.00	0.00	1.00			
Uniform Delay (d), s/veh	62.9	32.7	0.0	0.0	40.4	42.7	13.3	0.0	16.5			
Incr Delay (d2), s/veh	112.4	0.3	0.0	0.0	0.3	1.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	8.8	0.0	0.0	9.1	10.2	0.4	0.0	6.1			
LnGrp Delay(d),s/veh	175.4	33.0	0.0	0.0	40.7	44.3	13.3	0.0	16.8			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		676			891			348				
Approach Delay, s/veh		43.3			41.9			16.3				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.6		52.4			10.0	42.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		17.1		20.0			5.9	27.0
Green Ext Time (p_c), s		0.0		10.0			0.0	9.4

Intersection Summary		
HCM 2010 Ctrl Delay		37.8
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	198	360	57	0	11	265	59	0	41	19	15	0	65	17	148
Future Vol, veh/h	0	198	360	57	0	11	265	59	0	41	19	15	0	65	17	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	215	391	62	0	12	288	64	0	45	21	16	0	71	18	161
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	15.2	14.1	12	13.1
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	68%	0%	100%	60%	0%	100%	4%
Vol Right, %	0%	44%	0%	0%	32%	0%	0%	40%	0%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	198	240	177	11	177	147	65	11	154
LT Vol	41	0	198	0	0	11	0	0	65	0	0
Through Vol	0	19	0	240	120	0	177	88	0	11	6
RT Vol	0	15	0	0	57	0	0	59	0	0	148
Lane Flow Rate	45	37	215	261	192	12	192	160	71	12	167
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.081	0.44	0.496	0.354	0.026	0.396	0.318	0.164	0.027	0.333
Departure Headway (Hd)	8.718	7.909	7.356	6.851	6.624	7.935	7.429	7.146	8.361	7.858	7.179
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	411	453	491	527	543	451	484	503	430	456	501
Service Time	6.469	5.66	5.094	4.588	4.361	5.679	5.173	4.889	6.105	5.601	4.922
HCM Lane V/C Ratio	0.109	0.082	0.438	0.495	0.354	0.027	0.397	0.318	0.165	0.026	0.333
HCM Control Delay	12.5	11.4	15.8	16.2	13	10.9	15	13.2	12.7	10.8	13.5
HCM Lane LOS	B	B	C	C	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	0.3	2.2	2.7	1.6	0.1	1.9	1.4	0.6	0.1	1.4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	975	738	84	0	96
Future Vol, veh/h	0	975	738	84	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1060	802	91	0	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	893	0	-	0	1908	848
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	759	-	-	-	75	361
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	759	-	-	-	75	361
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	333	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	759	-	-	-	361
HCM Lane V/C Ratio	-	-	-	-	0.289
HCM Control Delay (s)	0	-	-	-	19
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	111	12	445	98	11	330
Future Vol, veh/h	111	12	445	98	11	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	484	107	12	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	867	484	0	0	484	0
Stage 1	484	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	323	583	-	-	1079	-
Stage 1	620	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	583	-	-	1079	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	319	583	1079	-
HCM Lane V/C Ratio	-	-	0.378	0.022	0.011	-
HCM Control Delay (s)	-	-	23	11.3	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	16	41	0
Future Vol, veh/h	0	0	0	16	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	45	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	54	22	45	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	948	1050	1561	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1050	1561	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1561	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	14	0	0	11
Future Vol, veh/h	0	0	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	15	0	0	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	15	0	0	15	0
Stage 1	15	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	988	1065	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1065	-	-	1603	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	21	29	0	0	0
Future Vol, veh/h	0	21	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	32	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	32	32	-	0	32	0
Stage 1	0	0	-	-	-	-
Stage 2	32	32	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	982	861	-	-	1580	-
Stage 1	-	-	-	-	-	-
Stage 2	991	868	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	0	-	-	1580	-
Mov Cap-2 Maneuver	982	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	991	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1580	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	27	13	72	34	79	16	820	72	103	986	5
Future Volume (veh/h)	6	27	13	72	34	79	16	820	72	103	986	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	7	29	14	78	37	86	17	891	78	112	1072	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	548	550	265	622	231	536	30	1153	101	143	1513	7
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.02	0.35	0.35	0.09	0.42	0.41
Sat Flow, veh/h	1163	1188	574	1251	499	1159	1634	3293	288	1634	3613	17
Grp Volume(v), veh/h	7	0	43	78	0	123	17	479	490	112	525	552
Grp Sat Flow(s),veh/h/ln	1163	0	1762	1251	0	1658	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.4	0.0	1.6	4.4	0.0	5.2	1.2	28.9	28.9	8.1	29.4	29.4
Cycle Q Clear(g_c), s	5.6	0.0	1.6	6.0	0.0	5.2	1.2	28.9	28.9	8.1	29.4	29.4
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	548	0	815	622	0	767	30	620	634	143	741	779
V/C Ratio(X)	0.01	0.00	0.05	0.13	0.00	0.16	0.56	0.77	0.77	0.79	0.71	0.71
Avail Cap(c_a), veh/h	548	0	815	622	0	767	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	17.8	19.4	0.0	18.8	58.4	34.7	34.8	53.7	28.8	28.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.4	15.1	2.1	2.0	9.1	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	1.6	0.0	2.5	0.7	14.5	14.8	4.0	14.6	15.3
LnGrp Delay(d),s/veh	20.4	0.0	17.9	19.8	0.0	19.3	73.5	36.8	36.8	62.8	30.1	30.0
LnGrp LOS	C		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		50			201			986			1189	
Approach Delay, s/veh		18.3			19.5			37.5			33.1	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.5	46.0		59.5	6.2	54.3		59.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	10.1	30.9		7.6	3.2	31.4		8.0
Green Ext Time (p_c), s	0.2	10.6		0.6	0.0	10.9		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		33.5
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	9	42	258	29	18
Future Vol, veh/h	189	9	42	258	29	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	205	10	46	280	32	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	582	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1355	-	475	830
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1355	-	456	830
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	551	-	-	1355	-
HCM Lane V/C Ratio	0.093	-	-	0.034	-
HCM Control Delay (s)	12.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	40.4
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	157	50	0	308	242	14	0	67	22	327
Future Vol, veh/h	0	5	157	50	0	308	242	14	0	67	22	327
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	5	171	54	0	335	263	15	0	73	24	355
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	14.3	63.7	24.1
HCM LOS	B	F	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	416	212	550	14	29
LT Vol	67	5	308	0	3
Through Vol	22	157	242	0	23
RT Vol	327	50	0	14	3
Lane Flow Rate	452	230	598	15	32
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.74	0.421	1	0.025	0.066
Departure Headway (Hd)	6.004	6.57	6.831	5.832	7.58
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	606	551	532	615	473
Service Time	4.004	4.575	4.555	3.556	5.621
HCM Lane V/C Ratio	0.746	0.417	1.124	0.024	0.068
HCM Control Delay	24.1	14.3	65.1	8.7	11.2
HCM Lane LOS	C	B	F	A	B
HCM 95th-tile Q	6.4	2.1	14	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	23	3
Future Vol, veh/h	0	3	23	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	25	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.2
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	215	309	382	43	47	151
Future Vol, veh/h	215	309	382	43	47	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	336	415	47	51	164

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	462	0	-	0	1242	439
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1099	-	-	-	193	618
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	142	618
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	325	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1099	-	-	-	344
HCM Lane V/C Ratio	0.213	-	-	-	0.626
HCM Control Delay (s)	9.2	0	-	-	31.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.8	-	-	-	4

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	0	17	7	104	0	648	8	88	992	3
Future Vol, veh/h	0	13	0	17	7	104	0	648	8	88	992	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	0	18	8	113	0	704	9	96	1078	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1627	1984	541	1446	1982	357	1082	0	0	713	0	0
Stage 1	1271	1271	-	709	709	-	-	-	-	-	-	-
Stage 2	356	713	-	737	1273	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	68	61	485	92	61	639	640	-	-	883	-	-
Stage 1	178	237	-	391	435	-	-	-	-	-	-	-
Stage 2	634	434	-	376	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	54	485	68	54	639	640	-	-	883	-	-
Mov Cap-2 Maneuver	46	54	-	68	54	-	-	-	-	-	-	-
Stage 1	178	211	-	391	435	-	-	-	-	-	-	-
Stage 2	513	434	-	313	211	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	40	0	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	640	-	-	54	236	883	-	-
HCM Lane V/C Ratio	-	-	-	0.262	0.59	0.108	-	-
HCM Control Delay (s)	0	-	-	93.8	40	9.6	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	3.4	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	136	4	1	120	2	0
Future Vol, veh/h	136	4	1	120	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	4	1	130	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	283	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1429	-	707	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	706	896
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	1429	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	99	0	0	126	0	0
Future Vol, veh/h	99	0	0	126	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	108	0	0	137	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	245	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1483	-	743	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	743	946
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	890	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1483	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	84	40	47	126	12	30	38	12	2	45	3
Future Vol, veh/h	4	84	40	47	126	12	30	38	12	2	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	91	43	51	137	13	33	41	13	2	49	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	135	0	0	394	374	113	395	389	143
Stage 1	-	-	-	-	-	-	122	122	-	246	246	-
Stage 2	-	-	-	-	-	-	272	252	-	149	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1431	-	-	1449	-	-	566	557	940	565	546	905
Stage 1	-	-	-	-	-	-	882	795	-	758	703	-
Stage 2	-	-	-	-	-	-	734	698	-	854	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1449	-	-	508	534	940	508	524	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	534	-	508	524	-
Stage 1	-	-	-	-	-	-	879	793	-	756	676	-
Stage 2	-	-	-	-	-	-	653	671	-	796	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	12.6	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	560	1431	-	-	1449	-	-	537
HCM Lane V/C Ratio	0.155	0.003	-	-	0.035	-	-	0.101
HCM Control Delay (s)	12.6	7.5	0	-	7.6	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	85	4	14	159	8	22
Future Vol, veh/h	85	4	14	159	8	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	4	15	173	9	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	298	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	693	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	685	962
Mov Cap-2 Maneuver	-	-	-	-	685	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1496	-
HCM Lane V/C Ratio	0.038	-	-	0.01	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	80	4	1	131	16	2
Future Vol, veh/h	80	4	1	131	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	4	1	142	17	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	234	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	754	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	753	969
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	772	-	-	1504	-
HCM Lane V/C Ratio	0.025	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	102	0	12	171	1	16
Future Vol, veh/h	102	0	12	171	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	0	13	186	1	17

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	120	111	204	111
Stage 1	-	-	0	0	111	-
Stage 2	-	-	120	111	93	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	876	779	784	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	905	804	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	876	0	784	942
Mov Cap-2 Maneuver	-	-	876	0	784	-
Stage 1	-	-	-	0	914	-
Stage 2	-	-	905	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.3	8.9
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	931	-	-	876
HCM Lane V/C Ratio	0.02	-	-	0.227
HCM Control Delay (s)	8.9	-	-	10.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	109	30	92	125	82	114
Future Vol, veh/h	109	30	92	125	82	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	33	100	136	89	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	471	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	551	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	509	914
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	1430	-
HCM Lane V/C Ratio	0.311	-	-	0.07	-
HCM Control Delay (s)	12.6	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	48	101	124	335	251	99
Future Vol, veh/h	48	101	124	335	251	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	110	135	364	273	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	961	327	380	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	714	1178	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	714	1178	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	2.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	440	-	-
HCM Lane V/C Ratio	0.114	-	0.368	-	-
HCM Control Delay (s)	8.4	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.7	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	21	2	64	8	2	97
Future Vol, veh/h	21	2	64	8	2	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	2	70	9	2	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	184	74	0	0	78	0
Stage 1	74	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	805	988	-	-	1520	-
Stage 1	949	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	988	-	-	1520	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	817	1520	-
HCM Lane V/C Ratio	-	-	0.031	0.001	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	39	33	38
Demand Flow Rate, veh/h	41	39	33	38
Vehicles Circulating, veh/h	47	30	37	35
Vehicles Exiting, veh/h	26	40	51	34
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.6	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	39	33	38
Cap Entry Lane, veh/h	1078	1097	1089	1091
Entry HV Adj Factor	0.994	0.993	0.993	0.990
Flow Entry, veh/h	41	39	33	38
Cap Entry, veh/h	1071	1089	1081	1079
V/C Ratio	0.038	0.036	0.030	0.035
Control Delay, s/veh	3.7	3.6	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	23	17	8
Demand Flow Rate, veh/h	57	23	17	8
Vehicles Circulating, veh/h	4	33	40	31
Vehicles Exiting, veh/h	35	24	21	25
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.5	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	57	23	17	8
Cap Entry Lane, veh/h	1125	1093	1086	1095
Entry HV Adj Factor	0.992	0.982	0.992	0.993
Flow Entry, veh/h	57	23	17	8
Cap Entry, veh/h	1116	1073	1076	1087
V/C Ratio	0.051	0.021	0.016	0.007
Control Delay, s/veh	3.7	3.5	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	38	27	33
Demand Flow Rate, veh/h	41	38	27	33
Vehicles Circulating, veh/h	54	15	45	40
Vehicles Exiting, veh/h	19	57	50	13
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	38	27	33
Cap Entry Lane, veh/h	1071	1113	1080	1086
Entry HV Adj Factor	0.985	0.993	0.994	0.988
Flow Entry, veh/h	40	38	27	33
Cap Entry, veh/h	1054	1104	1073	1071
V/C Ratio	0.038	0.034	0.025	0.030
Control Delay, s/veh	3.7	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	59	35	190	101	3
Future Vol, veh/h	7	59	35	190	101	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	64	38	207	110	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	57	113	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	677	997	1474	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	997	1474	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	945	-	-
HCM Lane V/C Ratio	0.026	-	0.076	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	64	98	376	44	47	268
Future Vol, veh/h	64	98	376	44	47	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	107	409	48	51	291

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	802	409	0	0	409	0
Stage 1	409	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	353	642	-	-	1150	-
Stage 1	671	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	642	-	-	1150	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	334	642	1150	-
HCM Lane V/C Ratio	-	-	0.208	0.166	0.044	-
HCM Control Delay (s)	-	-	18.6	11.7	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.6	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	18	4	70	10	4	110
Future Vol, veh/h	18	4	70	10	4	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	76	11	4	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	210	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	778	978	-	-	1509	-
Stage 1	941	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	776	978	-	-	1509	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	806	1509	-
HCM Lane V/C Ratio	-	-	0.03	0.003	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	36	0	0	0	31	2	0	0	6	0
Future Vol, veh/h	0	2	36	0	0	0	31	2	0	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	39	0	0	0	34	2	0	0	7	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.2	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	0%	13%
Vol Thru, %	100%	95%	94%	43%
Vol Right, %	0%	0%	6%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	38	33	23
LT Vol	0	2	0	3
Through Vol	6	36	31	10
RT Vol	0	0	2	10
Lane Flow Rate	7	41	36	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.046	0.04	0.027
Departure Headway (Hd)	4.087	4.026	3.984	3.839
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	891	900	930
Service Time	2.125	2.045	2.003	1.872
HCM Lane V/C Ratio	0.008	0.046	0.04	0.027
HCM Control Delay	7.2	7.2	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	10	10
Future Vol, veh/h	0	3	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	11	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	65	133	89
Demand Flow Rate, veh/h	47	66	136	91
Vehicles Circulating, veh/h	141	80	40	87
Vehicles Exiting, veh/h	37	96	148	59
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.2	4.1	4.5	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	66	136	91
Cap Entry Lane, veh/h	981	1043	1086	1036
Entry HV Adj Factor	0.976	0.985	0.979	0.977
Flow Entry, veh/h	46	65	133	89
Cap Entry, veh/h	957	1027	1062	1011
V/C Ratio	0.048	0.063	0.125	0.088
Control Delay, s/veh	4.2	4.1	4.5	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	48	66	1	7	22
Future Vol, veh/h	15	48	66	1	7	22
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	52	72	1	8	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	162	82
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	829	978
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	813	970
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	927
HCM Lane V/C Ratio	0.011	-	-	-	0.034
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	18	59	0	31	17	16	0	49	161	60
Future Vol, veh/h	0	5	18	59	0	31	17	16	0	49	161	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	20	64	0	34	18	17	0	53	175	65
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.9	9.1	9.1
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	47%	0%	23%	0%	52%	0%	100%	94%
Vol Right, %	0%	0%	53%	0%	77%	0%	48%	0%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	107	114	5	77	31	33	16	92	49
LT Vol	49	0	0	5	0	31	0	16	0	0
Through Vol	0	107	54	0	18	0	17	0	92	46
RT Vol	0	0	60	0	59	0	16	0	0	3
Lane Flow Rate	53	117	124	5	84	34	36	17	100	53
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.087	0.174	0.172	0.01	0.124	0.06	0.055	0.029	0.155	0.082
Departure Headway (Hd)	5.878	5.376	5.005	6.381	5.345	6.407	5.568	6.09	5.588	5.544
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	663	712	557	665	555	637	584	637	641
Service Time	3.646	3.143	2.772	4.165	3.128	4.196	3.357	3.868	3.365	3.322
HCM Lane V/C Ratio	0.087	0.176	0.174	0.009	0.126	0.061	0.057	0.029	0.157	0.083
HCM Control Delay	9.2	9.3	8.8	9.2	8.9	9.6	8.7	9.1	9.4	8.8
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.6	0	0.4	0.2	0.2	0.1	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	16	138	3
Future Vol, veh/h	0	16	138	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	150	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	372	0	0	0	370	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	372	0	0	0	370	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	404	0	0	0	402	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.8	12.8
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	372	0	0	0	0	370	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	372	0	0	0	0	370	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	404	0	0	0	0	402	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.531	0	0	0	0	0.528	0
Departure Headway (Hd)	4.726	4.726	4.726	6.421	6.421	4.727	4.727	4.727
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	752	0	0	0	0	752	0
Service Time	2.518	2.518	2.518	4.121	4.121	2.52	2.52	2.52
HCM Lane V/C Ratio	0	0.537	0	0	0	0	0.535	0
HCM Control Delay	7.5	12.8	7.5	9.1	9.1	7.5	12.8	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3.2	0	0	0	0	3.1	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	14	17	80	11	4	13	69	94	5	106	11
Future Vol, veh/h	9	14	17	80	11	4	13	69	94	5	106	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	15	18	87	12	4	14	75	102	5	115	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	235	229	115	237	229	75	115	0	0	75	0	0
Stage 1	126	126	-	103	103	-	-	-	-	-	-	-
Stage 2	109	103	-	134	126	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	720	671	937	717	671	986	1474	-	-	1524	-	-
Stage 1	878	792	-	903	810	-	-	-	-	-	-	-
Stage 2	896	810	-	869	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	700	662	937	684	662	986	1474	-	-	1524	-	-
Mov Cap-2 Maneuver	700	662	-	684	662	-	-	-	-	-	-	-
Stage 1	870	789	-	894	802	-	-	-	-	-	-	-
Stage 2	870	802	-	833	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.8	0.6	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	700	662	937	684	662	986	1524	-	-
HCM Lane V/C Ratio	0.01	-	-	0.014	0.023	0.02	0.127	0.018	0.004	0.004	-	-
HCM Control Delay (s)	7.5	-	-	10.2	10.6	8.9	11	10.5	8.7	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.4	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	2	0	0	2	2	0	0	9	0
Future Vol, veh/h	0	4	0	2	0	0	2	2	0	0	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	2	0	0	2	2	0	0	10	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	67%	0%	30%
Vol Thru, %	100%	0%	50%	45%
Vol Right, %	0%	33%	50%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	6	4	20
LT Vol	0	4	0	6
Through Vol	9	0	2	9
RT Vol	0	2	2	5
Lane Flow Rate	10	7	4	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.011	0.007	0.004	0.023
Departure Headway (Hd)	3.969	3.925	3.694	3.871
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	914	971	929
Service Time	1.975	1.937	1.706	1.875
HCM Lane V/C Ratio	0.011	0.008	0.004	0.024
HCM Control Delay	7	7	6.7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	6	9	5
Future Vol, veh/h	0	6	9	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	10	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	120	112	70	106
Demand Flow Rate, veh/h	122	115	71	108
Vehicles Circulating, veh/h	92	134	180	29
Vehicles Exiting, veh/h	45	117	34	220
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.8	4.6	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	122	115	71	108
Cap Entry Lane, veh/h	1031	988	944	1098
Entry HV Adj Factor	0.983	0.978	0.981	0.986
Flow Entry, veh/h	120	112	70	106
Cap Entry, veh/h	1014	967	926	1082
V/C Ratio	0.118	0.116	0.075	0.098
Control Delay, s/veh	4.6	4.8	4.6	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	67	134	56	0
Demand Flow Rate, veh/h	68	136	57	0
Vehicles Circulating, veh/h	14	49	50	185
Vehicles Exiting, veh/h	171	58	32	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	4.5	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	68	136	57	0
Cap Entry Lane, veh/h	1114	1076	1075	939
Entry HV Adj Factor	0.986	0.982	0.982	1.000
Flow Entry, veh/h	67	134	56	0
Cap Entry, veh/h	1097	1056	1055	938
V/C Ratio	0.061	0.126	0.053	0.000
Control Delay, s/veh	3.8	4.5	3.9	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	63	137	269	224	7
Future Vol, veh/h	6	63	137	269	224	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	68	149	292	243	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	691	126	251	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	378	901	1311	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	327	901	1311	-	-	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1311	-	782	-	-
HCM Lane V/C Ratio	0.114	-	0.096	-	-
HCM Control Delay (s)	8.1	0.3	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	700	137	96	882	17	120	0	44	8	5	36
Future Volume (veh/h)	244	700	137	96	882	17	120	0	44	8	5	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	265	761	149	104	959	18	130	0	48	9	5	39
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	936	386	252	1073	20	494	0	182	15	8	66
Arrive On Green	0.12	0.26	0.26	0.15	0.30	0.29	0.39	0.00	0.39	0.05	0.05	0.05
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1255	0	463	278	154	1204
Grp Volume(v), veh/h	265	761	149	104	478	499	178	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1718	0	0	1636	0	0
Q Serve(g_s), s	14.0	24.2	10.0	6.9	31.0	31.0	8.4	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	24.2	10.0	6.9	31.0	31.0	8.4	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.73		0.27	0.17		0.74
Lane Grp Cap(c), veh/h	191	936	386	252	534	559	676	0	0	89	0	0
V/C Ratio(X)	1.39	0.81	0.39	0.41	0.89	0.89	0.26	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	252	560	586	676	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	41.3	36.1	45.9	40.1	40.1	24.7	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	202.1	2.6	0.6	0.7	10.8	10.4	0.9	0.0	0.0	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	12.2	4.1	3.2	16.7	17.4	4.2	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	255.1	43.9	36.7	46.5	50.8	50.5	25.6	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		1175			1081			178			53	
Approach Delay, s/veh		90.7			50.3			25.6			61.8	
Approach LOS		F			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		51.2	22.5	35.7		10.5	18.0	40.2
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		10.4	8.9	26.2		5.8	16.0	33.0
Green Ext Time (p_c), s		0.3	0.0	3.6		0.1	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	67.8
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	720	68	13	748	9	101	5	9	4	2	52
Future Volume (veh/h)	39	720	68	13	748	9	101	5	9	4	2	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	42	783	74	14	813	10	110	5	10	4	2	57
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	983	93	48	976	12	744	292	585	16	4	123
Arrive On Green	0.06	0.30	0.28	0.03	0.27	0.26	0.46	0.53	0.52	0.01	0.08	0.08
Sat Flow, veh/h	1774	3266	309	1634	3580	44	1634	554	1109	1774	53	1508
Grp Volume(v), veh/h	42	424	433	14	402	421	110	0	15	4	0	59
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1663	1774	0	1561
Q Serve(g_s), s	2.7	26.4	26.5	1.0	25.6	25.7	4.7	0.0	0.5	0.3	0.0	4.3
Cycle Q Clear(g_c), s	2.7	26.4	26.5	1.0	25.6	25.7	4.7	0.0	0.5	0.3	0.0	4.3
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.67	1.00		0.97
Lane Grp Cap(c), veh/h	102	532	543	48	482	505	744	0	877	16	0	127
V/C Ratio(X)	0.41	0.80	0.80	0.29	0.83	0.83	0.15	0.00	0.02	0.25	0.00	0.46
Avail Cap(c_a), veh/h	177	900	918	82	811	850	744	0	877	136	0	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	38.6	38.7	57.0	41.1	41.1	19.1	0.0	13.6	59.0	0.0	52.9
Incr Delay (d2), s/veh	1.5	1.6	1.6	3.4	3.8	3.7	0.1	0.0	0.0	7.6	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.2	13.5	0.5	13.0	13.6	2.2	0.0	0.2	0.2	0.0	2.3
LnGrp Delay(d),s/veh	56.1	40.2	40.3	60.4	44.9	44.8	19.2	0.0	13.6	66.7	0.0	64.5
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		899			837			125			63	
Approach Delay, s/veh		41.0			45.1			18.5			64.7	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	67.3	7.5	40.1	58.6	13.8	10.9	36.7
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.5	3.0	28.5	6.7	6.3	4.7	27.7
Green Ext Time (p_c), s	0.0	0.4	0.0	3.5	0.1	0.1	1.8	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	517	46	35	644	66	89
Future Vol, veh/h	517	46	35	644	66	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	50	38	700	72	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	612	0	1013	306
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	963	-	235	690
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	963	-	226	690
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	22.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	368	-	-	963	-
HCM Lane V/C Ratio	0.458	-	-	0.04	-
HCM Control Delay (s)	22.8	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	540	7	18	702	6	13
Future Vol, veh/h	540	7	18	702	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	587	8	20	763	7	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	595	0	1012	297
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	977	-	236	699
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	977	-	231	699
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	977	-
HCM Lane V/C Ratio	0.028	-	-	0.02	-
HCM Control Delay (s)	10.1	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	212	109	86	362	46	62	353	50	32	525	207
Future Volume (veh/h)	226	212	109	86	362	46	62	353	50	32	525	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	246	230	118	93	393	50	67	384	54	35	571	225
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	983	405	337	1032	425	119	1027	423	79	660	259
Arrive On Green	0.19	0.28	0.28	0.21	0.29	0.29	0.07	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2484	976
Grp Volume(v), veh/h	246	230	118	93	393	50	67	384	54	35	406	390
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	12.9	4.5	4.1	4.3	8.0	2.3	3.6	7.8	1.3	1.9	19.7	19.8
Cycle Q Clear(g_c), s	12.9	4.5	4.1	4.3	8.0	2.3	3.6	7.8	1.3	1.9	19.7	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	314	983	405	337	1032	425	119	1027	423	79	470	449
V/C Ratio(X)	0.78	0.23	0.29	0.28	0.38	0.12	0.56	0.37	0.13	0.44	0.86	0.87
Avail Cap(c_a), veh/h	436	983	405	337	1032	425	163	1027	423	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	25.1	13.0	30.1	25.4	23.4	40.4	25.4	6.4	41.7	31.5	32.1
Incr Delay (d2), s/veh	6.1	0.6	1.8	0.4	1.1	0.6	3.8	0.2	0.1	3.9	15.3	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.3	1.9	2.0	4.0	1.0	1.7	3.8	0.5	0.9	11.6	11.2
LnGrp Delay(d),s/veh	40.7	25.7	14.9	30.5	26.5	24.0	44.1	25.6	6.5	45.6	46.8	48.3
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		594			536			505			831	
Approach Delay, s/veh		29.7			26.9			26.1			47.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	30.1	22.6	29.0	10.5	27.9	21.3	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.9	9.8	6.3	6.5	5.6	21.8	14.9	10.0
Green Ext Time (p_c), s	0.0	4.1	1.4	1.2	0.0	0.1	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	353	31	15	602	0	7	1	5	4	0	0
Future Vol, veh/h	0	353	31	15	602	0	7	1	5	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	384	34	16	654	0	8	1	5	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	0	384	0	0	1071	1071	384	1074	1071	654
Stage 1	-	-	-	-	-	-	384	384	-	687	687	-
Stage 2	-	-	-	-	-	-	687	687	-	387	384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	933	-	-	1174	-	-	198	221	664	198	221	467
Stage 1	-	-	-	-	-	-	639	611	-	437	447	-
Stage 2	-	-	-	-	-	-	437	447	-	637	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	933	-	-	1174	-	-	195	216	664	192	216	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	216	-	192	216	-
Stage 1	-	-	-	-	-	-	639	611	-	437	438	-
Stage 2	-	-	-	-	-	-	428	438	-	631	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	19	24.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	933	-	-	1174	-	-	192
HCM Lane V/C Ratio	0.052	-	-	-	0.014	-	-	0.023
HCM Control Delay (s)	19	0	-	-	8.1	0	-	24.2
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	0	1	36	0	0	0	1	0	0	0
Future Vol, veh/h	0	20	0	1	36	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	0	1	39	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	22	0	0	63	63	22	63	63	39
Stage 1	-	-	-	-	-	-	22	22	-	41	41	-
Stage 2	-	-	-	-	-	-	41	41	-	22	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1593	-	-	932	828	1055	932	828	1033
Stage 1	-	-	-	-	-	-	996	877	-	974	861	-
Stage 2	-	-	-	-	-	-	974	861	-	996	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1593	-	-	931	827	1055	930	827	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	827	-	930	827	-
Stage 1	-	-	-	-	-	-	996	877	-	974	860	-
Stage 2	-	-	-	-	-	-	973	860	-	995	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1055	1571	-	-	1593	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	43.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	19	235	90	0	165	546	57	0	115	101	58
Future Vol, veh/h	0	19	235	90	0	165	546	57	0	115	101	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	255	98	0	179	593	62	0	125	110	63
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	27.8	66.2	18.9
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	0%	6%	21%	10%
Vol Thru, %	47%	0%	68%	71%	84%
Vol Right, %	0%	100%	26%	7%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	58	344	768	191
LT Vol	115	0	19	165	20
Through Vol	101	0	235	546	160
RT Vol	0	58	90	57	11
Lane Flow Rate	235	63	374	835	208
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.55	0.129	0.74	1	0.469
Departure Headway (Hd)	8.431	7.497	7.122	6.963	8.126
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	430	481	509	526	444
Service Time	6.163	5.197	5.154	5.012	6.164
HCM Lane V/C Ratio	0.547	0.131	0.735	1.587	0.468
HCM Control Delay	21	11.3	27.8	66.2	18.2
HCM Lane LOS	C	B	D	F	C
HCM 95th-tile Q	3.2	0.4	6.2	13.9	2.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	160	11
Future Vol, veh/h	0	20	160	11
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	174	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.2
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	263	13	10	244	91	5	6	3	74	7	44
Future Vol, veh/h	50	263	13	10	244	91	5	6	3	74	7	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	286	14	11	265	99	5	7	3	80	8	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	364	0	0	300	0	0	766	788	293	743	745	315
Stage 1	-	-	-	-	-	-	402	402	-	336	336	-
Stage 2	-	-	-	-	-	-	364	386	-	407	409	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1195	-	-	1261	-	-	320	323	746	331	342	725
Stage 1	-	-	-	-	-	-	625	600	-	678	642	-
Stage 2	-	-	-	-	-	-	655	610	-	621	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1195	-	-	1261	-	-	279	302	746	308	320	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	302	-	308	320	-
Stage 1	-	-	-	-	-	-	591	568	-	641	635	-
Stage 2	-	-	-	-	-	-	598	603	-	578	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	16.3	19.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	1195	-	-	1261	-	-	387
HCM Lane V/C Ratio	0.045	0.045	-	-	0.009	-	-	0.351
HCM Control Delay (s)	16.3	8.2	0	-	7.9	0	-	19.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.5

Intersection	
Int Delay, s/veh	38

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	208	65	472	274	75	30	5	16	44	13	9
Future Vol, veh/h	3	208	65	472	274	75	30	5	16	44	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	226	71	513	298	82	33	5	17	48	14	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	379	0	0	297	0	0	1645	1673	261	1644	1668	339
Stage 1	-	-	-	-	-	-	268	268	-	1365	1365	-
Stage 2	-	-	-	-	-	-	1377	1405	-	279	303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1179	-	-	1264	-	-	79	96	778	80	96	703
Stage 1	-	-	-	-	-	-	738	687	-	182	215	-
Stage 2	-	-	-	-	-	-	179	206	-	728	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1264	-	-	36	46	778	~ 42	46	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	46	-	~ 42	46	-
Stage 1	-	-	-	-	-	-	736	685	-	181	103	-
Stage 2	-	-	-	-	-	-	73	99	-	704	662	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	5.6	262.4	$ 426.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	1179	-	-	1264	-	-	49
HCM Lane V/C Ratio	1.046	0.003	-	-	0.406	-	-	1.464
HCM Control Delay (s)	262.4	8.1	0	-	9.8	0	-	$ 426.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.7	0	-	-	2	-	-	6.8

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

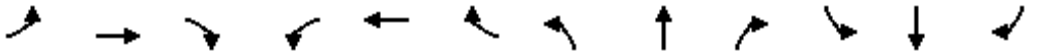
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	248	799	47	0	16
Future Vol, veh/h	5	248	799	47	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	270	868	51	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	920	0	-	0	1174	894
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	742	-	-	-	212	340
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	742	-	-	-	210	340
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	742	-	-	-	340
HCM Lane V/C Ratio	0.007	-	-	-	0.051
HCM Control Delay (s)	9.9	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	309	113	231	677	174	203	185	104	113	221	68
Future Volume (veh/h)	59	309	113	231	677	174	203	185	104	113	221	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	64	336	123	251	736	189	221	201	113	123	240	74
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	408	317	424	798	623	177	1138	465	109	991	405
Arrive On Green	0.05	0.22	0.22	0.26	0.43	0.43	0.04	0.11	0.11	0.07	0.28	0.28
Sat Flow, veh/h	1634	1863	1448	1634	1863	1453	1634	3539	1447	1634	3539	1445
Grp Volume(v), veh/h	64	336	123	251	736	189	221	201	113	123	240	74
Grp Sat Flow(s),veh/h/ln	1634	1863	1448	1634	1863	1453	1634	1770	1447	1634	1770	1445
Q Serve(g_s), s	4.6	20.6	6.4	16.1	44.8	10.3	13.0	6.2	4.0	8.0	6.3	4.7
Cycle Q Clear(g_c), s	4.6	20.6	6.4	16.1	44.8	10.3	13.0	6.2	4.0	8.0	6.3	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	408	317	424	798	623	177	1138	465	109	991	405
V/C Ratio(X)	0.78	0.82	0.39	0.59	0.92	0.30	1.25	0.18	0.24	1.13	0.24	0.18
Avail Cap(c_a), veh/h	82	761	591	424	885	690	177	1138	465	109	991	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	44.7	21.5	38.9	32.4	22.5	57.9	39.2	8.9	56.0	33.4	32.8
Incr Delay (d2), s/veh	37.9	4.2	0.8	2.2	14.1	0.3	148.3	0.3	1.2	125.2	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	11.1	2.6	7.5	26.0	4.2	13.2	3.1	1.8	7.4	3.1	2.0
LnGrp Delay(d),s/veh	94.2	48.9	22.3	41.1	46.5	22.8	206.1	39.5	10.1	181.2	33.9	33.8
LnGrp LOS	F	D	C	D	D	C	F	D	B	F	C	C
Approach Vol, veh/h		523			1176			535			437	
Approach Delay, s/veh		48.2			41.5			102.1			75.4	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	42.6	35.1	30.3	17.0	37.6	10.0	55.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	8.2	18.1	22.6	15.0	8.3	6.6	46.8
Green Ext Time (p_c), s	0.0	2.5	0.0	1.6	0.0	2.3	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	60.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	557	56	27	1049	65	21
Future Vol, veh/h	557	56	27	1049	65	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	605	61	29	1140	71	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	666	0	1835	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	1199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	923	-	83	478
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	286	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	923	-	76	478
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	261	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	164.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	96	-	-	923	-
HCM Lane V/C Ratio	0.974	-	-	0.032	-
HCM Control Delay (s)	164.9	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	5.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	378	149	295	728	63	122	392	93	41	488	185
Future Volume (veh/h)	131	378	149	295	728	63	122	392	93	41	488	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	142	411	162	321	791	68	133	426	101	45	530	201
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	888	366	434	954	393	136	1218	286	83	994	376
Arrive On Green	0.12	0.25	0.25	0.14	0.27	0.27	0.17	0.86	0.82	0.05	0.40	0.38
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2845	669	1634	2515	950
Grp Volume(v), veh/h	142	411	162	321	791	68	133	264	263	45	372	359
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1745	1634	1770	1695
Q Serve(g_s), s	10.1	11.8	11.2	11.7	25.2	4.3	9.7	3.7	4.0	3.2	19.3	19.6
Cycle Q Clear(g_c), s	10.1	11.8	11.2	11.7	25.2	4.3	9.7	3.7	4.0	3.2	19.3	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	194	888	366	434	954	393	136	758	747	83	700	670
V/C Ratio(X)	0.73	0.46	0.44	0.74	0.83	0.17	0.98	0.35	0.35	0.54	0.53	0.54
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	758	747	136	700	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	38.1	37.9	49.7	41.2	33.6	49.9	5.2	5.7	55.6	27.8	28.3
Incr Delay (d2), s/veh	5.3	0.4	0.8	2.6	4.7	0.2	65.2	1.1	1.2	5.5	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.8	4.6	5.3	12.9	1.8	6.8	1.8	2.1	1.6	10.0	9.7
LnGrp Delay(d),s/veh	56.4	38.5	38.7	52.3	45.9	33.8	115.1	6.3	6.8	61.1	30.7	31.3
LnGrp LOS	E	D	D	D	D	C	F	A	A	E	C	C
Approach Vol, veh/h		715			1180			660			776	
Approach Delay, s/veh		42.1			47.0			28.4			32.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	55.4	20.4	34.1	14.0	51.4	18.2	36.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	5.2	6.0	13.7	13.8	11.7	21.6	12.1	27.2
Green Ext Time (p_c), s	0.0	5.1	0.8	6.2	0.0	4.0	0.3	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	301	113	133	351	54	101	340	50	75	324	54
Future Volume (veh/h)	102	301	113	133	351	54	101	340	50	75	324	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	111	327	123	145	382	59	110	370	54	82	352	59
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	470	194	222	599	247	1455	1940	799	158	493	203
Arrive On Green	0.10	0.13	0.13	0.14	0.17	0.17	0.46	0.55	0.55	0.05	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	111	327	123	145	382	59	110	370	54	82	352	59
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	7.9	10.6	9.6	10.1	12.1	4.2	2.3	6.3	1.0	3.0	11.4	3.3
Cycle Q Clear(g_c), s	7.9	10.6	9.6	10.1	12.1	4.2	2.3	6.3	1.0	3.0	11.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	470	194	222	599	247	1455	1940	799	158	493	203
V/C Ratio(X)	0.68	0.70	0.63	0.65	0.64	0.24	0.08	0.19	0.07	0.52	0.71	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1455	1940	799	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	49.7	49.3	49.2	46.4	43.2	18.2	13.7	2.9	55.6	49.4	27.3
Incr Delay (d2), s/veh	4.5	1.7	3.1	3.2	1.1	0.5	0.0	0.2	0.2	2.9	8.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.3	4.0	4.8	6.0	1.7	1.0	3.1	0.4	1.4	6.2	1.6
LnGrp Delay(d),s/veh	56.7	51.4	52.4	52.4	47.6	43.7	18.2	13.9	3.1	58.5	58.0	30.9
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		561			586			534			493	
Approach Delay, s/veh		52.7			48.4			13.7			54.8	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	69.8	20.3	20.0	59.1	20.7	15.9	24.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	8.3	12.1	12.6	4.3	13.4	9.9	14.1
Green Ext Time (p_c), s	0.0	2.1	2.3	1.4	0.8	1.3	0.3	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	5	37	0	212	36	90	0	64	153	84	0	29	304	45
Future Vol, veh/h	0	8	5	37	0	212	36	90	0	64	153	84	0	29	304	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	5	40	0	230	39	98	0	70	166	91	0	32	330	49
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.4	14.2	15.3	19.1
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	16%	100%	0%	8%
Vol Thru, %	51%	10%	0%	29%	80%
Vol Right, %	28%	74%	0%	71%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	301	50	212	126	378
LT Vol	64	8	212	0	29
Through Vol	153	5	0	36	304
RT Vol	84	37	0	90	45
Lane Flow Rate	327	54	230	137	411
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.527	0.101	0.461	0.235	0.654
Departure Headway (Hd)	5.801	6.692	7.197	6.176	5.726
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	615	539	498	577	625
Service Time	3.889	4.692	4.982	3.96	3.806
HCM Lane V/C Ratio	0.532	0.1	0.462	0.237	0.658
HCM Control Delay	15.3	10.4	16.1	10.9	19.1
HCM Lane LOS	C	B	C	B	C
HCM 95th-tile Q	3.1	0.3	2.4	0.9	4.8

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	167	10	60	289	26	7	221	64	47	20	42
Future Vol, veh/h	20	167	10	60	289	26	7	221	64	47	20	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	182	11	65	314	28	8	240	70	51	22	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	192	0	0	528	703	96	713	695	171
Stage 1	-	-	-	-	-	-	230	230	-	459	459	-
Stage 2	-	-	-	-	-	-	298	473	-	254	236	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1214	-	-	1379	-	-	433	360	942	319	364	843
Stage 1	-	-	-	-	-	-	752	713	-	551	565	-
Stage 2	-	-	-	-	-	-	686	557	-	728	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1379	-	-	371	337	942	119	341	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	371	337	-	119	341	-
Stage 1	-	-	-	-	-	-	738	700	-	541	538	-
Stage 2	-	-	-	-	-	-	593	531	-	435	695	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	39.9	39.9
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	394	1214	-	-	1379	-	-	217
HCM Lane V/C Ratio	0.021	0.786	0.018	-	-	0.047	-	-	0.546
HCM Control Delay (s)	14.9	40.5	8	-	-	7.7	-	-	39.9
HCM Lane LOS	B	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	6.7	0.1	-	-	0.1	-	-	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	79	281	298	225	46	127	295	122	21	669	44
Future Volume (veh/h)	26	79	281	298	225	46	127	295	122	21	669	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	28	86	305	324	245	50	138	321	133	23	727	48
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	93	330	177	499	102	183	867	679	56	723	566
Arrive On Green	0.03	0.26	0.24	0.11	0.33	0.32	0.22	0.93	0.93	0.05	0.52	0.52
Sat Flow, veh/h	1634	360	1277	1634	1502	307	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	28	0	391	324	0	295	138	321	133	23	727	48
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1809	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.0	0.0	28.0	13.0	0.0	15.7	9.5	2.2	0.6	1.6	46.6	2.0
Cycle Q Clear(g_c), s	2.0	0.0	28.0	13.0	0.0	15.7	9.5	2.2	0.6	1.6	46.6	2.0
Prop In Lane	1.00		0.78	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	0	423	177	0	601	183	867	679	56	723	566
V/C Ratio(X)	0.50	0.00	0.92	1.83	0.00	0.49	0.76	0.37	0.20	0.41	1.01	0.08
Avail Cap(c_a), veh/h	144	0	423	177	0	601	204	867	679	82	723	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.9	0.0	44.0	53.5	0.0	32.1	45.1	2.3	0.8	56.1	29.0	18.2
Incr Delay (d2), s/veh	6.6	0.0	26.0	394.9	0.0	0.6	13.1	1.2	0.6	4.2	33.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	15.7	25.3	0.0	7.9	4.9	1.2	0.3	0.8	30.5	0.8
LnGrp Delay(d),s/veh	63.5	0.0	70.0	448.4	0.0	32.7	58.1	3.5	1.5	60.2	62.0	18.5
LnGrp LOS	E		E	F		C	E	A	A	E	F	B
Approach Vol, veh/h		419			619			592			798	
Approach Delay, s/veh		69.6			250.3			15.8			59.3	
Approach LOS		E			F			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	59.9	17.0	35.0	17.4	50.6	8.1	43.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.6	4.2	15.0	30.0	11.5	48.6	4.0	17.7
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.1	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	207	100	0	19	331	19	0	98	20	23	0	54	124	120
Future Vol, veh/h	0	17	207	100	0	19	331	19	0	98	20	23	0	54	124	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	225	109	0	21	360	21	0	107	22	25	0	59	135	130
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.7	14.3	14.2	20.1
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	17	138	169	19	221	129	298
LT Vol	98	17	0	0	19	0	0	54
Through Vol	20	0	138	69	0	221	110	124
RT Vol	23	0	0	100	0	0	19	120
Lane Flow Rate	153	18	150	184	21	240	141	324
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.328	0.039	0.296	0.341	0.043	0.467	0.269	0.617
Departure Headway (Hd)	7.693	7.627	7.111	6.684	7.523	7.007	6.901	6.856
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	469	506	538	476	513	520	528
Service Time	5.446	5.379	4.862	4.434	5.272	4.756	4.65	4.602
HCM Lane V/C Ratio	0.328	0.038	0.296	0.342	0.044	0.468	0.271	0.614
HCM Control Delay	14.2	10.7	12.8	12.9	10.6	15.8	12.2	20.1
HCM Lane LOS	B	B	B	B	B	C	B	C
HCM 95th-tile Q	1.4	0.1	1.2	1.5	0.1	2.5	1.1	4.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	90	47	182	170	41	64	619	114	39	730	45
Future Volume (veh/h)	36	90	47	182	170	41	64	619	114	39	730	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	39	98	51	198	185	45	70	673	124	42	793	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	168	131	142	248	194	114	1918	353	78	2099	130
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.07	0.64	0.63	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2986	550	1634	3386	209
Grp Volume(v), veh/h	39	98	51	198	185	45	70	399	398	42	414	428
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1826
Q Serve(g_s), s	2.8	6.1	4.0	10.4	11.5	3.3	5.0	12.5	12.7	2.9	0.0	0.0
Cycle Q Clear(g_c), s	2.8	6.1	4.0	10.4	11.5	3.3	5.0	12.5	12.7	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	71	168	131	142	248	194	114	1137	1134	78	1097	1132
V/C Ratio(X)	0.55	0.58	0.39	1.40	0.74	0.23	0.61	0.35	0.35	0.54	0.38	0.38
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1137	1134	82	1097	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.76	0.76	0.76
Uniform Delay (d), s/veh	56.3	52.4	51.5	54.8	50.0	46.5	54.2	9.9	10.1	53.0	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.2	1.9	216.2	4.8	0.6	4.4	0.7	0.7	4.8	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	1.7	13.2	6.2	1.4	2.4	6.3	6.4	1.4	0.2	0.2
LnGrp Delay(d),s/veh	62.8	55.6	53.4	271.0	54.9	47.1	58.6	10.6	10.8	57.8	0.8	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		188			428			867			884	
Approach Delay, s/veh		56.5			154.0			14.6			3.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	81.1	14.4	14.8	12.4	78.4	9.2	20.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.9	14.7	12.4	8.1	7.0	2.0	4.8	13.5
Green Ext Time (p_c), s	0.0	7.5	0.0	1.0	0.1	7.5	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	151	92	102	85	200	674	117	162	727	91
Future Volume (veh/h)	44	111	151	92	102	85	200	674	117	162	727	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	121	164	100	111	92	217	733	127	176	790	99
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	542	223	95	561	231	266	1830	754	226	1742	718
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.16	0.52	0.52	0.14	0.49	0.49
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	48	121	164	100	111	92	217	733	127	176	790	99
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.6	12.9	7.0	3.3	6.8	15.4	15.1	5.5	12.5	17.5	4.4
Cycle Q Clear(g_c), s	3.4	3.6	12.9	7.0	3.3	6.8	15.4	15.1	5.5	12.5	17.5	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	542	223	95	561	231	266	1830	754	226	1742	718
V/C Ratio(X)	0.55	0.22	0.73	1.05	0.20	0.40	0.82	0.40	0.17	0.78	0.45	0.14
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1830	754	259	1742	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	0.61	0.61	0.61
Uniform Delay (d), s/veh	55.4	44.5	48.5	56.5	43.9	45.3	48.5	17.7	15.3	50.0	19.9	16.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	98.0	0.1	0.9	14.4	0.7	0.5	7.9	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.5	5.7	1.6	2.8	8.0	7.5	2.3	6.1	8.7	1.8
LnGrp Delay(d),s/veh	60.8	44.7	53.1	155.3	44.0	46.3	62.9	18.3	15.8	57.9	20.4	16.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		333			303			1077			1065	
Approach Delay, s/veh		51.2			81.4			27.0			26.3	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	66.0	11.0	22.4	23.5	63.1	10.4	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.5	17.1	9.0	14.9	17.4	19.5	5.4	8.8
Green Ext Time (p_c), s	0.1	9.1	0.0	1.5	0.2	8.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	119	105	88	232	76	216	599	91	55	664	112
Future Volume (veh/h)	39	119	105	88	232	76	216	599	91	55	664	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	129	114	96	252	83	235	651	99	60	722	122
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	224	182	82	433	179	123	682	534	539	1157	906
Arrive On Green	0.05	0.12	0.10	0.05	0.12	0.12	0.15	0.73	0.73	0.33	0.62	0.62
Sat Flow, veh/h	1634	1854	1512	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	123	120	96	252	83	235	651	99	60	722	122
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.0	7.9	8.7	6.0	8.1	3.2	9.0	37.3	1.9	3.1	28.8	4.2
Cycle Q Clear(g_c), s	3.0	7.9	8.7	6.0	8.1	3.2	9.0	37.3	1.9	3.1	28.8	4.2
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	213	193	82	433	179	123	682	534	539	1157	906
V/C Ratio(X)	0.53	0.57	0.62	1.18	0.58	0.46	1.92	0.95	0.19	0.11	0.62	0.13
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	539	1157	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.91	0.91	0.91	0.17	0.17	0.17	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	49.9	51.1	57.0	49.7	12.7	51.0	15.2	6.1	28.0	14.1	9.4
Incr Delay (d2), s/veh	5.0	2.2	3.0	149.8	1.1	1.7	418.0	7.0	0.1	0.1	2.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.0	4.0	6.1	4.0	1.4	18.2	19.8	0.7	1.4	15.5	1.8
LnGrp Delay(d),s/veh	60.8	52.1	54.1	206.8	50.9	14.5	469.0	22.2	6.3	28.1	16.6	9.7
LnGrp LOS	E	D	D	F	D	B	F	C	A	C	B	A
Approach Vol, veh/h		285			431			985			904	
Approach Delay, s/veh		54.2			78.6			127.2			16.4	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	47.9	10.0	18.5	13.0	78.5	9.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	5.1	39.3	8.0	10.7	11.0	30.8	5.0	10.1
Green Ext Time (p_c), s	2.9	2.6	0.0	1.8	0.0	3.9	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	72.7
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	159	44	106	221	85	160	319	74	289	595	123
Future Volume (veh/h)	43	159	44	106	221	85	160	319	74	289	595	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	173	48	115	240	92	174	347	80	314	647	134
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	304	125	165	478	197	220	1652	681	348	1930	795
Arrive On Green	0.05	0.09	0.09	0.10	0.14	0.14	0.27	0.93	0.93	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	47	173	48	115	240	92	174	347	80	314	647	134
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	5.6	2.8	8.2	7.5	7.0	11.9	1.0	0.3	21.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	5.6	2.8	8.2	7.5	7.0	11.9	1.0	0.3	21.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	304	125	165	478	197	220	1652	681	348	1930	795
V/C Ratio(X)	0.33	0.57	0.38	0.70	0.50	0.47	0.79	0.21	0.12	0.90	0.34	0.17
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1652	681	354	1930	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.81	0.81	0.81	0.97	0.97	0.97	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.5	52.7	28.6	52.2	48.1	47.9	42.3	2.2	0.8	33.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.8	8.6	0.7	1.4	7.4	0.3	0.3	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	1.2	4.1	3.7	2.9	5.8	0.4	0.2	9.9	0.0	0.0
LnGrp Delay(d),s/veh	54.8	54.3	30.5	60.8	48.8	49.3	49.7	2.4	1.2	36.6	0.0	0.0
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		268			447			601			1095	
Approach Delay, s/veh		50.1			52.0			16.0			10.5	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	89.6	60.0	16.1	14.3	20.1	69.4	10.2	20.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	23.5	3.0	10.2	7.6	13.9	2.0	5.3	9.5
Green Ext Time (p_c), s	0.1	5.6	0.2	0.7	0.3	5.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	384	122	88	259	76	74	746	71	178	1617	464
Future Volume (veh/h)	203	384	122	88	259	76	74	746	71	178	1617	464
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	221	417	133	96	282	83	80	811	77	193	1758	504
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	631	260	195	487	200	125	1982	817	109	1947	802
Arrive On Green	0.10	0.18	0.18	0.06	0.14	0.14	0.08	0.56	0.56	0.07	0.55	0.55
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	221	417	133	96	282	83	80	811	77	193	1758	504
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.1	13.2	9.9	3.5	9.0	6.2	5.7	15.7	2.9	8.0	53.3	28.5
Cycle Q Clear(g_c), s	8.1	13.2	9.9	3.5	9.0	6.2	5.7	15.7	2.9	8.0	53.3	28.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	631	260	195	487	200	125	1982	817	109	1947	802
V/C Ratio(X)	0.68	0.66	0.51	0.49	0.58	0.41	0.64	0.41	0.09	1.77	0.90	0.63
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1982	817	109	1947	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.95	0.95	0.95	0.83	0.83	0.83
Uniform Delay (d), s/veh	52.0	45.9	44.6	54.5	48.5	47.3	53.8	15.1	12.3	56.0	24.1	18.6
Incr Delay (d2), s/veh	2.8	0.9	1.2	1.9	1.1	1.4	6.3	0.6	0.2	376.5	6.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.5	4.1	1.6	4.5	2.6	2.8	7.8	1.2	15.0	27.6	12.0
LnGrp Delay(d),s/veh	54.8	46.9	45.8	56.4	49.6	48.7	60.1	15.7	12.5	432.5	30.4	21.7
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	C
Approach Vol, veh/h		771			461			968			2455	
Approach Delay, s/veh		48.9			50.9			19.1			60.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.2	11.4	25.4	13.2	70.0	16.3	20.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	17.7	5.5	15.2	7.7	55.3	10.1	11.0
Green Ext Time (p_c), s	0.0	21.3	0.1	3.5	0.0	0.0	0.2	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	48.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	10	39	0	8	20	1398	98	21	1233	36
Future Volume (veh/h)	36	0	10	39	0	8	20	1398	98	21	1233	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	0	11	42	0	9	22	1520	107	23	1340	39
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
Arrive On Green	0.04	0.00	0.04	0.05	0.00	0.03	0.03	0.74	0.74	0.03	0.74	0.74
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	39	0	11	42	0	9	22	1520	107	23	1340	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.2	1.1	1.7	11.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.2	1.1	1.7	11.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
V/C Ratio(X)	0.55	0.00	0.18	0.56	0.00	0.13	0.40	0.58	0.10	0.41	0.35	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2631	1084	82	3783	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	41.5	56.1	0.0	55.8	56.8	6.9	0.8	56.7	5.3	4.0
Incr Delay (d2), s/veh	6.5	0.0	1.3	6.4	0.0	0.8	4.5	0.9	0.2	4.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	1.5	0.0	0.3	0.8	11.5	0.4	0.8	5.2	0.4
LnGrp Delay(d),s/veh	62.8	0.0	42.8	62.5	0.0	56.6	61.3	7.9	1.0	61.4	5.6	4.1
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		50			51			1649			1402	
Approach Delay, s/veh		58.4			61.4			8.1			6.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	93.2	9.5	9.1	8.1	93.3	9.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	13.7	25.2	5.0	2.8	3.6	13.0	4.8	2.7
Green Ext Time (p_c), s	0.0	19.2	0.0	0.0	0.0	23.8	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	265	131	1181	83	69	916
Future Volume (veh/h)	265	131	1181	83	69	916
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	288	142	1284	90	75	996
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1241	972	114	1433
Arrive On Green	0.16	0.16	0.67	0.67	0.14	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	288	142	1284	90	75	996
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	10.8	79.9	2.6	5.2	0.0
Cycle Q Clear(g_c), s	19.7	10.8	79.9	2.6	5.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1241	972	114	1433
V/C Ratio(X)	1.07	0.59	1.03	0.09	0.66	0.70
Avail Cap(c_a), veh/h	268	239	1241	972	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.80	0.80	1.00	1.00	0.50	0.50
Uniform Delay (d), s/veh	50.2	46.4	20.0	7.1	50.3	0.0
Incr Delay (d2), s/veh	70.0	3.1	34.9	0.2	3.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	4.6	52.7	1.1	2.4	0.6
LnGrp Delay(d),s/veh	120.2	49.6	55.0	7.3	53.5	1.4
LnGrp LOS	F	D	F	A	D	A
Approach Vol, veh/h	430		1374			1071
Approach Delay, s/veh	96.9		51.8			5.1
Approach LOS	F		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.4	83.9				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.2	81.9				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				25.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	55	147	97	79	77	70	423	27	43	837	40
Future Volume (veh/h)	82	55	147	97	79	77	70	423	27	43	837	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	60	160	105	86	84	76	460	29	47	910	43
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	74	198	144	113	110	119	1899	119	84	1859	88
Arrive On Green	0.12	0.17	0.15	0.09	0.13	0.12	0.15	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	1634	450	1201	1634	867	847	1634	3382	213	1634	3441	163
Grp Volume(v), veh/h	89	0	220	105	0	170	76	240	249	47	468	485
Grp Sat Flow(s),veh/h/ln	1634	0	1651	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	6.1	0.0	15.4	7.5	0.0	11.5	5.3	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	15.4	7.5	0.0	11.5	5.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.49	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	202	0	273	144	0	223	119	994	1025	84	956	991
V/C Ratio(X)	0.44	0.00	0.81	0.73	0.00	0.76	0.64	0.24	0.24	0.56	0.49	0.49
Avail Cap(c_a), veh/h	202	0	418	144	0	380	218	994	1025	163	956	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
Uniform Delay (d), s/veh	48.8	0.0	48.9	53.3	0.0	50.8	49.8	0.0	0.0	52.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	6.4	16.8	0.0	5.3	5.1	0.5	0.5	5.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	7.5	4.1	0.0	5.8	2.5	0.1	0.1	1.6	0.4	0.4
LnGrp Delay(d),s/veh	50.2	0.0	55.2	70.1	0.0	56.1	54.9	0.5	0.5	57.6	1.6	1.6
LnGrp LOS	D		E	E		E	D	A	A	E	A	A
Approach Vol, veh/h		309			275			565			1000	
Approach Delay, s/veh		53.8			61.5			7.8			4.2	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	71.4	14.6	23.8	12.8	68.8	18.8	19.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	5.3	2.0	9.5	17.4	7.3	2.0	8.1	13.5
Green Ext Time (p_c), s	0.0	6.2	0.0	0.7	0.1	6.2	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	64.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	47	1	548	0	226	567	0	0	0	800	532
Future Vol, veh/h	0	0	0	0	0	47	1	548	0	226	567	0	0	0	800	532
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	51	1	596	0	246	616	0	0	0	870	578
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	65.2	56.7	68.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	98%	0%	0%	0%
Vol Thru, %	0%	100%	2%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	567	48	548	800	532
LT Vol	226	0	47	0	0	0
Through Vol	0	567	1	0	800	0
RT Vol	0	0	0	548	0	532
Lane Flow Rate	246	616	52	596	870	578
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.575	1	0.131	1	1	1
Departure Headway (Hd)	8.426	7.927	9.006	7.818	7.799	7.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	462	401	471	470	515
Service Time	6.184	5.684	6.706	5.518	5.537	4.838
HCM Lane V/C Ratio	0.576	1.333	0.13	1.265	1.851	1.122
HCM Control Delay	22	70.6	13.1	69.8	69.9	66.5
HCM Lane LOS	C	F	B	F	F	F
HCM 95th-tile Q	3.5	13	0.4	13.1	13.1	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	518	190	361	142	523	0	0	689	208
Future Volume (veh/h)	0	0	0	518	190	361	142	523	0	0	689	208
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				563	207	392	154	568	0	0	749	226
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				995	567	444	567	2196	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				563	207	392	154	568	0	0	749	226
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.4	10.4	30.7	5.0	8.7	0.0	0.0	8.4	5.2
Cycle Q Clear(g_c), s				17.4	10.4	30.7	5.0	8.7	0.0	0.0	8.4	5.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				995	567	444	567	2196	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.27	0.26	0.00	0.00	0.52	0.38
Avail Cap(c_a), veh/h				1185	675	529	567	2196	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.56	0.56	0.56	0.96	0.96	0.00	0.00	0.84	0.84
Uniform Delay (d), s/veh				35.1	32.7	39.7	42.5	10.3	0.0	0.0	7.7	7.3
Incr Delay (d2), s/veh				0.3	0.2	8.7	0.2	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	5.4	13.4	2.2	4.3	0.0	0.0	4.2	2.3
LnGrp Delay(d),s/veh				35.4	32.9	48.4	42.8	10.6	0.0	0.0	8.8	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1162			722			975	
Approach Delay, s/veh					39.3			17.4			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.0			26.0	53.0		41.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.7			7.0	10.4		32.7
Green Ext Time (p_c), s		3.2			1.9	4.5		3.8

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	461	183	279	707	0	0	1382	540
Future Volume (veh/h)	0	0	0	259	461	183	279	707	0	0	1382	540
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				282	501	199	303	768	0	0	1502	587
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				585	654	269	340	2650	0	0	1794	739
Arrive On Green				0.18	0.18	0.18	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				282	501	199	303	768	0	0	1502	587
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.6	39.9
Cycle Q Clear(g_c), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.6	39.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				585	654	269	340	2650	0	0	1794	739
V/C Ratio(X)				0.48	0.77	0.74	0.89	0.29	0.00	0.00	0.84	0.79
Avail Cap(c_a), veh/h				822	917	378	340	2650	0	0	1794	739
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.89	0.89	0.00	0.00	0.31	0.31
Uniform Delay (d), s/veh				43.8	46.5	46.2	42.1	0.1	0.0	0.0	25.3	24.4
Incr Delay (d2), s/veh				0.6	2.5	4.7	22.0	0.2	0.0	0.0	1.6	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.1	6.6	11.7	0.1	0.0	0.0	21.7	16.6
LnGrp Delay(d),s/veh				44.4	49.0	50.9	64.0	0.3	0.0	0.0	26.9	27.2
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					982			1071			2089	
Approach Delay, s/veh					48.1			18.3			27.0	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.8			29.0	64.8		26.2
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.2			23.4	45.6		18.1
Green Ext Time (p_c), s		28.0			0.0	3.8		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		29.7
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	34.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	187	1	80	0	0	0	0	0	0	479	93	0	369	310	0
Future Vol, veh/h	0	187	1	80	0	0	0	0	0	0	479	93	0	369	310	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	1	87	0	0	0	0	0	0	521	101	0	401	337	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	16.2	53.1	26.7
HCM LOS	C	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	479	93	188	80	369	310
LT Vol	0	0	187	0	369	0
Through Vol	479	0	1	0	0	310
RT Vol	0	93	0	80	0	0
Lane Flow Rate	521	101	204	87	401	337
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.984	0.171	0.471	0.171	0.795	0.62
Departure Headway (Hd)	6.801	6.086	8.293	7.063	7.138	6.627
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	584	433	504	505	539
Service Time	4.598	3.882	6.086	4.855	4.934	4.423
HCM Lane V/C Ratio	0.981	0.173	0.471	0.173	0.794	0.625
HCM Control Delay	61.4	10.2	18.3	11.3	32.5	19.8
HCM Lane LOS	F	B	C	B	D	C
HCM 95th-tile Q	13.4	0.6	2.5	0.6	7.4	4.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	108	204	0	0	0	0	555	444	311	865	0
Future Volume (veh/h)	171	108	204	0	0	0	0	555	444	311	865	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	186	117	222				0	603	483	338	940	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	298	646	266				0	2942	844	441	2658	0
Arrive On Green	0.18	0.18	0.18				0.00	0.58	0.58	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	186	117	222				0	603	483	338	940	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	12.6	3.4	17.6				0.0	6.8	25.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	12.6	3.4	17.6				0.0	6.8	25.0	11.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	646	266				0	2942	844	441	2658	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.20	0.57	0.77	0.35	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2942	844	660	2658	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	45.3	41.5	47.3				0.0	12.1	15.9	41.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	9.1				0.0	0.2	2.8	2.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.7	7.8				0.0	3.2	10.7	5.2	0.1	0.0
LnGrp Delay(d),s/veh	47.4	41.6	56.4				0.0	12.2	18.7	44.1	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		525						1086			1278	
Approach Delay, s/veh		49.9						15.1			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.7	73.4		25.9		94.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.7	27.0		19.6		2.0		
Green Ext Time (p_c), s	0.9	9.9		1.7		13.4		

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	454	122	0	0	0	0	721	441	637	1057	0
Future Volume (veh/h)	170	454	122	0	0	0	0	721	441	637	1057	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	493	133				0	784	479	692	1149	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	526	587	242				0	1749	721	761	2716	0
Arrive On Green	0.17	0.17	0.17				0.00	0.49	0.49	0.48	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	185	493	133				0	784	479	692	1149	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.2	16.2	10.0				0.0	17.3	29.7	24.2	0.0	0.0
Cycle Q Clear(g_c), s	6.2	16.2	10.0				0.0	17.3	29.7	24.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	526	587	242				0	1749	721	761	2716	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.45	0.66	0.91	0.42	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1749	721	792	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.86	0.86	0.86				0.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	44.3	48.5	45.9				0.0	19.7	22.9	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.9	1.7				0.0	0.8	4.8	7.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.6	4.2				0.0	8.6	12.9	11.1	0.1	0.0
LnGrp Delay(d),s/veh	44.7	56.4	47.6				0.0	20.6	27.7	37.3	0.2	0.0
LnGrp LOS	D	E	D					C	C	D	A	
Approach Vol, veh/h		811						1263			1841	
Approach Delay, s/veh		52.3						23.3			14.1	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.8	63.3		23.9		96.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.8	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	26.2	31.7		18.2		2.0		
Green Ext Time (p_c), s	0.6	12.6		1.1		19.1		

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	6
Future Vol, veh/h	0	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	24	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	992	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	992	1062	-	-	1600	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	35	23	0	25	0	21
Future Vol, veh/h	35	23	0	25	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	25	0	27	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	78	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1540	-	925	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	925	1017
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	996	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1540	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	7	203	15	0	208
Future Vol, veh/h	0	7	203	15	0	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	221	16	0	226

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	229	0	0	237	0
Stage 1	229	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	810	-	-	1330	-
Stage 1	809	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	563	810	-	-	1330	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	810	1330	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	311	240	32	0	24
Future Vol, veh/h	0	311	240	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	338	261	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	616	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	454	761
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	454	761
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	761
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	31	207	111	122	224
Future Vol, veh/h	26	31	207	111	122	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	34	225	121	133	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	734	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	387	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	814	-	-	1344	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	349	814	1344	-
HCM Lane V/C Ratio	-	-	0.081	0.041	0.099	-
HCM Control Delay (s)	-	-	16.2	9.6	8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.3	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	34	285	123	125	213
Future Vol, veh/h	30	34	285	123	125	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	310	134	136	232

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	813	310	0	0	310	0
Stage 1	310	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	348	730	-	-	1250	-
Stage 1	744	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	730	-	-	1250	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	310	730	1250	-
HCM Lane V/C Ratio	-	-	0.105	0.051	0.109	-
HCM Control Delay (s)	-	-	18	10.2	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	61	207	159	0	237
Future Vol, veh/h	0	61	207	159	0	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	66	225	173	0	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	542	814	-	-	1344	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	814	1344	-
HCM Lane V/C Ratio	-	-	-	0.081	-	-
HCM Control Delay (s)	-	-	0	9.8	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	109	146	154	86	30	32
Future Vol, veh/h	109	146	154	86	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	159	167	93	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	563	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1411	-	-	-	487	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	446	877
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1411	-	-	-	446	877
HCM Lane V/C Ratio	0.084	-	-	-	0.073	0.04
HCM Control Delay (s)	7.8	-	-	-	13.7	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	108	121	162	100	27	26
Future Vol, veh/h	108	121	162	100	27	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	132	176	109	29	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	176	0	-	0	542	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1400	-	-	-	501	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1400	-	-	-	459	867
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1400	-	-	-	459	867
HCM Lane V/C Ratio	0.084	-	-	-	0.064	0.033
HCM Control Delay (s)	7.8	-	-	-	13.4	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	77	124	195	77	15	18
Future Vol, veh/h	77	124	195	77	15	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	135	212	84	16	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	212	0	-	0	514	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1358	-	-	-	521	828
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1358	-	-	-	489	828
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1358	-	-	-	489	828
HCM Lane V/C Ratio	0.062	-	-	-	0.033	0.024
HCM Control Delay (s)	7.8	-	-	-	12.6	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

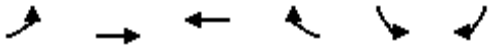
Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	118	55	66	101	20	25
Future Vol, veh/h	118	55	66	101	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	60	72	110	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	381	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1458	-	621	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	590	922
Mov Cap-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	922	-	-	1458	-
HCM Lane V/C Ratio	0.037	0.029	-	-	0.049	-
HCM Control Delay (s)	11.3	9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	175	186	0	247	54
Future Volume (veh/h)	0	175	186	0	247	54
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	190	202	0	268	59
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	321	321	0	2566	1180
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	190	202	0	268	59
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.2	6.6	0.0	2.1	1.0
Cycle Q Clear(g_c), s	0.0	6.2	6.6	0.0	2.1	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	321	321	0	2566	1180
V/C Ratio(X)	0.00	0.59	0.63	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2566	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.4	52.6	0.0	2.4	2.3
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.3	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.2	54.0	0.0	2.5	2.4
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		190	202		327	
Approach Delay, s/veh		54.2	54.0		2.4	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.9		103.1		16.9
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.2		4.1		8.6
Green Ext Time (p_c), s				2.3		1.1		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	403	0	0	454	320	33	0	293	0	0	0
Future Volume (veh/h)	25	403	0	0	454	320	33	0	293	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	27	438	0	0	493	348	36	0	318			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	32	1264	0	0	1030	425	1745	0	803			
Arrive On Green	0.02	0.36	0.00	0.00	0.29	0.29	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	27	438	0	0	493	348	36	0	318			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.1	11.8	0.0	0.0	14.9	28.9	0.7	0.0	16.3			
Cycle Q Clear(g_c), s	2.1	11.8	0.0	0.0	14.9	28.9	0.7	0.0	16.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	32	1264	0	0	1030	425	1745	0	803			
V/C Ratio(X)	0.83	0.35	0.00	0.00	0.48	0.82	0.02	0.00	0.40			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1745	0	803			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.41	0.41	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.5	30.7	0.0	0.0	38.0	42.9	13.3	0.0	16.8			
Incr Delay (d2), s/veh	45.8	0.2	0.0	0.0	0.1	2.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	5.8	0.0	0.0	7.3	11.9	0.3	0.0	6.6			
LnGrp Delay(d),s/veh	109.3	30.8	0.0	0.0	38.1	45.4	13.3	0.0	17.1			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		465			841			354				
Approach Delay, s/veh		35.4			41.1			16.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.6		52.4			8.6	43.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		18.3		13.8			4.1	30.9
Green Ext Time (p_c), s		0.0		7.8			0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	68	181	14	0	8	274	25	0	63	10	19	0	69	11	155
Future Vol, veh/h	0	68	181	14	0	8	274	25	0	63	10	19	0	69	11	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	197	15	0	9	298	27	0	68	11	21	0	75	12	168
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11	11.9	10.9	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	81%	0%	100%	79%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	19%	0%	0%	21%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	68	121	74	8	183	116	69	7	159
LT Vol	63	0	68	0	0	8	0	0	69	0	0
Through Vol	0	10	0	121	60	0	183	91	0	7	4
RT Vol	0	19	0	0	14	0	0	25	0	0	155
Lane Flow Rate	68	32	74	131	81	9	199	126	75	8	172
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.142	0.057	0.145	0.238	0.144	0.017	0.355	0.221	0.15	0.015	0.288
Departure Headway (Hd)	7.471	6.512	7.043	6.539	6.406	6.948	6.444	6.292	7.193	6.692	6.006
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	547	507	547	558	513	556	568	497	533	595
Service Time	5.247	4.289	4.812	4.307	4.174	4.713	4.209	4.057	4.96	4.459	3.773
HCM Lane V/C Ratio	0.142	0.059	0.146	0.239	0.145	0.018	0.358	0.222	0.151	0.015	0.289
HCM Control Delay	11.5	9.7	11	11.4	10.3	9.8	12.7	10.9	11.2	9.6	11.2
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.5	0.9	0.5	0.1	1.6	0.8	0.5	0	1.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	314	232	33	0	28
Future Vol, veh/h	0	314	232	33	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	341	252	36	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	611	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1274	-	-	-	457	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	457	769
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	769
HCM Lane V/C Ratio	-	-	-	-	0.04
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	3	175	35	4	179
Future Vol, veh/h	31	3	175	35	4	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	3	190	38	4	195

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	393	190	0	0	190	0
Stage 1	190	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	611	852	-	-	1384	-
Stage 1	842	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	609	852	-	-	1384	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	609	852	1384	-
HCM Lane V/C Ratio	-	-	0.055	0.004	0.003	-
HCM Control Delay (s)	-	-	11.3	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	19	24	21
Future Vol, veh/h	0	12	0	19	24	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	21	26	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	24	49	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	956	1047	1556	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1047	1556	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1556	-	1047	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	6
Future Vol, veh/h	0	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	24	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	992	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	992	1062	-	-	1600	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

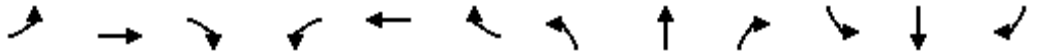
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	23	23	0	0	0
Future Vol, veh/h	0	23	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	25	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	25	25	-	0	25	0
Stage 1	0	0	-	-	-	-
Stage 2	25	25	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	991	868	-	-	1589	-
Stage 1	-	-	-	-	-	-
Stage 2	998	874	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	991	0	-	-	1589	-
Mov Cap-2 Maneuver	991	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	998	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	27	13	72	34	79	16	820	72	103	986	5
Future Volume (veh/h)	6	27	13	72	34	79	16	820	72	103	986	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	7	29	14	78	37	86	17	891	78	112	1072	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	548	550	265	622	231	536	30	1153	101	143	1513	7
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.02	0.35	0.35	0.09	0.42	0.41
Sat Flow, veh/h	1163	1188	574	1251	499	1159	1634	3293	288	1634	3613	17
Grp Volume(v), veh/h	7	0	43	78	0	123	17	479	490	112	525	552
Grp Sat Flow(s),veh/h/ln	1163	0	1762	1251	0	1658	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.4	0.0	1.6	4.4	0.0	5.2	1.2	28.9	28.9	8.1	29.4	29.4
Cycle Q Clear(g_c), s	5.6	0.0	1.6	6.0	0.0	5.2	1.2	28.9	28.9	8.1	29.4	29.4
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	548	0	815	622	0	767	30	620	634	143	741	779
V/C Ratio(X)	0.01	0.00	0.05	0.13	0.00	0.16	0.56	0.77	0.77	0.79	0.71	0.71
Avail Cap(c_a), veh/h	548	0	815	622	0	767	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	17.8	19.4	0.0	18.8	58.4	34.7	34.8	53.7	28.8	28.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.4	15.1	2.1	2.0	9.1	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	1.6	0.0	2.5	0.7	14.5	14.8	4.0	14.6	15.3
LnGrp Delay(d),s/veh	20.4	0.0	17.9	19.8	0.0	19.3	73.5	36.8	36.8	62.8	30.1	30.0
LnGrp LOS	C		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		50			201			986			1189	
Approach Delay, s/veh		18.3			19.5			37.5			33.1	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.5	46.0		59.5	6.2	54.3		59.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	10.1	30.9		7.6	3.2	31.4		8.0
Green Ext Time (p_c), s	0.2	10.6		0.6	0.0	10.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	9	42	258	29	18
Future Vol, veh/h	189	9	42	258	29	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	205	10	46	280	32	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	582	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1355	-	475	830
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1355	-	456	830
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	551	-	-	1355	-
HCM Lane V/C Ratio	0.093	-	-	0.034	-
HCM Control Delay (s)	12.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	26.3
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	157	50	0	308	242	14	0	67	22	327
Future Vol, veh/h	0	5	157	50	0	308	242	14	0	67	22	327
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	5	171	54	0	335	263	15	0	73	24	355
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12	34.8	23.1
HCM LOS	B	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	6%	0%	72%	0%	10%
Vol Thru, %	5%	94%	61%	28%	90%	79%
Vol Right, %	79%	0%	39%	0%	10%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	416	84	129	429	135	29
LT Vol	67	5	0	308	0	3
Through Vol	22	79	79	121	121	23
RT Vol	327	0	50	0	14	3
Lane Flow Rate	452	91	140	466	147	32
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.729	0.183	0.269	0.884	0.26	0.065
Departure Headway (Hd)	5.8	7.245	6.934	6.827	6.387	7.477
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	619	498	521	527	558	481
Service Time	3.896	4.947	4.636	4.623	4.182	5.49
HCM Lane V/C Ratio	0.73	0.183	0.269	0.884	0.263	0.067
HCM Control Delay	23.1	11.6	12.2	42.1	11.4	11
HCM Lane LOS	C	B	B	E	B	B
HCM 95th-tile Q	6.2	0.7	1.1	9.9	1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	23	3
Future Vol, veh/h	0	3	23	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	25	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	215	309	382	43	47	151
Future Vol, veh/h	215	309	382	43	47	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	336	415	47	51	164

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	462	0	-	0	1242	439
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1099	-	-	-	193	618
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	142	618
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	325	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1099	-	-	-	344
HCM Lane V/C Ratio	0.213	-	-	-	0.626
HCM Control Delay (s)	9.2	0	-	-	31.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.8	-	-	-	4

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	0	17	7	104	0	648	8	88	992	3
Future Vol, veh/h	0	13	0	17	7	104	0	648	8	88	992	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	0	18	8	113	0	704	9	96	1078	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1627	1984	541	1446	1982	357	1082	0	0	713	0	0
Stage 1	1271	1271	-	709	709	-	-	-	-	-	-	-
Stage 2	356	713	-	737	1273	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	68	61	485	92	61	639	640	-	-	883	-	-
Stage 1	178	237	-	391	435	-	-	-	-	-	-	-
Stage 2	634	434	-	376	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	54	485	68	54	639	640	-	-	883	-	-
Mov Cap-2 Maneuver	46	54	-	68	54	-	-	-	-	-	-	-
Stage 1	178	211	-	391	435	-	-	-	-	-	-	-
Stage 2	513	434	-	313	211	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	40	0	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	640	-	-	54	236	883	-	-
HCM Lane V/C Ratio	-	-	-	0.262	0.59	0.108	-	-
HCM Control Delay (s)	0	-	-	93.8	40	9.6	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	3.4	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	136	4	1	120	2	0
Future Vol, veh/h	136	4	1	120	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	4	1	130	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	283	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1429	-	707	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	706	896
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	1429	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	99	0	0	126	0	0
Future Vol, veh/h	99	0	0	126	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	0	137	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	245	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1483	-	743	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	743	946
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	890	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1483	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	84	40	47	126	12	30	38	12	2	45	3
Future Vol, veh/h	4	84	40	47	126	12	30	38	12	2	45	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	91	43	51	137	13	33	41	13	2	49	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	135	0	0	394	374	113	395	389	143
Stage 1	-	-	-	-	-	-	122	122	-	246	246	-
Stage 2	-	-	-	-	-	-	272	252	-	149	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1431	-	-	1449	-	-	566	557	940	565	546	905
Stage 1	-	-	-	-	-	-	882	795	-	758	703	-
Stage 2	-	-	-	-	-	-	734	698	-	854	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1449	-	-	508	534	940	508	524	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	534	-	508	524	-
Stage 1	-	-	-	-	-	-	879	793	-	756	676	-
Stage 2	-	-	-	-	-	-	653	671	-	796	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	12.6	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	560	1431	-	-	1449	-	-	537
HCM Lane V/C Ratio	0.155	0.003	-	-	0.035	-	-	0.101
HCM Control Delay (s)	12.6	7.5	0	-	7.6	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	85	4	14	159	8	22
Future Vol, veh/h	85	4	14	159	8	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	4	15	173	9	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	298	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	693	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	685	962
Mov Cap-2 Maneuver	-	-	-	-	685	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1496	-
HCM Lane V/C Ratio	0.038	-	-	0.01	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	80	4	1	131	16	2
Future Vol, veh/h	80	4	1	131	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	4	1	142	17	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	234	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	754	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	753	969
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	772	-	-	1504	-
HCM Lane V/C Ratio	0.025	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	102	0	12	171	1	16
Future Vol, veh/h	102	0	12	171	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	0	13	186	1	17

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	120	111	204	111
Stage 1	-	-	0	0	111	-
Stage 2	-	-	120	111	93	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	876	779	784	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	905	804	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	876	0	784	942
Mov Cap-2 Maneuver	-	-	876	0	784	-
Stage 1	-	-	-	0	914	-
Stage 2	-	-	905	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.3	8.9
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	931	-	-	876
HCM Lane V/C Ratio	0.02	-	-	0.227
HCM Control Delay (s)	8.9	-	-	10.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	109	30	92	125	82	114
Future Vol, veh/h	109	30	92	125	82	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	33	100	136	89	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	471	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	551	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	509	914
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	1430	-
HCM Lane V/C Ratio	0.311	-	-	0.07	-
HCM Control Delay (s)	12.6	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	48	101	124	335	251	99
Future Vol, veh/h	48	101	124	335	251	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	110	135	364	273	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	961	327	380	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	714	1178	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	714	1178	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	2.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	440	-	-
HCM Lane V/C Ratio	0.114	-	0.368	-	-
HCM Control Delay (s)	8.4	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.7	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	21	2	64	8	2	97
Future Vol, veh/h	21	2	64	8	2	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	2	70	9	2	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	184	74	0	0	78	0
Stage 1	74	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	805	988	-	-	1520	-
Stage 1	949	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	988	-	-	1520	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	817	1520	-
HCM Lane V/C Ratio	-	-	0.031	0.001	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	39	33	38
Demand Flow Rate, veh/h	41	39	33	38
Vehicles Circulating, veh/h	47	30	37	35
Vehicles Exiting, veh/h	26	40	51	34
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.6	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	39	33	38
Cap Entry Lane, veh/h	1078	1097	1089	1091
Entry HV Adj Factor	0.994	0.993	0.993	0.990
Flow Entry, veh/h	41	39	33	38
Cap Entry, veh/h	1071	1089	1081	1079
V/C Ratio	0.038	0.036	0.030	0.035
Control Delay, s/veh	3.7	3.6	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	23	17	8
Demand Flow Rate, veh/h	57	23	17	8
Vehicles Circulating, veh/h	4	33	40	31
Vehicles Exiting, veh/h	35	24	21	25
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.5	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	57	23	17	8
Cap Entry Lane, veh/h	1125	1093	1086	1095
Entry HV Adj Factor	0.992	0.982	0.992	0.993
Flow Entry, veh/h	57	23	17	8
Cap Entry, veh/h	1116	1073	1076	1087
V/C Ratio	0.051	0.021	0.016	0.007
Control Delay, s/veh	3.7	3.5	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	38	27	33
Demand Flow Rate, veh/h	41	38	27	33
Vehicles Circulating, veh/h	54	15	45	40
Vehicles Exiting, veh/h	19	57	50	13
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	38	27	33
Cap Entry Lane, veh/h	1071	1113	1080	1086
Entry HV Adj Factor	0.985	0.993	0.994	0.988
Flow Entry, veh/h	40	38	27	33
Cap Entry, veh/h	1054	1104	1073	1071
V/C Ratio	0.038	0.034	0.025	0.030
Control Delay, s/veh	3.7	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	59	35	190	101	3
Future Vol, veh/h	7	59	35	190	101	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	64	38	207	110	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	57	113	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	677	997	1474	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	997	1474	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	945	-	-
HCM Lane V/C Ratio	0.026	-	0.076	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	64	98	376	44	47	268
Future Vol, veh/h	64	98	376	44	47	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	107	409	48	51	291

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	802	409	0	0	409	0
Stage 1	409	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	353	642	-	-	1150	-
Stage 1	671	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	642	-	-	1150	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	334	642	1150	-
HCM Lane V/C Ratio	-	-	0.208	0.166	0.044	-
HCM Control Delay (s)	-	-	18.6	11.7	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.6	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	18	4	70	10	4	110
Future Vol, veh/h	18	4	70	10	4	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	4	76	11	4	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	210	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	778	978	-	-	1509	-
Stage 1	941	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	776	978	-	-	1509	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	806	1509	-
HCM Lane V/C Ratio	-	-	0.03	0.003	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	2	36	0	0	0	31	2	0	0	6	0
Future Vol, veh/h	0	2	36	0	0	0	31	2	0	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	39	0	0	0	34	2	0	0	7	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.2	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	0%	13%
Vol Thru, %	100%	95%	94%	43%
Vol Right, %	0%	0%	6%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	38	33	23
LT Vol	0	2	0	3
Through Vol	6	36	31	10
RT Vol	0	0	2	10
Lane Flow Rate	7	41	36	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.046	0.04	0.027
Departure Headway (Hd)	4.087	4.026	3.984	3.839
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	891	900	930
Service Time	2.125	2.045	2.003	1.872
HCM Lane V/C Ratio	0.008	0.046	0.04	0.027
HCM Control Delay	7.2	7.2	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	10	10
Future Vol, veh/h	0	3	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	11	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	65	133	89
Demand Flow Rate, veh/h	47	66	136	91
Vehicles Circulating, veh/h	141	80	40	87
Vehicles Exiting, veh/h	37	96	148	59
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.2	4.1	4.5	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	66	136	91
Cap Entry Lane, veh/h	981	1043	1086	1036
Entry HV Adj Factor	0.976	0.985	0.979	0.977
Flow Entry, veh/h	46	65	133	89
Cap Entry, veh/h	957	1027	1062	1011
V/C Ratio	0.048	0.063	0.125	0.088
Control Delay, s/veh	4.2	4.1	4.5	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	48	66	1	7	22
Future Vol, veh/h	15	48	66	1	7	22
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	52	72	1	8	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	162	82
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	829	978
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	813	970
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	927
HCM Lane V/C Ratio	0.011	-	-	-	0.034
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	18	59	0	31	17	16	0	49	161	60
Future Vol, veh/h	0	5	18	59	0	31	17	16	0	49	161	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	20	64	0	34	18	17	0	53	175	65
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.9	9.1	9.1
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	47%	0%	23%	0%	52%	0%	100%	94%
Vol Right, %	0%	0%	53%	0%	77%	0%	48%	0%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	107	114	5	77	31	33	16	92	49
LT Vol	49	0	0	5	0	31	0	16	0	0
Through Vol	0	107	54	0	18	0	17	0	92	46
RT Vol	0	0	60	0	59	0	16	0	0	3
Lane Flow Rate	53	117	124	5	84	34	36	17	100	53
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.087	0.174	0.172	0.01	0.124	0.06	0.055	0.029	0.155	0.082
Departure Headway (Hd)	5.878	5.376	5.005	6.381	5.345	6.407	5.568	6.09	5.588	5.544
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	663	712	557	665	555	637	584	637	641
Service Time	3.646	3.143	2.772	4.165	3.128	4.196	3.357	3.868	3.365	3.322
HCM Lane V/C Ratio	0.087	0.176	0.174	0.009	0.126	0.061	0.057	0.029	0.157	0.083
HCM Control Delay	9.2	9.3	8.8	9.2	8.9	9.6	8.7	9.1	9.4	8.8
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.6	0	0.4	0.2	0.2	0.1	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	16	138	3
Future Vol, veh/h	0	16	138	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	150	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	372	0	0	0	370	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	372	0	0	0	370	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	404	0	0	0	402	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.8	12.8
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	372	0	0	0	0	370	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	372	0	0	0	0	370	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	404	0	0	0	0	402	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.531	0	0	0	0	0.528	0
Departure Headway (Hd)	4.726	4.726	4.726	6.421	6.421	4.727	4.727	4.727
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	752	0	0	0	0	752	0
Service Time	2.518	2.518	2.518	4.121	4.121	2.52	2.52	2.52
HCM Lane V/C Ratio	0	0.537	0	0	0	0	0.535	0
HCM Control Delay	7.5	12.8	7.5	9.1	9.1	7.5	12.8	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3.2	0	0	0	0	3.1	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	14	17	80	11	4	13	69	94	5	106	11
Future Vol, veh/h	9	14	17	80	11	4	13	69	94	5	106	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	15	18	87	12	4	14	75	102	5	115	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	235	229	115	237	229	75	115	0	0	75	0	0
Stage 1	126	126	-	103	103	-	-	-	-	-	-	-
Stage 2	109	103	-	134	126	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	720	671	937	717	671	986	1474	-	-	1524	-	-
Stage 1	878	792	-	903	810	-	-	-	-	-	-	-
Stage 2	896	810	-	869	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	700	662	937	684	662	986	1474	-	-	1524	-	-
Mov Cap-2 Maneuver	700	662	-	684	662	-	-	-	-	-	-	-
Stage 1	870	789	-	894	802	-	-	-	-	-	-	-
Stage 2	870	802	-	833	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.8	0.6	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	700	662	937	684	662	986	1524	-	-
HCM Lane V/C Ratio	0.01	-	-	0.014	0.023	0.02	0.127	0.018	0.004	0.004	-	-
HCM Control Delay (s)	7.5	-	-	10.2	10.6	8.9	11	10.5	8.7	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.4	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	2	0	0	2	2	0	0	9	0
Future Vol, veh/h	0	4	0	2	0	0	2	2	0	0	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	2	0	0	2	2	0	0	10	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	67%	0%	30%
Vol Thru, %	100%	0%	50%	45%
Vol Right, %	0%	33%	50%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	6	4	20
LT Vol	0	4	0	6
Through Vol	9	0	2	9
RT Vol	0	2	2	5
Lane Flow Rate	10	7	4	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.011	0.007	0.004	0.023
Departure Headway (Hd)	3.969	3.925	3.694	3.871
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	914	971	929
Service Time	1.975	1.937	1.706	1.875
HCM Lane V/C Ratio	0.011	0.008	0.004	0.024
HCM Control Delay	7	7	6.7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	6	9	5
Future Vol, veh/h	0	6	9	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	10	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	120	112	70	106
Demand Flow Rate, veh/h	122	115	71	108
Vehicles Circulating, veh/h	92	134	180	29
Vehicles Exiting, veh/h	45	117	34	220
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.8	4.6	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	122	115	71	108
Cap Entry Lane, veh/h	1031	988	944	1098
Entry HV Adj Factor	0.983	0.978	0.981	0.986
Flow Entry, veh/h	120	112	70	106
Cap Entry, veh/h	1014	967	926	1082
V/C Ratio	0.118	0.116	0.075	0.098
Control Delay, s/veh	4.6	4.8	4.6	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	67	134	56	0
Demand Flow Rate, veh/h	68	136	57	0
Vehicles Circulating, veh/h	14	49	50	185
Vehicles Exiting, veh/h	171	58	32	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	4.5	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	68	136	57	0
Cap Entry Lane, veh/h	1114	1076	1075	939
Entry HV Adj Factor	0.986	0.982	0.982	1.000
Flow Entry, veh/h	67	134	56	0
Cap Entry, veh/h	1097	1056	1055	938
V/C Ratio	0.061	0.126	0.053	0.000
Control Delay, s/veh	3.8	4.5	3.9	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	63	137	269	224	7
Future Vol, veh/h	6	63	137	269	224	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	68	149	292	243	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	691	126	251	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	378	901	1311	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	327	901	1311	-	-	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1311	-	782	-	-
HCM Lane V/C Ratio	0.114	-	0.096	-	-
HCM Control Delay (s)	8.1	0.3	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	700	137	96	882	17	120	0	44	8	5	36
Future Volume (veh/h)	244	700	137	96	882	17	120	0	44	8	5	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	265	761	149	104	959	18	130	0	48	9	5	39
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	936	386	252	1073	20	494	0	182	15	8	66
Arrive On Green	0.12	0.26	0.26	0.15	0.30	0.29	0.39	0.00	0.39	0.05	0.05	0.05
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1255	0	463	278	154	1204
Grp Volume(v), veh/h	265	761	149	104	478	499	178	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1718	0	0	1636	0	0
Q Serve(g_s), s	14.0	24.2	10.0	6.9	31.0	31.0	8.4	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	24.2	10.0	6.9	31.0	31.0	8.4	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.73		0.27	0.17		0.74
Lane Grp Cap(c), veh/h	191	936	386	252	534	559	676	0	0	89	0	0
V/C Ratio(X)	1.39	0.81	0.39	0.41	0.89	0.89	0.26	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	252	560	586	676	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	41.3	36.1	45.9	40.1	40.1	24.7	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	202.1	2.6	0.6	0.7	10.8	10.4	0.9	0.0	0.0	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	12.2	4.1	3.2	16.7	17.4	4.2	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	255.1	43.9	36.7	46.5	50.8	50.5	25.6	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		1175			1081			178			53	
Approach Delay, s/veh		90.7			50.3			25.6			61.8	
Approach LOS		F			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		51.2	22.5	35.7		10.5	18.0	40.2
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		10.4	8.9	26.2		5.8	16.0	33.0
Green Ext Time (p_c), s		0.3	0.0	3.6		0.1	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	67.8
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	720	68	13	748	9	101	5	9	4	2	52
Future Volume (veh/h)	39	720	68	13	748	9	101	5	9	4	2	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	42	783	74	14	813	10	110	5	10	4	2	57
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	983	93	48	976	12	744	292	585	16	4	123
Arrive On Green	0.06	0.30	0.28	0.03	0.27	0.26	0.46	0.53	0.52	0.01	0.08	0.08
Sat Flow, veh/h	1774	3266	309	1634	3580	44	1634	554	1109	1774	53	1508
Grp Volume(v), veh/h	42	424	433	14	402	421	110	0	15	4	0	59
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1663	1774	0	1561
Q Serve(g_s), s	2.7	26.4	26.5	1.0	25.6	25.7	4.7	0.0	0.5	0.3	0.0	4.3
Cycle Q Clear(g_c), s	2.7	26.4	26.5	1.0	25.6	25.7	4.7	0.0	0.5	0.3	0.0	4.3
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.67	1.00		0.97
Lane Grp Cap(c), veh/h	102	532	543	48	482	505	744	0	877	16	0	127
V/C Ratio(X)	0.41	0.80	0.80	0.29	0.83	0.83	0.15	0.00	0.02	0.25	0.00	0.46
Avail Cap(c_a), veh/h	177	900	918	82	811	850	744	0	877	136	0	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	38.6	38.7	57.0	41.1	41.1	19.1	0.0	13.6	59.0	0.0	52.9
Incr Delay (d2), s/veh	1.5	1.6	1.6	3.4	3.8	3.7	0.1	0.0	0.0	7.6	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.2	13.5	0.5	13.0	13.6	2.2	0.0	0.2	0.2	0.0	2.3
LnGrp Delay(d),s/veh	56.1	40.2	40.3	60.4	44.9	44.8	19.2	0.0	13.6	66.7	0.0	64.5
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		899			837			125			63	
Approach Delay, s/veh		41.0			45.1			18.5			64.7	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	67.3	7.5	40.1	58.6	13.8	10.9	36.7
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.5	3.0	28.5	6.7	6.3	4.7	27.7
Green Ext Time (p_c), s	0.0	0.4	0.0	3.5	0.1	0.1	1.8	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	517	46	35	644	66	89
Future Vol, veh/h	517	46	35	644	66	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	562	50	38	700	72	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	612	0	1013	306
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	963	-	235	690
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	963	-	226	690
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	690	-	-	963	-
HCM Lane V/C Ratio	0.317	0.14	-	-	0.04	-
HCM Control Delay (s)	28.2	11.1	-	-	8.9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	540	7	18	702	6	13
Future Vol, veh/h	540	7	18	702	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	587	8	20	763	7	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	595	0	1012	297
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	977	-	236	699
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	977	-	231	699
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	977	-
HCM Lane V/C Ratio	0.028	-	-	0.02	-
HCM Control Delay (s)	10.1	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	212	109	86	362	46	62	353	50	32	525	207
Future Volume (veh/h)	226	212	109	86	362	46	62	353	50	32	525	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	246	230	118	93	393	50	67	384	54	35	571	225
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	983	405	337	1032	425	119	1027	423	79	660	259
Arrive On Green	0.19	0.28	0.28	0.21	0.29	0.29	0.07	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2484	976
Grp Volume(v), veh/h	246	230	118	93	393	50	67	384	54	35	406	390
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	12.9	4.5	4.1	4.3	8.0	2.3	3.6	7.8	1.3	1.9	19.7	19.8
Cycle Q Clear(g_c), s	12.9	4.5	4.1	4.3	8.0	2.3	3.6	7.8	1.3	1.9	19.7	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	314	983	405	337	1032	425	119	1027	423	79	470	449
V/C Ratio(X)	0.78	0.23	0.29	0.28	0.38	0.12	0.56	0.37	0.13	0.44	0.86	0.87
Avail Cap(c_a), veh/h	436	983	405	337	1032	425	163	1027	423	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	25.1	13.0	30.1	25.4	23.4	40.4	25.4	6.4	41.7	31.5	32.1
Incr Delay (d2), s/veh	6.1	0.6	1.8	0.4	1.1	0.6	3.8	0.2	0.1	3.9	15.3	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.3	1.9	2.0	4.0	1.0	1.7	3.8	0.5	0.9	11.6	11.2
LnGrp Delay(d),s/veh	40.7	25.7	14.9	30.5	26.5	24.0	44.1	25.6	6.5	45.6	46.8	48.3
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		594			536			505			831	
Approach Delay, s/veh		29.7			26.9			26.1			47.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	30.1	22.6	29.0	10.5	27.9	21.3	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.9	9.8	6.3	6.5	5.6	21.8	14.9	10.0
Green Ext Time (p_c), s	0.0	4.1	1.4	1.2	0.0	0.1	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	353	31	15	602	0	7	1	5	4	0	0
Future Vol, veh/h	0	353	31	15	602	0	7	1	5	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	384	34	16	654	0	8	1	5	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	0	384	0	0	1071	1071	384	1074	1071	654
Stage 1	-	-	-	-	-	-	384	384	-	687	687	-
Stage 2	-	-	-	-	-	-	687	687	-	387	384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	933	-	-	1174	-	-	198	221	664	198	221	467
Stage 1	-	-	-	-	-	-	639	611	-	437	447	-
Stage 2	-	-	-	-	-	-	437	447	-	637	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	933	-	-	1174	-	-	195	216	664	192	216	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	216	-	192	216	-
Stage 1	-	-	-	-	-	-	639	611	-	437	438	-
Stage 2	-	-	-	-	-	-	428	438	-	631	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	19	24.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	933	-	-	1174	-	-	192
HCM Lane V/C Ratio	0.052	-	-	-	0.014	-	-	0.023
HCM Control Delay (s)	19	0	-	-	8.1	0	-	24.2
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	0	1	36	0	0	0	1	0	0	0
Future Volume (veh/h)	0	20	0	1	36	0	0	0	1	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	0	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	22	0	1	39	0	0	0	1	0	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	2	65	51	2	160	0	2	1517	1187	2	1517	1187
Arrive On Green	0.00	0.03	0.00	0.00	0.09	0.00	0.00	0.00	0.81	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	0	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	22	0	1	39	0	0	0	1	0	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	0	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	1.0	0.0	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.0	0.0	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	65	51	2	160	0	2	1517	1187	2	1517	1187
V/C Ratio(X)	0.00	0.34	0.00	0.55	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	828	0	73	1517	1187	73	1517	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.45	0.45	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	42.4	0.0	44.9	38.4	0.0	0.0	0.0	1.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.0	83.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	45.5	0.0	128.7	38.8	0.0	0.0	0.0	1.6	0.0	0.0	0.0
LnGrp LOS		D		F	D				A			
Approach Vol, veh/h		22			40			1			0	
Approach Delay, s/veh		45.5			41.0			1.6			0.0	
Approach LOS		D			D			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	77.8	4.6	7.6	0.0	77.8	0.0	12.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	2.1	3.0	0.0	0.0	0.0	3.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	235	90	165	546	57	115	101	58	20	160	11
Future Volume (veh/h)	19	235	90	165	546	57	115	101	58	20	160	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	21	255	98	179	593	62	125	110	63	22	174	12
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	431	338	211	638	499	152	784	613	31	645	505
Arrive On Green	0.01	0.08	0.08	0.17	0.46	0.46	0.16	0.70	0.70	0.02	0.35	0.35
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	21	255	98	179	593	62	125	110	63	22	174	12
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	11.9	5.7	9.6	27.1	2.2	6.7	1.8	1.2	1.2	6.1	0.5
Cycle Q Clear(g_c), s	1.2	11.9	5.7	9.6	27.1	2.2	6.7	1.8	1.2	1.2	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	30	431	338	211	638	499	152	784	613	31	645	505
V/C Ratio(X)	0.71	0.59	0.29	0.85	0.93	0.12	0.82	0.14	0.10	0.72	0.27	0.02
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	784	613	82	645	505
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	37.4	34.6	36.4	23.5	16.7	37.3	8.0	7.9	43.9	21.2	19.4
Incr Delay (d2), s/veh	26.3	1.7	0.5	16.5	18.3	0.1	13.6	0.4	0.3	26.5	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.4	2.4	5.2	17.0	0.9	3.6	0.9	0.6	0.8	3.3	0.2
LnGrp Delay(d),s/veh	70.8	39.2	35.0	53.0	41.8	16.8	50.8	8.4	8.3	70.4	22.2	19.5
LnGrp LOS	E	D	D	D	D	B	D	A	A	E	C	B
Approach Vol, veh/h		374			834			298			208	
Approach Delay, s/veh		39.9			42.3			26.2			27.2	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	42.4	16.1	25.3	12.9	35.7	6.1	35.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	3.2	3.8	11.6	13.9	8.7	8.1	3.2	29.1
Green Ext Time (p_c), s	0.0	1.2	0.2	2.7	0.1	1.0	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	263	13	10	244	91	5	6	3	74	7	44
Future Volume (veh/h)	50	263	13	10	244	91	5	6	3	74	7	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	286	14	11	265	99	5	7	3	80	8	48
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	398	311	17	341	267	724	957	749	101	1063	832
Arrive On Green	0.08	0.43	0.43	0.00	0.06	0.06	0.01	0.51	0.51	0.06	0.57	0.57
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	54	286	14	11	265	99	5	7	3	80	8	48
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.9	11.4	0.5	0.6	12.6	5.9	0.1	0.2	0.1	4.3	0.2	1.3
Cycle Q Clear(g_c), s	2.9	11.4	0.5	0.6	12.6	5.9	0.1	0.2	0.1	4.3	0.2	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	398	311	17	341	267	724	957	749	101	1063	832
V/C Ratio(X)	0.81	0.72	0.04	0.63	0.78	0.37	0.01	0.01	0.00	0.79	0.01	0.06
Avail Cap(c_a), veh/h	209	631	494	118	528	413	833	957	749	263	1063	832
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	23.6	20.4	44.7	40.5	37.3	10.4	10.7	10.7	41.6	8.3	8.6
Incr Delay (d2), s/veh	19.9	2.5	0.1	30.9	3.7	0.8	0.0	0.0	0.0	12.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.0	0.2	0.4	6.9	2.4	0.1	0.1	0.0	2.3	0.1	0.6
LnGrp Delay(d),s/veh	60.8	26.0	20.5	75.5	44.2	38.1	10.4	10.7	10.7	54.4	8.3	8.7
LnGrp LOS	E	C	C	E	D	D	B	B	B	D	A	A
Approach Vol, veh/h		354			375			15			136	
Approach Delay, s/veh		31.1			43.5			10.6			35.6	
Approach LOS		C			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	50.7	5.5	23.7	5.0	55.9	8.2	21.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	6.3	2.2	2.6	13.4	2.1	3.3	4.9	14.6
Green Ext Time (p_c), s	0.1	0.1	0.0	2.2	0.0	0.2	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	208	65	472	274	75	30	5	16	44	13	9
Future Volume (veh/h)	3	208	65	472	274	75	30	5	16	44	13	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	3	226	71	513	298	82	33	5	17	48	14	10
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	279	218	536	883	692	41	534	418	59	554	434
Arrive On Green	0.01	0.30	0.30	0.33	0.47	0.47	0.02	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	3	226	71	513	298	82	33	5	17	48	14	10
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.2	10.1	3.4	27.7	9.0	2.8	1.8	0.2	0.8	2.6	0.5	0.4
Cycle Q Clear(g_c), s	0.2	10.1	3.4	27.7	9.0	2.8	1.8	0.2	0.8	2.6	0.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	279	218	536	883	692	41	534	418	59	554	434
V/C Ratio(X)	0.57	0.81	0.33	0.96	0.34	0.12	0.81	0.01	0.04	0.82	0.03	0.02
Avail Cap(c_a), veh/h	73	373	292	536	900	705	107	534	418	73	554	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	30.4	28.0	29.6	14.8	13.2	43.7	23.0	23.2	43.1	22.4	22.4
Incr Delay (d2), s/veh	63.8	8.3	0.7	28.5	0.2	0.1	29.5	0.0	0.2	42.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.8	1.4	16.6	4.7	1.1	1.2	0.1	0.3	1.9	0.3	0.2
LnGrp Delay(d),s/veh	108.5	38.6	28.7	58.1	15.0	13.3	73.2	23.0	23.3	85.6	22.5	22.5
LnGrp LOS	F	D	C	E	B	B	E	C	C	F	C	C
Approach Vol, veh/h		300			893			55			72	
Approach Delay, s/veh		37.0			39.6			53.2			64.5	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	30.3	34.0	18.0	6.7	31.3	4.8	47.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	4.6	2.8	29.7	12.1	3.8	2.5	2.2	11.0
Green Ext Time (p_c), s	0.0	0.1	0.0	1.4	0.0	0.1	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	248	799	47	0	16
Future Vol, veh/h	5	248	799	47	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	270	868	51	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	920	0	-	0	1174	894
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	742	-	-	-	212	340
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	742	-	-	-	210	340
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	742	-	-	-	340
HCM Lane V/C Ratio	0.007	-	-	-	0.051
HCM Control Delay (s)	9.9	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	309	113	231	677	174	203	185	104	113	221	68
Future Volume (veh/h)	59	309	113	231	677	174	203	185	104	113	221	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	64	336	123	251	736	189	221	201	113	123	240	74
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	531	217	265	927	380	177	1727	709	109	1580	647
Arrive On Green	0.05	0.15	0.15	0.16	0.26	0.26	0.04	0.16	0.16	0.07	0.45	0.45
Sat Flow, veh/h	1634	3539	1444	1634	3539	1450	1634	3539	1454	1634	3539	1450
Grp Volume(v), veh/h	64	336	123	251	736	189	221	201	113	123	240	74
Grp Sat Flow(s),veh/h/ln	1634	1770	1444	1634	1770	1450	1634	1770	1454	1634	1770	1450
Q Serve(g_s), s	4.6	10.7	7.2	18.2	23.3	13.3	13.0	5.8	3.9	8.0	4.8	3.6
Cycle Q Clear(g_c), s	4.6	10.7	7.2	18.2	23.3	13.3	13.0	5.8	3.9	8.0	4.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	531	217	265	927	380	177	1727	709	109	1580	647
V/C Ratio(X)	0.78	0.63	0.57	0.95	0.79	0.50	1.25	0.12	0.16	1.13	0.15	0.11
Avail Cap(c_a), veh/h	82	1445	590	265	1681	689	177	1727	709	109	1580	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	47.9	27.0	49.8	41.3	37.6	57.9	28.2	6.9	56.0	19.7	19.4
Incr Delay (d2), s/veh	37.9	1.3	2.3	32.2	1.1	0.7	148.6	0.1	0.5	125.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.3	3.0	10.6	11.5	5.4	13.2	2.9	1.7	7.4	2.4	1.5
LnGrp Delay(d),s/veh	94.2	49.2	29.3	82.0	42.3	38.3	206.4	28.3	7.4	181.2	19.9	19.7
LnGrp LOS	F	D	C	F	D	D	F	C	A	F	B	B
Approach Vol, veh/h		523			1176			535			437	
Approach Delay, s/veh		50.0			50.1			97.5			65.3	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	62.6	23.4	22.0	17.0	57.6	10.0	35.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	7.8	20.2	12.7	15.0	6.8	6.6	25.3
Green Ext Time (p_c), s	0.0	2.5	0.0	1.9	0.0	2.4	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	62.1
HCM 2010 LOS	E



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	557	56	27	1049	65	21
Future Volume (veh/h)	557	56	27	1049	65	21
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	605	61	29	1140	71	23
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1505	620	61	1430	776	692
Arrive On Green	0.43	0.43	0.43	0.43	0.47	0.47
Sat Flow, veh/h	3632	1458	46	3447	1634	1458
Grp Volume(v), veh/h	605	61	618	551	71	23
Grp Sat Flow(s),veh/h/ln	1770	1458	1798	1610	1634	1458
Q Serve(g_s), s	10.7	2.3	9.6	26.9	2.1	0.8
Cycle Q Clear(g_c), s	10.7	2.3	26.6	26.9	2.1	0.8
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	1505	620	806	685	776	692
V/C Ratio(X)	0.40	0.10	0.77	0.80	0.09	0.03
Avail Cap(c_a), veh/h	2379	980	1237	1083	776	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	17.9	15.5	22.3	22.6	13.0	12.6
Incr Delay (d2), s/veh	0.1	0.1	1.0	1.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.9	13.4	12.3	1.0	0.3
LnGrp Delay(d),s/veh	18.1	15.6	23.4	24.2	13.2	12.7
LnGrp LOS	B	B	C	C	B	B
Approach Vol, veh/h	666			1169	94	
Approach Delay, s/veh	17.8			23.8	13.1	
Approach LOS	B			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		47.2		42.8				42.8
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		4.1		12.7				28.9
Green Ext Time (p_c), s		0.2		10.0				9.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	378	149	295	728	63	122	392	93	41	488	185
Future Volume (veh/h)	131	378	149	295	728	63	122	392	93	41	488	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	142	411	162	321	791	68	133	426	101	45	530	201
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	692	260	434	1182	101	136	1392	327	83	1148	434
Arrive On Green	0.08	0.19	0.19	0.14	0.25	0.25	0.17	0.98	0.94	0.05	0.46	0.44
Sat Flow, veh/h	3170	3640	1371	3170	4773	408	1634	2845	669	1634	2515	950
Grp Volume(v), veh/h	142	381	192	321	561	298	133	264	263	45	372	359
Grp Sat Flow(s),veh/h/ln	1585	1695	1621	1585	1695	1791	1634	1770	1745	1634	1770	1695
Q Serve(g_s), s	5.2	12.3	13.0	11.7	17.9	18.0	9.7	0.6	0.9	3.2	17.4	17.7
Cycle Q Clear(g_c), s	5.2	12.3	13.0	11.7	17.9	18.0	9.7	0.6	0.9	3.2	17.4	17.7
Prop In Lane	1.00		0.85	1.00		0.23	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	251	644	308	434	840	444	136	866	853	83	808	774
V/C Ratio(X)	0.57	0.59	0.62	0.74	0.67	0.67	0.98	0.30	0.31	0.54	0.46	0.46
Avail Cap(c_a), veh/h	608	989	473	608	989	522	136	866	853	136	808	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.86	0.86	0.86	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	44.4	44.6	49.7	40.7	40.7	49.9	0.7	1.1	55.6	22.5	22.9
Incr Delay (d2), s/veh	1.9	0.8	2.0	2.6	1.2	2.3	65.2	0.8	0.8	5.5	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.8	6.0	5.3	8.5	9.2	6.8	0.4	0.6	1.6	8.9	8.7
LnGrp Delay(d),s/veh	55.2	45.2	46.6	52.3	41.9	43.0	115.1	1.5	1.9	61.1	24.3	24.9
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	C	C
Approach Vol, veh/h		715			1180			660			776	
Approach Delay, s/veh		47.5			45.0			24.5			26.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	62.7	20.4	26.8	14.0	58.8	13.5	33.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	15.2	2.9	13.7	15.0	11.7	19.7	7.2	20.0
Green Ext Time (p_c), s	0.0	5.2	0.8	5.8	0.0	4.3	0.4	5.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	301	113	133	351	54	101	340	50	75	324	54
Future Volume (veh/h)	102	301	113	133	351	54	101	340	50	75	324	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	111	327	123	145	382	59	110	370	54	82	352	59
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	470	194	222	599	247	1455	1940	799	158	493	203
Arrive On Green	0.10	0.13	0.13	0.14	0.17	0.17	0.46	0.55	0.55	0.05	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	111	327	123	145	382	59	110	370	54	82	352	59
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	7.9	10.6	9.6	10.1	12.1	4.2	2.3	6.3	1.0	3.0	11.4	3.3
Cycle Q Clear(g_c), s	7.9	10.6	9.6	10.1	12.1	4.2	2.3	6.3	1.0	3.0	11.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	470	194	222	599	247	1455	1940	799	158	493	203
V/C Ratio(X)	0.68	0.70	0.63	0.65	0.64	0.24	0.08	0.19	0.07	0.52	0.71	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1455	1940	799	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	49.7	49.3	49.2	46.4	43.2	18.2	13.7	2.9	55.6	49.4	27.3
Incr Delay (d2), s/veh	4.0	1.5	2.7	3.2	1.1	0.5	0.0	0.2	0.2	2.9	8.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.3	4.0	4.8	6.0	1.7	1.0	3.1	0.4	1.4	6.2	1.6
LnGrp Delay(d),s/veh	56.2	51.2	52.0	52.4	47.6	43.7	18.2	13.9	3.1	58.5	58.0	30.9
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		561			586			534			493	
Approach Delay, s/veh		52.3			48.4			13.7			54.8	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	69.8	20.3	20.0	59.1	20.7	15.9	24.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	8.3	12.1	12.6	4.3	13.4	9.9	14.1
Green Ext Time (p_c), s	0.0	2.1	2.3	1.4	0.8	1.3	0.3	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	37	212	36	90	64	153	84	29	304	45
Future Volume (veh/h)	8	5	37	212	36	90	64	153	84	29	304	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	9	5	40	230	39	98	70	166	91	32	330	49
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	100	78	264	385	301	90	1043	817	40	994	845
Arrive On Green	0.01	0.05	0.05	0.16	0.21	0.21	0.05	0.56	0.56	0.05	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	9	5	40	230	39	98	70	166	91	32	330	49
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.5	0.2	2.4	12.4	1.5	5.1	3.5	3.9	2.6	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.2	2.4	12.4	1.5	5.1	3.5	3.9	2.6	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	100	78	264	385	301	90	1043	817	40	994	845
V/C Ratio(X)	0.62	0.05	0.51	0.87	0.10	0.33	0.77	0.16	0.11	0.80	0.33	0.06
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	1043	817	118	994	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.79	0.79	0.79	0.90	0.90	0.90
Uniform Delay (d), s/veh	44.4	40.4	41.4	36.8	28.9	30.4	42.2	9.6	9.3	42.6	0.0	0.0
Incr Delay (d2), s/veh	35.3	0.2	5.0	18.0	0.1	0.6	10.5	0.3	0.2	26.9	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	1.1	6.9	0.8	2.1	2.0	2.1	1.1	1.1	0.2	0.0
LnGrp Delay(d),s/veh	79.7	40.6	46.5	54.8	29.0	30.9	52.7	9.8	9.5	69.5	0.8	0.1
LnGrp LOS	E	D	D	D	C	C	D	A	A	E	A	A
Approach Vol, veh/h		54			367			327			411	
Approach Delay, s/veh		51.5			45.7			18.9			6.1	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	54.9	19.0	9.3	9.1	52.5	5.3	23.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	3.7	5.9	14.4	4.4	5.5	2.0	2.5	7.1
Green Ext Time (p_c), s	0.0	2.3	0.2	0.5	0.0	2.3	0.0	0.6

Intersection Summary		
HCM 2010 Ctrl Delay		24.4
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	167	10	60	289	26	7	221	64	47	20	42
Future Volume (veh/h)	20	167	10	60	289	26	7	221	64	47	20	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	22	182	11	65	314	28	8	240	70	51	22	46
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	342	21	82	434	38	13	1137	890	63	1194	935
Arrive On Green	0.01	0.03	0.03	0.05	0.13	0.13	0.01	0.61	0.61	0.04	0.64	0.64
Sat Flow, veh/h	1634	3393	204	1634	3289	291	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	22	94	99	65	168	174	8	240	70	51	22	46
Grp Sat Flow(s),veh/h/ln	1634	1770	1827	1634	1770	1811	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	4.7	4.8	3.5	8.2	8.3	0.4	5.2	1.8	2.8	0.4	1.1
Cycle Q Clear(g_c), s	1.2	4.7	4.8	3.5	8.2	8.3	0.4	5.2	1.8	2.8	0.4	1.1
Prop In Lane	1.00		0.11	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	178	184	82	233	239	13	1137	890	63	1194	935
V/C Ratio(X)	0.72	0.53	0.54	0.80	0.72	0.73	0.61	0.21	0.08	0.81	0.02	0.05
Avail Cap(c_a), veh/h	118	383	396	209	482	493	118	1137	890	209	1194	935
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.41	0.41	0.41
Uniform Delay (d), s/veh	44.5	41.4	41.4	42.3	37.5	37.5	44.5	7.8	7.2	42.9	5.9	6.0
Incr Delay (d2), s/veh	26.4	2.4	2.4	15.9	4.1	4.2	37.7	0.4	0.2	9.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.4	2.5	2.0	4.3	4.4	0.3	2.8	0.7	1.4	0.2	0.4
LnGrp Delay(d),s/veh	70.8	43.8	43.8	58.2	41.6	41.7	82.2	8.3	7.3	52.4	5.9	6.0
LnGrp LOS	E	D	D	E	D	D	F	A	A	D	A	A
Approach Vol, veh/h		215			407			318			119	
Approach Delay, s/veh		46.6			44.3			9.9			25.9	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	59.5	9.0	13.6	5.2	62.2	6.2	16.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.8	7.2	5.5	6.8	2.4	3.1	3.2	10.3
Green Ext Time (p_c), s	0.0	1.3	0.1	1.5	0.0	1.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	79	281	298	225	46	127	295	122	21	669	44
Future Volume (veh/h)	26	79	281	298	225	46	127	295	122	21	669	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	28	86	305	324	245	50	138	321	133	23	727	48
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	394	353	177	871	175	183	1232	500	56	1429	94
Arrive On Green	0.03	0.22	0.21	0.11	0.30	0.28	0.22	1.00	1.00	0.05	0.56	0.56
Sat Flow, veh/h	1634	1770	1583	1634	2938	590	1634	2458	999	1634	3371	222
Grp Volume(v), veh/h	28	86	305	324	146	149	138	229	225	23	382	393
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1759	1634	1770	1687	1634	1770	1823
Q Serve(g_s), s	2.0	4.8	22.3	13.0	7.6	7.9	9.5	0.0	0.0	1.6	15.8	15.8
Cycle Q Clear(g_c), s	2.0	4.8	22.3	13.0	7.6	7.9	9.5	0.0	0.0	1.6	15.8	15.8
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.59	1.00		0.12
Lane Grp Cap(c), veh/h	56	394	353	177	525	521	183	887	845	56	750	773
V/C Ratio(X)	0.50	0.22	0.86	1.83	0.28	0.29	0.76	0.26	0.27	0.41	0.51	0.51
Avail Cap(c_a), veh/h	144	457	409	177	525	521	204	887	845	82	750	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.9	38.1	45.7	53.5	32.4	32.7	45.1	0.0	0.0	56.1	18.5	18.5
Incr Delay (d2), s/veh	6.6	0.3	15.6	394.9	0.3	0.3	13.1	0.7	0.8	4.2	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.4	11.3	25.3	3.8	3.9	4.9	0.2	0.2	0.8	8.1	8.3
LnGrp Delay(d),s/veh	63.5	38.4	61.4	448.4	32.6	33.0	58.1	0.7	0.8	60.3	20.7	20.7
LnGrp LOS	E	D	E	F	C	C	E	A	A	E	C	C
Approach Vol, veh/h		419			619			592			798	
Approach Delay, s/veh		56.8			250.3			14.1			21.9	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	64.1	17.0	30.7	17.4	54.9	8.1	39.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	13.6	2.0	15.0	24.3	11.5	17.8	4.0	9.9
Green Ext Time (p_c), s	0.0	5.0	0.0	0.7	0.1	4.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	84.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	207	100	0	19	331	19	0	98	20	23	0	54	124	120
Future Vol, veh/h	0	17	207	100	0	19	331	19	0	98	20	23	0	54	124	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	225	109	0	21	360	21	0	107	22	25	0	59	135	130
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.7	14.3	14.2	20.1
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	17	138	169	19	221	129	298
LT Vol	98	17	0	0	19	0	0	54
Through Vol	20	0	138	69	0	221	110	124
RT Vol	23	0	0	100	0	0	19	120
Lane Flow Rate	153	18	150	184	21	240	141	324
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.328	0.039	0.296	0.341	0.043	0.467	0.269	0.617
Departure Headway (Hd)	7.693	7.627	7.111	6.684	7.523	7.007	6.901	6.856
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	469	506	538	476	513	520	528
Service Time	5.446	5.379	4.862	4.434	5.272	4.756	4.65	4.602
HCM Lane V/C Ratio	0.328	0.038	0.296	0.342	0.044	0.468	0.271	0.614
HCM Control Delay	14.2	10.7	12.8	12.9	10.6	15.8	12.2	20.1
HCM Lane LOS	B	B	B	B	B	C	B	C
HCM 95th-tile Q	1.4	0.1	1.2	1.5	0.1	2.5	1.1	4.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	90	47	182	170	41	64	619	114	39	730	45
Future Volume (veh/h)	36	90	47	182	170	41	64	619	114	39	730	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	39	98	51	198	185	45	70	673	124	42	793	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	168	131	142	248	194	114	1918	353	78	2099	130
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.07	0.64	0.63	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2986	550	1634	3386	209
Grp Volume(v), veh/h	39	98	51	198	185	45	70	399	398	42	414	428
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1826
Q Serve(g_s), s	2.8	6.1	4.0	10.4	11.5	3.3	5.0	12.5	12.7	2.9	0.0	0.0
Cycle Q Clear(g_c), s	2.8	6.1	4.0	10.4	11.5	3.3	5.0	12.5	12.7	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	71	168	131	142	248	194	114	1137	1134	78	1097	1132
V/C Ratio(X)	0.55	0.58	0.39	1.40	0.74	0.23	0.61	0.35	0.35	0.54	0.38	0.38
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1137	1134	82	1097	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.78	0.78	0.78
Uniform Delay (d), s/veh	56.3	52.4	51.5	54.8	50.0	46.5	54.2	9.9	10.1	53.0	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.2	1.9	216.2	4.8	0.6	4.7	0.8	0.8	4.9	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	1.7	13.2	6.2	1.4	2.4	6.3	6.4	1.4	0.2	0.2
LnGrp Delay(d),s/veh	62.8	55.6	53.4	271.0	54.9	47.1	58.9	10.7	10.9	57.9	0.8	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		188			428			867			884	
Approach Delay, s/veh		56.5			154.0			14.7			3.5	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	81.1	14.4	14.8	12.4	78.4	9.2	20.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.9	14.7	12.4	8.1	7.0	2.0	4.8	13.5
Green Ext Time (p_c), s	0.0	7.5	0.0	1.0	0.1	7.5	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	151	92	102	85	200	674	117	162	727	91
Future Volume (veh/h)	44	111	151	92	102	85	200	674	117	162	727	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	121	164	100	111	92	217	733	127	176	790	99
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	542	223	95	561	231	266	1830	754	226	1742	718
Arrive On Green	0.05	0.15	0.15	0.06	0.16	0.16	0.16	0.52	0.52	0.14	0.49	0.49
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	48	121	164	100	111	92	217	733	127	176	790	99
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	3.6	12.9	7.0	3.3	6.8	15.4	15.1	5.5	12.5	17.5	4.4
Cycle Q Clear(g_c), s	3.4	3.6	12.9	7.0	3.3	6.8	15.4	15.1	5.5	12.5	17.5	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	542	223	95	561	231	266	1830	754	226	1742	718
V/C Ratio(X)	0.55	0.22	0.73	1.05	0.20	0.40	0.82	0.40	0.17	0.78	0.45	0.14
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1830	754	259	1742	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	0.61	0.61	0.61
Uniform Delay (d), s/veh	55.4	44.5	48.5	56.5	43.9	45.3	48.5	17.7	15.3	50.0	19.9	16.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	101.8	0.2	1.0	14.4	0.7	0.5	7.9	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.5	5.8	1.6	2.8	8.0	7.5	2.3	6.1	8.7	1.8
LnGrp Delay(d),s/veh	60.8	44.7	53.1	159.2	44.0	46.4	62.9	18.3	15.8	57.9	20.4	16.8
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		333			303			1077			1065	
Approach Delay, s/veh		51.2			82.7			27.0			26.3	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	66.0	11.0	22.4	23.5	63.1	10.4	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.6	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.5	17.1	9.0	14.9	17.4	19.5	5.4	8.8
Green Ext Time (p_c), s	0.1	9.1	0.0	1.5	0.2	8.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	119	105	88	232	76	216	599	91	55	664	112
Future Volume (veh/h)	39	119	105	88	232	76	216	599	91	55	664	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	129	114	96	252	83	235	651	99	60	722	122
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	224	182	82	433	179	123	682	534	539	2198	906
Arrive On Green	0.05	0.12	0.10	0.05	0.12	0.12	0.15	0.73	0.73	0.33	0.62	0.62
Sat Flow, veh/h	1634	1854	1512	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	42	123	120	96	252	83	235	651	99	60	722	122
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	3.0	7.9	8.7	6.0	8.1	3.2	9.0	37.3	1.9	3.1	11.7	4.2
Cycle Q Clear(g_c), s	3.0	7.9	8.7	6.0	8.1	3.2	9.0	37.3	1.9	3.1	11.7	4.2
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	213	193	82	433	179	123	682	534	539	2198	906
V/C Ratio(X)	0.53	0.57	0.62	1.18	0.58	0.46	1.92	0.95	0.19	0.11	0.33	0.13
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	539	2198	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.91	0.91	0.91	0.76	0.76	0.76	0.86	0.86	0.86
Uniform Delay (d), s/veh	55.8	49.9	51.1	57.0	49.7	12.7	51.0	15.2	6.1	28.0	10.8	9.4
Incr Delay (d2), s/veh	5.0	2.2	3.0	149.8	1.1	1.7	435.0	20.8	0.6	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.0	4.0	6.1	4.0	1.4	18.8	22.4	0.8	1.4	5.7	1.7
LnGrp Delay(d),s/veh	60.8	52.1	54.1	206.8	50.9	14.5	486.0	36.0	6.7	28.0	11.2	9.7
LnGrp LOS	E	D	D	F	D	B	F	D	A	C	B	A
Approach Vol, veh/h		285			431			985			904	
Approach Delay, s/veh		54.2			78.6			140.4			12.1	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	47.9	10.0	18.5	13.0	78.5	9.8	18.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	5.1	39.3	8.0	10.7	11.0	13.7	5.0	10.1
Green Ext Time (p_c), s	3.0	2.6	0.0	1.8	0.0	4.1	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	76.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	159	44	106	221	85	160	319	74	289	595	123
Future Volume (veh/h)	43	159	44	106	221	85	160	319	74	289	595	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	173	48	115	240	92	174	347	80	314	647	134
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	304	125	165	478	197	220	1652	681	348	1930	795
Arrive On Green	0.05	0.09	0.09	0.10	0.14	0.14	0.27	0.93	0.93	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	47	173	48	115	240	92	174	347	80	314	647	134
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.3	5.6	2.8	8.2	7.5	7.0	11.9	1.0	0.3	21.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	5.6	2.8	8.2	7.5	7.0	11.9	1.0	0.3	21.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	304	125	165	478	197	220	1652	681	348	1930	795
V/C Ratio(X)	0.33	0.57	0.38	0.70	0.50	0.47	0.79	0.21	0.12	0.90	0.34	0.17
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1652	681	354	1930	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.81	0.81	0.81	0.97	0.97	0.97	0.64	0.64	0.64
Uniform Delay (d), s/veh	53.5	52.7	28.6	52.2	48.1	47.9	42.3	2.2	0.8	33.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.8	8.6	0.7	1.4	7.4	0.3	0.3	17.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	1.2	4.1	3.7	2.9	5.8	0.4	0.2	11.3	0.1	0.1
LnGrp Delay(d),s/veh	54.7	54.3	30.4	60.8	48.8	49.3	49.7	2.4	1.2	51.0	0.3	0.3
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		268			447			601			1095	
Approach Delay, s/veh		50.1			52.0			16.0			14.8	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	89.6	60.0	16.1	14.3	20.1	69.4	10.2	20.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	23.5	3.0	10.2	7.6	13.9	2.0	5.3	9.5
Green Ext Time (p_c), s	0.1	5.6	0.2	0.7	0.3	5.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	384	122	88	259	76	74	746	71	178	1617	464
Future Volume (veh/h)	203	384	122	88	259	76	74	746	71	178	1617	464
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	221	417	133	96	282	83	80	811	77	193	1758	504
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	631	260	195	487	200	125	2648	250	109	1947	802
Arrive On Green	0.10	0.18	0.18	0.06	0.14	0.14	0.08	0.56	0.56	0.07	0.55	0.55
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4727	447	1634	3539	1458
Grp Volume(v), veh/h	221	417	133	96	282	83	80	581	307	193	1758	504
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1784	1634	1770	1458
Q Serve(g_s), s	8.1	13.2	9.9	3.5	9.0	6.2	5.7	10.9	11.0	8.0	53.3	28.5
Cycle Q Clear(g_c), s	8.1	13.2	9.9	3.5	9.0	6.2	5.7	10.9	11.0	8.0	53.3	28.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	325	631	260	195	487	200	125	1899	999	109	1947	802
V/C Ratio(X)	0.68	0.66	0.51	0.49	0.58	0.41	0.64	0.31	0.31	1.77	0.90	0.63
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1899	999	109	1947	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.95	0.95	0.95	0.83	0.83	0.83
Uniform Delay (d), s/veh	52.0	45.9	44.6	54.5	48.5	47.3	53.8	14.0	14.0	56.0	24.1	18.6
Incr Delay (d2), s/veh	2.8	0.9	1.2	1.9	1.1	1.4	6.3	0.4	0.8	376.5	6.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.5	4.1	1.6	4.5	2.6	2.8	5.2	5.6	15.0	27.6	12.0
LnGrp Delay(d),s/veh	54.8	46.9	45.8	56.4	49.6	48.7	60.1	14.4	14.8	432.5	30.4	21.7
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	C
Approach Vol, veh/h		771			461			968			2455	
Approach Delay, s/veh		48.9			50.9			18.3			60.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.2	11.4	25.4	13.2	70.0	16.3	20.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	13.0	5.5	15.2	7.7	55.3	10.1	11.0
Green Ext Time (p_c), s	0.0	23.1	0.1	3.5	0.0	0.0	0.2	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	10	39	0	8	20	1398	98	21	1233	36
Future Volume (veh/h)	36	0	10	39	0	8	20	1398	98	21	1233	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	0	11	42	0	9	22	1520	107	23	1340	39
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
Arrive On Green	0.04	0.00	0.04	0.05	0.00	0.03	0.03	0.74	0.74	0.03	0.74	0.74
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	39	0	11	42	0	9	22	1520	107	23	1340	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.2	1.1	1.7	11.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.2	1.1	1.7	11.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
V/C Ratio(X)	0.55	0.00	0.18	0.56	0.00	0.13	0.40	0.58	0.10	0.41	0.35	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2631	1084	82	3783	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	41.5	56.1	0.0	55.8	56.8	6.9	0.8	56.7	5.3	4.0
Incr Delay (d2), s/veh	6.5	0.0	1.3	6.4	0.0	0.8	4.5	0.9	0.2	4.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	1.5	0.0	0.3	0.8	11.5	0.4	0.8	5.2	0.4
LnGrp Delay(d),s/veh	62.8	0.0	42.8	62.5	0.0	56.6	61.3	7.9	1.0	61.4	5.6	4.1
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		50			51			1649			1402	
Approach Delay, s/veh		58.4			61.4			8.1			6.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	93.2	9.5	9.1	8.1	93.3	9.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	13.7	25.2	5.0	2.8	3.6	13.0	4.8	2.7
Green Ext Time (p_c), s	0.0	19.2	0.0	0.0	0.0	23.8	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	265	131	1181	83	69	916
Future Volume (veh/h)	265	131	1181	83	69	916
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	288	142	1284	90	75	996
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2358	972	114	2722
Arrive On Green	0.16	0.16	0.67	0.67	0.14	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	288	142	1284	90	75	996
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	10.8	22.8	2.6	5.2	0.0
Cycle Q Clear(g_c), s	19.7	10.8	22.8	2.6	5.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2358	972	114	2722
V/C Ratio(X)	1.07	0.59	0.54	0.09	0.66	0.37
Avail Cap(c_a), veh/h	268	239	2358	972	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.80	0.80	1.00	1.00	0.82	0.82
Uniform Delay (d), s/veh	50.2	46.4	10.5	7.1	50.3	0.0
Incr Delay (d2), s/veh	70.0	3.1	0.9	0.2	5.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	4.6	11.4	1.1	2.5	0.1
LnGrp Delay(d),s/veh	120.2	49.6	11.4	7.3	55.6	0.3
LnGrp LOS	F	D	B	A	E	A
Approach Vol, veh/h	430		1374			1071
Approach Delay, s/veh	96.9		11.1			4.2
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.4	83.9				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.2	24.8				2.0		21.7
Green Ext Time (p_c), s	0.0	17.5				19.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	55	147	97	79	77	70	423	27	43	837	40
Future Volume (veh/h)	82	55	147	97	79	77	70	423	27	43	837	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	89	60	160	105	86	84	76	460	29	47	910	43
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	74	198	144	113	110	119	1899	119	84	1859	88
Arrive On Green	0.12	0.17	0.15	0.09	0.13	0.12	0.15	1.00	1.00	0.10	1.00	1.00
Sat Flow, veh/h	1634	450	1201	1634	867	847	1634	3382	213	1634	3441	163
Grp Volume(v), veh/h	89	0	220	105	0	170	76	240	249	47	468	485
Grp Sat Flow(s),veh/h/ln	1634	0	1651	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	6.1	0.0	15.4	7.5	0.0	11.5	5.3	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	15.4	7.5	0.0	11.5	5.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.49	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	202	0	273	144	0	223	119	994	1025	84	956	991
V/C Ratio(X)	0.44	0.00	0.81	0.73	0.00	0.76	0.64	0.24	0.24	0.56	0.49	0.49
Avail Cap(c_a), veh/h	202	0	418	144	0	380	218	994	1025	163	956	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
Uniform Delay (d), s/veh	48.8	0.0	48.9	53.3	0.0	50.8	49.8	0.0	0.0	52.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	6.4	16.8	0.0	5.3	5.1	0.5	0.5	5.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	7.5	4.1	0.0	5.8	2.5	0.1	0.1	1.6	0.4	0.4
LnGrp Delay(d),s/veh	50.2	0.0	55.2	70.1	0.0	56.1	54.9	0.5	0.5	57.6	1.6	1.6
LnGrp LOS	D		E	E		E	D	A	A	E	A	A
Approach Vol, veh/h		309			275			565			1000	
Approach Delay, s/veh		53.8			61.5			7.8			4.2	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	71.4	14.6	23.8	12.8	68.8	18.8	19.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	5.3	2.0	9.5	17.4	7.3	2.0	8.1	13.5
Green Ext Time (p_c), s	0.0	6.2	0.0	0.7	0.1	6.2	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	64.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	47	1	548	0	226	567	0	0	0	800	532
Future Vol, veh/h	0	0	0	0	0	47	1	548	0	226	567	0	0	0	800	532
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	51	1	596	0	246	616	0	0	0	870	578
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	65.2	56.7	68.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	98%	0%	0%	0%
Vol Thru, %	0%	100%	2%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	567	48	548	800	532
LT Vol	226	0	47	0	0	0
Through Vol	0	567	1	0	800	0
RT Vol	0	0	0	548	0	532
Lane Flow Rate	246	616	52	596	870	578
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.575	1	0.131	1	1	1
Departure Headway (Hd)	8.426	7.927	9.006	7.818	7.799	7.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	462	401	471	470	515
Service Time	6.184	5.684	6.706	5.518	5.537	4.838
HCM Lane V/C Ratio	0.576	1.333	0.13	1.265	1.851	1.122
HCM Control Delay	22	70.6	13.1	69.8	69.9	66.5
HCM Lane LOS	C	F	B	F	F	F
HCM 95th-tile Q	3.5	13	0.4	13.1	13.1	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	518	190	361	142	523	0	0	689	208
Future Volume (veh/h)	0	0	0	518	190	361	142	523	0	0	689	208
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				563	207	392	154	568	0	0	749	226
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				995	567	444	567	2196	0	0	1430	589
Arrive On Green				0.30	0.30	0.30	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				563	207	392	154	568	0	0	749	226
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.4	10.4	30.7	5.0	8.7	0.0	0.0	8.4	5.2
Cycle Q Clear(g_c), s				17.4	10.4	30.7	5.0	8.7	0.0	0.0	8.4	5.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				995	567	444	567	2196	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.27	0.26	0.00	0.00	0.52	0.38
Avail Cap(c_a), veh/h				1185	675	529	567	2196	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.56	0.56	0.56	0.96	0.96	0.00	0.00	0.84	0.84
Uniform Delay (d), s/veh				35.1	32.7	39.7	42.5	10.3	0.0	0.0	7.7	7.3
Incr Delay (d2), s/veh				0.3	0.2	8.7	0.2	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	5.4	13.4	2.2	4.3	0.0	0.0	4.2	2.3
LnGrp Delay(d),s/veh				35.4	32.9	48.4	42.8	10.6	0.0	0.0	8.8	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1162			722			975	
Approach Delay, s/veh					39.3			17.4			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.0			26.0	53.0		41.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.7			7.0	10.4		32.7
Green Ext Time (p_c), s		3.2			1.9	4.5		3.8

Intersection Summary		
HCM 2010 Ctrl Delay		23.4
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	461	183	279	707	0	0	1382	540
Future Volume (veh/h)	0	0	0	259	461	183	279	707	0	0	1382	540
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				282	501	199	303	768	0	0	1502	587
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				585	654	269	340	2650	0	0	1794	739
Arrive On Green				0.18	0.18	0.18	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				282	501	199	303	768	0	0	1502	587
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.6	39.9
Cycle Q Clear(g_c), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.6	39.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				585	654	269	340	2650	0	0	1794	739
V/C Ratio(X)				0.48	0.77	0.74	0.89	0.29	0.00	0.00	0.84	0.79
Avail Cap(c_a), veh/h				822	917	378	340	2650	0	0	1794	739
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.89	0.89	0.00	0.00	0.31	0.31
Uniform Delay (d), s/veh				43.8	46.5	46.2	42.1	0.1	0.0	0.0	25.3	24.4
Incr Delay (d2), s/veh				0.6	2.5	4.7	22.0	0.2	0.0	0.0	1.6	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.1	6.6	11.7	0.1	0.0	0.0	21.7	16.6
LnGrp Delay(d),s/veh				44.4	49.0	50.9	64.0	0.3	0.0	0.0	26.9	27.2
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					982			1071			2089	
Approach Delay, s/veh					48.1			18.3			27.0	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.8			29.0	64.8		26.2
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.2			23.4	45.6		18.1
Green Ext Time (p_c), s		28.0			0.0	3.8		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		29.7
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1	80	0	0	0	0	479	93	369	310	0
Future Volume (veh/h)	187	1	80	0	0	0	0	479	93	369	310	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	203	1	87				0	521	101	401	337	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	247	1	204				0	825	646	437	1416	0
Arrive On Green	0.14	0.14	0.14				0.00	0.44	0.44	0.27	0.76	0.00
Sat Flow, veh/h	1766	9	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	204	0	87				0	521	101	401	337	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	10.1	0.0	4.9				0.0	19.5	3.7	21.4	4.8	0.0
Cycle Q Clear(g_c), s	10.1	0.0	4.9				0.0	19.5	3.7	21.4	4.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	248	0	204				0	825	646	437	1416	0
V/C Ratio(X)	0.82	0.00	0.43				0.00	0.63	0.16	0.92	0.24	0.00
Avail Cap(c_a), veh/h	355	0	292				0	825	646	499	1416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	0.0	35.4				0.0	19.4	15.0	32.0	3.2	0.0
Incr Delay (d2), s/veh	10.0	0.0	1.4				0.0	3.7	0.5	20.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	2.1				0.0	10.8	1.6	12.2	2.6	0.0
LnGrp Delay(d),s/veh	47.6	0.0	36.8				0.0	23.0	15.5	52.6	3.6	0.0
LnGrp LOS	D		D					C	B	D	A	
Approach Vol, veh/h		291						622			738	
Approach Delay, s/veh		44.4						21.8			30.2	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	28.5	44.4		17.1		72.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	23.4	21.5		12.1		6.8		
Green Ext Time (p_c), s	0.6	2.7		0.5		3.9		

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	108	204	0	0	0	0	555	444	311	865	0
Future Volume (veh/h)	171	108	204	0	0	0	0	555	444	311	865	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	186	117	222				0	603	483	338	940	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	298	646	266				0	2942	844	441	2658	0
Arrive On Green	0.18	0.18	0.18				0.00	0.58	0.58	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	186	117	222				0	603	483	338	940	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	12.6	3.4	17.6				0.0	6.8	25.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	12.6	3.4	17.6				0.0	6.8	25.0	11.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	646	266				0	2942	844	441	2658	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.20	0.57	0.77	0.35	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2942	844	660	2658	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	45.3	41.5	47.3				0.0	12.1	15.9	41.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	9.1				0.0	0.2	2.8	2.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.7	7.8				0.0	3.2	10.7	5.2	0.1	0.0
LnGrp Delay(d),s/veh	47.4	41.6	56.4				0.0	12.2	18.7	44.1	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		525						1086			1278	
Approach Delay, s/veh		49.9						15.1			11.9	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.7	73.4		25.9		94.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.7	27.0		19.6		2.0		
Green Ext Time (p_c), s	0.9	9.9		1.7		13.4		

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	454	122	0	0	0	0	721	441	637	1057	0
Future Volume (veh/h)	170	454	122	0	0	0	0	721	441	637	1057	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	493	133				0	784	479	692	1149	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	526	587	242				0	1749	721	761	2716	0
Arrive On Green	0.17	0.17	0.17				0.00	0.49	0.49	0.48	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	185	493	133				0	784	479	692	1149	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.2	16.2	10.0				0.0	17.3	29.7	24.2	0.0	0.0
Cycle Q Clear(g_c), s	6.2	16.2	10.0				0.0	17.3	29.7	24.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	526	587	242				0	1749	721	761	2716	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.45	0.66	0.91	0.42	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1749	721	792	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.86	0.86	0.86				0.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	44.3	48.5	45.9				0.0	19.7	22.9	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.9	1.7				0.0	0.8	4.8	7.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.6	4.2				0.0	8.6	12.9	11.1	0.1	0.0
LnGrp Delay(d),s/veh	44.7	56.4	47.6				0.0	20.6	27.7	37.3	0.2	0.0
LnGrp LOS	D	E	D					C	C	D	A	
Approach Vol, veh/h		811						1263			1841	
Approach Delay, s/veh		52.3						23.3			14.1	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.8	63.3		23.9		96.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.8	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	26.2	31.7		18.2		2.0		
Green Ext Time (p_c), s	0.6	12.6		1.1		19.1		

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	6
Future Vol, veh/h	0	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	24	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	992	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	992	1062	-	-	1600	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	35	23	0	25	0	21
Future Vol, veh/h	35	23	0	25	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	25	0	27	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	78	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1540	-	925	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	925	1017
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	996	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1540	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	7	203	15	0	208
Future Vol, veh/h	0	7	203	15	0	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	221	16	0	226

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	229	0	0	237	0
Stage 1	229	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	810	-	-	1330	-
Stage 1	809	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	563	810	-	-	1330	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	810	1330	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	311	240	32	0	24
Future Vol, veh/h	0	311	240	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	338	261	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	616	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	454	761
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	454	761
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	761
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	31	207	111	122	224
Future Vol, veh/h	26	31	207	111	122	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	34	225	121	133	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	734	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	387	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	814	-	-	1344	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	349	814	1344	-
HCM Lane V/C Ratio	-	-	0.081	0.041	0.099	-
HCM Control Delay (s)	-	-	16.2	9.6	8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.3	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	34	285	123	125	213
Future Vol, veh/h	30	34	285	123	125	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	310	134	136	232

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	813	310	0	0	310	0
Stage 1	310	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	348	730	-	-	1250	-
Stage 1	744	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	730	-	-	1250	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	310	730	1250	-
HCM Lane V/C Ratio	-	-	0.105	0.051	0.109	-
HCM Control Delay (s)	-	-	18	10.2	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	61	207	159	0	237
Future Vol, veh/h	0	61	207	159	0	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	66	225	173	0	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	483	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	542	814	-	-	1344	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	814	1344	-
HCM Lane V/C Ratio	-	-	-	0.081	-	-
HCM Control Delay (s)	-	-	0	9.8	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	109	146	154	86	30	32
Future Vol, veh/h	109	146	154	86	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	159	167	93	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	563	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1411	-	-	-	487	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1411	-	-	-	446	877
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1411	-	-	-	446	877
HCM Lane V/C Ratio	0.084	-	-	-	0.073	0.04
HCM Control Delay (s)	7.8	-	-	-	13.7	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	108	121	162	100	27	26
Future Vol, veh/h	108	121	162	100	27	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	132	176	109	29	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	176	0	-	0	542	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1400	-	-	-	501	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1400	-	-	-	459	867
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1400	-	-	-	459	867
HCM Lane V/C Ratio	0.084	-	-	-	0.064	0.033
HCM Control Delay (s)	7.8	-	-	-	13.4	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	77	124	195	77	15	18
Future Vol, veh/h	77	124	195	77	15	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	135	212	84	16	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	212	0	-	0	514	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1358	-	-	-	521	828
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1358	-	-	-	489	828
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1358	-	-	-	489	828
HCM Lane V/C Ratio	0.062	-	-	-	0.033	0.024
HCM Control Delay (s)	7.8	-	-	-	12.6	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

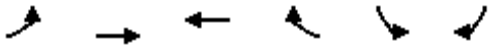
Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	118	55	66	101	20	25
Future Vol, veh/h	118	55	66	101	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	60	72	110	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	381	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1458	-	621	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	590	922
Mov Cap-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	922	-	-	1458	-
HCM Lane V/C Ratio	0.037	0.029	-	-	0.049	-
HCM Control Delay (s)	11.3	9	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	175	186	0	247	54
Future Volume (veh/h)	0	175	186	0	247	54
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	190	202	0	268	59
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	321	321	0	2566	1180
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	190	202	0	268	59
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.2	6.6	0.0	2.1	1.0
Cycle Q Clear(g_c), s	0.0	6.2	6.6	0.0	2.1	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	321	321	0	2566	1180
V/C Ratio(X)	0.00	0.59	0.63	0.00	0.10	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2566	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.4	52.6	0.0	2.4	2.3
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.3	0.0	0.9	0.4
LnGrp Delay(d),s/veh	0.0	54.2	54.0	0.0	2.5	2.4
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		190	202		327	
Approach Delay, s/veh		54.2	54.0		2.4	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				16.9		103.1		16.9
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.2		4.1		8.6
Green Ext Time (p_c), s				2.3		1.1		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	403	0	0	454	320	33	0	293	0	0	0
Future Volume (veh/h)	25	403	0	0	454	320	33	0	293	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	27	438	0	0	493	348	36	0	318			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	32	1264	0	0	1030	425	1745	0	803			
Arrive On Green	0.02	0.36	0.00	0.00	0.29	0.29	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	27	438	0	0	493	348	36	0	318			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.1	11.8	0.0	0.0	14.9	28.9	0.7	0.0	16.3			
Cycle Q Clear(g_c), s	2.1	11.8	0.0	0.0	14.9	28.9	0.7	0.0	16.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	32	1264	0	0	1030	425	1745	0	803			
V/C Ratio(X)	0.83	0.35	0.00	0.00	0.48	0.82	0.02	0.00	0.40			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1745	0	803			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.41	0.41	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.5	30.7	0.0	0.0	38.0	42.9	13.3	0.0	16.8			
Incr Delay (d2), s/veh	45.8	0.2	0.0	0.0	0.1	2.5	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	5.8	0.0	0.0	7.3	11.9	0.3	0.0	6.6			
LnGrp Delay(d),s/veh	109.3	30.8	0.0	0.0	38.1	45.4	13.3	0.0	17.1			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		465			841			354				
Approach Delay, s/veh		35.4			41.1			16.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.6		52.4			8.6	43.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		18.3		13.8			4.1	30.9
Green Ext Time (p_c), s		0.0		7.8			0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	68	181	14	0	8	274	25	0	63	10	19	0	69	11	155
Future Vol, veh/h	0	68	181	14	0	8	274	25	0	63	10	19	0	69	11	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	197	15	0	9	298	27	0	68	11	21	0	75	12	168
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11	11.9	10.9	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	81%	0%	100%	79%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	19%	0%	0%	21%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	68	121	74	8	183	116	69	7	159
LT Vol	63	0	68	0	0	8	0	0	69	0	0
Through Vol	0	10	0	121	60	0	183	91	0	7	4
RT Vol	0	19	0	0	14	0	0	25	0	0	155
Lane Flow Rate	68	32	74	131	81	9	199	126	75	8	172
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.142	0.057	0.145	0.238	0.144	0.017	0.355	0.221	0.15	0.015	0.288
Departure Headway (Hd)	7.471	6.512	7.043	6.539	6.406	6.948	6.444	6.292	7.193	6.692	6.006
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	547	507	547	558	513	556	568	497	533	595
Service Time	5.247	4.289	4.812	4.307	4.174	4.713	4.209	4.057	4.96	4.459	3.773
HCM Lane V/C Ratio	0.142	0.059	0.146	0.239	0.145	0.018	0.358	0.222	0.151	0.015	0.289
HCM Control Delay	11.5	9.7	11	11.4	10.3	9.8	12.7	10.9	11.2	9.6	11.2
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.5	0.9	0.5	0.1	1.6	0.8	0.5	0	1.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	314	232	33	0	28
Future Vol, veh/h	0	314	232	33	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	341	252	36	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	611	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1274	-	-	-	457	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	457	769
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	769
HCM Lane V/C Ratio	-	-	-	-	0.04
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	3	175	35	4	179
Future Vol, veh/h	31	3	175	35	4	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	3	190	38	4	195

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	393	190	0	0	190	0
Stage 1	190	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	611	852	-	-	1384	-
Stage 1	842	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	609	852	-	-	1384	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	609	852	1384	-
HCM Lane V/C Ratio	-	-	0.055	0.004	0.003	-
HCM Control Delay (s)	-	-	11.3	9.2	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	19	24	21
Future Vol, veh/h	0	12	0	19	24	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	21	26	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	24	49	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	956	1047	1556	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1047	1556	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1556	-	1047	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	6
Future Vol, veh/h	0	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	24	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	992	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	992	1062	-	-	1600	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	23	23	0	0	0
Future Vol, veh/h	0	23	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	25	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	25	25	-	0	25	0
Stage 1	0	0	-	-	-	-
Stage 2	25	25	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	991	868	-	-	1589	-
Stage 1	-	-	-	-	-	-
Stage 2	998	874	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	991	0	-	-	1589	-
Mov Cap-2 Maneuver	991	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	998	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	31	15	34	17	71	19	415	72	83	454	6
Future Volume (veh/h)	4	31	15	34	17	71	19	415	72	83	454	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	34	16	37	18	77	21	451	78	90	493	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	787	758	357	832	195	835	34	591	102	118	883	13
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.02	0.20	0.19	0.07	0.25	0.24
Sat Flow, veh/h	1193	1199	564	1243	309	1321	1634	3021	519	1634	3573	51
Grp Volume(v), veh/h	4	0	50	37	0	95	21	263	266	90	244	256
Grp Sat Flow(s),veh/h/ln	1193	0	1763	1243	0	1630	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.2	0.0	1.3	1.4	0.0	2.8	1.5	16.9	17.1	6.5	14.5	14.5
Cycle Q Clear(g_c), s	2.9	0.0	1.3	2.7	0.0	2.8	1.5	16.9	17.1	6.5	14.5	14.5
Prop In Lane	1.00		0.32	1.00		0.81	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	787	0	1114	832	0	1030	34	346	346	118	437	458
V/C Ratio(X)	0.01	0.00	0.04	0.04	0.00	0.09	0.61	0.76	0.77	0.76	0.56	0.56
Avail Cap(c_a), veh/h	787	0	1114	832	0	1030	101	1062	1063	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	8.4	8.9	0.0	8.7	58.3	45.6	45.8	54.6	39.5	39.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	16.5	3.4	3.6	9.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.5	0.0	1.3	0.9	8.6	8.7	3.2	7.2	7.5
LnGrp Delay(d),s/veh	9.2	0.0	8.5	9.0	0.0	8.9	74.7	49.0	49.3	64.2	40.6	40.5
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		54			132			550			590	
Approach Delay, s/veh		8.5			8.9			50.2			44.2	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	27.5		79.8	6.5	33.7		79.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.5	19.1		4.9	3.5	16.5		4.8
Green Ext Time (p_c), s	0.1	3.9		0.5	0.0	3.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	11	53	258	36	36
Future Vol, veh/h	189	11	53	258	36	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	205	12	58	280	39	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	607	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1353	-	460	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	437	829
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	1353	-
HCM Lane V/C Ratio	0.137	-	-	0.043	-
HCM Control Delay (s)	12.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	41.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	170	50	0	314	250	14	0	67	23	328
Future Vol, veh/h	0	10	170	50	0	314	250	14	0	67	23	328
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	11	185	54	0	341	272	15	0	73	25	357
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	15.4	64.4	25.8
HCM LOS	C	F	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	4%	56%	0%	8%
Vol Thru, %	6%	74%	44%	0%	76%
Vol Right, %	78%	22%	0%	100%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	418	230	564	14	38
LT Vol	67	10	314	0	3
Through Vol	23	170	250	0	29
RT Vol	328	50	0	14	6
Lane Flow Rate	454	250	613	15	41
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.76	0.464	1	0.025	0.088
Departure Headway (Hd)	6.02	6.686	6.962	5.964	7.676
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	595	543	527	601	467
Service Time	4.103	4.693	4.689	3.69	5.717
HCM Lane V/C Ratio	0.763	0.46	1.163	0.025	0.088
HCM Control Delay	25.8	15.4	65.8	8.8	11.5
HCM Lane LOS	D	C	F	A	B
HCM 95th-tile Q	6.8	2.4	13.9	0.1	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	29	6
Future Vol, veh/h	0	3	29	6
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	32	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.5
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	224	313	384	43	47	163
Future Vol, veh/h	224	313	384	43	47	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	243	340	417	47	51	177

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	1268	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	827	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1097	-	-	-	186	616
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	430	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	135	616
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	313	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	34.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1097	-	-	-	343
HCM Lane V/C Ratio	0.222	-	-	-	0.665
HCM Control Delay (s)	9.2	0	-	-	34.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.8	-	-	-	4.5

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	0	18	7	104	0	650	9	90	993	3
Future Vol, veh/h	0	14	0	18	7	104	0	650	9	90	993	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	20	8	113	0	707	10	98	1079	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1634	1993	541	1454	1989	358	1083	0	0	716	0	0
Stage 1	1277	1277	-	711	711	-	-	-	-	-	-	-
Stage 2	357	716	-	743	1278	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	67	60	485	91	60	638	640	-	-	880	-	-
Stage 1	176	236	-	390	434	-	-	-	-	-	-	-
Stage 2	633	432	-	373	235	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	53	485	65	53	638	640	-	-	880	-	-
Mov Cap-2 Maneuver	45	53	-	65	53	-	-	-	-	-	-	-
Stage 1	176	210	-	390	434	-	-	-	-	-	-	-
Stage 2	512	432	-	307	209	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	98.3	43.9	0	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	640	-	-	53	226	880	-	-
HCM Lane V/C Ratio	-	-	-	0.287	0.62	0.111	-	-
HCM Control Delay (s)	0	-	-	98.3	43.9	9.6	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	3.7	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	139	4	1	121	2	1
Future Vol, veh/h	139	4	1	121	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	4	1	132	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	155	0	287	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1425	-	703	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	702	893
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1425	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	128	0	0
Future Vol, veh/h	104	0	0	128	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	113	0	0	139	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	252	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	737	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	737	940
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	888	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1476	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	205.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	116	523	81	113	577	12	120	25	73	12	11	10
Future Vol, veh/h	116	523	81	113	577	12	120	25	73	12	11	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	568	88	123	627	13	130	27	79	13	12	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	640	0	0	657	0	0	1756	1751	613	1797	1788	634
Stage 1	-	-	-	-	-	-	865	865	-	879	879	-
Stage 2	-	-	-	-	-	-	891	886	-	918	909	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	944	-	-	931	-	-	~ 66	86	492	62	81	479
Stage 1	-	-	-	-	-	-	348	371	-	342	365	-
Stage 2	-	-	-	-	-	-	337	363	-	326	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	944	-	-	931	-	-	~ 38	54	492	23	51	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 38	54	-	23	51	-
Stage 1	-	-	-	-	-	-	274	292	-	269	290	-
Stage 2	-	-	-	-	-	-	251	288	-	195	279	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.5	$ 1533.3	223.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	944	-	-	931	-	-	44
HCM Lane V/C Ratio	4.085	0.134	-	-	0.132	-	-	0.815
HCM Control Delay (s)	$ 1533.3	9.4	0	-	9.5	0	-	223.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	25.8	0.5	-	-	0.5	-	-	3.2

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	99	17	35	161	12	31
Future Vol, veh/h	99	17	35	161	12	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	18	38	175	13	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	368	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	632	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	614	935
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	816	-	-	1460	-
HCM Lane V/C Ratio	0.057	-	-	0.026	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	6	8	145	12	4
Future Vol, veh/h	92	6	8	145	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	7	9	158	13	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	278	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	712	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	707	952
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	849	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1484	-
HCM Lane V/C Ratio	0.023	-	-	0.006	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	115	0	3	189	3	15
Future Vol, veh/h	115	0	3	189	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	0	3	205	3	16

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	133	125	228	125
Stage 1	-	-	0	0	125	-
Stage 2	-	-	133	125	103	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	861	765	760	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	893	792	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	861	0	760	926
Mov Cap-2 Maneuver	-	-	861	0	760	-
Stage 1	-	-	-	0	901	-
Stage 2	-	-	893	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.5	9.1
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	893	-	-	861
HCM Lane V/C Ratio	0.022	-	-	0.242
HCM Control Delay (s)	9.1	-	-	10.5
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	32	79	133	82	111
Future Vol, veh/h	113	32	79	133	82	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	35	86	145	89	121

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	456	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	562	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	525	908
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1422	-
HCM Lane V/C Ratio	0.303	-	-	0.06	-
HCM Control Delay (s)	12.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	49	100	107	335	251	111
Future Vol, veh/h	49	100	107	335	251	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	109	116	364	273	121

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	930	333	393	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	297	709	1166	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	709	1166	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	452	-	-
HCM Lane V/C Ratio	0.1	-	0.358	-	-
HCM Control Delay (s)	8.4	0	17.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.6	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	3	93	28	7	107
Future Vol, veh/h	28	3	93	28	7	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	101	30	8	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	248	116	0	0	132	0
Stage 1	116	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	740	936	-	-	1453	-
Stage 1	909	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	736	936	-	-	1453	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	752	1453	-
HCM Lane V/C Ratio	-	-	0.045	0.005	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	66	83	82	77
Demand Flow Rate, veh/h	67	85	84	79
Vehicles Circulating, veh/h	86	78	70	83
Vehicles Exiting, veh/h	76	76	82	80
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	4.2	4.2	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	67	85	84	79
Cap Entry Lane, veh/h	1037	1045	1054	1040
Entry HV Adj Factor	0.992	0.980	0.980	0.978
Flow Entry, veh/h	66	83	82	77
Cap Entry, veh/h	1028	1024	1032	1017
V/C Ratio	0.065	0.081	0.080	0.076
Control Delay, s/veh	4.1	4.2	4.2	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	42	36	25
Demand Flow Rate, veh/h	61	43	36	25
Vehicles Circulating, veh/h	17	51	40	66
Vehicles Exiting, veh/h	74	25	38	28
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.8	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	61	43	36	25
Cap Entry Lane, veh/h	1111	1074	1086	1058
Entry HV Adj Factor	0.993	0.983	0.995	0.990
Flow Entry, veh/h	61	42	36	25
Cap Entry, veh/h	1102	1054	1079	1046
V/C Ratio	0.055	0.040	0.033	0.024
Control Delay, s/veh	3.7	3.8	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	49	18	12	30
Demand Flow Rate, veh/h	50	18	12	30
Vehicles Circulating, veh/h	33	12	53	25
Vehicles Exiting, veh/h	22	53	30	5
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.4	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	50	18	12	30
Cap Entry Lane, veh/h	1093	1116	1072	1102
Entry HV Adj Factor	0.986	0.984	0.995	0.991
Flow Entry, veh/h	49	18	12	30
Cap Entry, veh/h	1078	1097	1066	1091
V/C Ratio	0.046	0.016	0.011	0.027
Control Delay, s/veh	3.7	3.4	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	56	31	191	116	3
Future Vol, veh/h	6	56	31	191	116	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	61	34	208	126	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	65	129	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	668	986	1454	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	651	986	1454	-	-	-
Mov Cap-2 Maneuver	651	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	939	-	-
HCM Lane V/C Ratio	0.023	-	0.072	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	64	92	377	44	55	273
Future Vol, veh/h	64	92	377	44	55	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	100	410	48	60	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	826	410	0	0	410	0
Stage 1	410	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	642	-	-	1149	-
Stage 1	670	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	642	-	-	1149	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	320	642	1149	-
HCM Lane V/C Ratio	-	-	0.217	0.156	0.052	-
HCM Control Delay (s)	-	-	19.3	11.6	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.5	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	19	5	109	22	5	123
Future Vol, veh/h	19	5	109	22	5	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	118	24	5	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	275	130	0	0	142	0
Stage 1	130	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	715	920	-	-	1441	-
Stage 1	896	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	920	-	-	1441	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	747	1441	-
HCM Lane V/C Ratio	-	-	0.035	0.004	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	3	0	0	0	2	8	0	1	18	0
Future Vol, veh/h	0	18	3	0	0	0	2	8	0	1	18	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	3	0	0	0	2	9	0	1	20	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.6	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	86%	0%	18%
Vol Thru, %	95%	14%	20%	45%
Vol Right, %	0%	0%	80%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	21	10	38
LT Vol	1	18	0	7
Through Vol	18	3	2	17
RT Vol	0	0	8	14
Lane Flow Rate	21	23	11	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.027	0.011	0.044
Departure Headway (Hd)	4.035	4.222	3.578	3.824
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	848	998	937
Service Time	2.056	2.246	1.607	1.843
HCM Lane V/C Ratio	0.024	0.027	0.011	0.044
HCM Control Delay	7.2	7.4	6.6	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	17	14
Future Vol, veh/h	0	7	17	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	18	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	8	20	32	31
Demand Flow Rate, veh/h	8	20	33	31
Vehicles Circulating, veh/h	32	32	16	8
Vehicles Exiting, veh/h	7	17	24	44
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	8	20	33	31
Cap Entry Lane, veh/h	1094	1094	1112	1121
Entry HV Adj Factor	0.993	0.998	0.984	0.989
Flow Entry, veh/h	8	20	32	31
Cap Entry, veh/h	1086	1091	1093	1107
V/C Ratio	0.007	0.018	0.030	0.028
Control Delay, s/veh	3.4	3.5	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	14	26	4	16	11
Future Vol, veh/h	5	14	26	4	16	11
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	15	28	4	17	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	61	40
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	945	1031
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	934	1022
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	968
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	11	41	0	45	5	16	0	20	159	69
Future Vol, veh/h	0	4	11	41	0	45	5	16	0	20	159	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	12	45	0	49	5	17	0	22	173	75
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.6	9.2	9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	43%	0%	21%	0%	24%	0%	100%	96%
Vol Right, %	0%	0%	57%	0%	79%	0%	76%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	106	122	4	52	45	21	16	103	53
LT Vol	20	0	0	4	0	45	0	16	0	0
Through Vol	0	106	53	0	11	0	5	0	103	51
RT Vol	0	0	69	0	41	0	16	0	0	2
Lane Flow Rate	22	115	133	4	57	49	23	17	112	58
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.035	0.171	0.182	0.008	0.083	0.086	0.033	0.029	0.169	0.088
Departure Headway (Hd)	5.833	5.331	4.934	6.358	5.306	6.316	5.283	5.965	5.463	5.437
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	611	669	723	559	669	563	672	597	653	655
Service Time	3.592	3.09	2.692	4.138	3.086	4.096	3.063	3.73	3.227	3.201
HCM Lane V/C Ratio	0.036	0.172	0.184	0.007	0.085	0.087	0.034	0.028	0.172	0.089
HCM Control Delay	8.8	9.2	8.8	9.2	8.6	9.7	8.2	8.9	9.3	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.7	0	0.3	0.3	0.1	0.1	0.6	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	16	154	2
Future Vol, veh/h	0	16	154	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	167	2
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	373	0	0	0	375	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	373	0	0	0	375	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	405	0	0	0	408	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.9	12.9
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	373	0	0	0	0	375	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	373	0	0	0	0	375	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	405	0	0	0	0	408	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.533	0	0	0	0	0.535	0
Departure Headway (Hd)	4.729	4.729	4.729	6.436	6.436	4.728	4.728	4.728
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	754	0	0	0	0	754	0
Service Time	2.522	2.522	2.522	4.136	4.136	2.521	2.521	2.521
HCM Lane V/C Ratio	0	0.537	0	0	0	0	0.541	0
HCM Control Delay	7.5	12.9	7.5	9.1	9.1	7.5	12.9	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3.2	0	0	0	0	3.2	0

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	32	0	288	33	17	27	122	283	17	115	8
Future Vol, veh/h	10	32	0	288	33	17	27	122	283	17	115	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	35	0	313	36	18	29	133	308	18	125	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	353	125	370	353	133	125	0	0	133	0	0
Stage 1	162	162	-	191	191	-	-	-	-	-	-	-
Stage 2	209	191	-	179	162	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	586	572	926	587	572	916	1462	-	-	1452	-	-
Stage 1	840	764	-	811	742	-	-	-	-	-	-	-
Stage 2	793	742	-	823	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	554	926	545	554	916	1462	-	-	1452	-	-
Mov Cap-2 Maneuver	533	554	-	545	554	-	-	-	-	-	-	-
Stage 1	823	755	-	795	727	-	-	-	-	-	-	-
Stage 2	724	727	-	775	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	18.7	0.5	0.9
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	533	554	-	545	554	916	1452	-	-
HCM Lane V/C Ratio	0.02	-	-	0.02	0.063	-	0.574	0.065	0.02	0.013	-	-
HCM Control Delay (s)	7.5	-	-	11.9	11.9	0	20.1	11.9	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	-	3.6	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	19	3	2	0	1	2	9	0	2	25	2
Future Vol, veh/h	0	19	3	2	0	1	2	9	0	2	25	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	3	2	0	1	2	10	0	2	27	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	79%	8%	16%
Vol Thru, %	86%	13%	17%	51%
Vol Right, %	7%	8%	75%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	24	12	51
LT Vol	2	19	1	8
Through Vol	25	3	2	26
RT Vol	2	2	9	17
Lane Flow Rate	32	26	13	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.03	0.013	0.059
Departure Headway (Hd)	4.016	4.203	3.67	3.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	850	971	929
Service Time	2.041	2.237	1.709	1.879
HCM Lane V/C Ratio	0.036	0.031	0.013	0.059
HCM Control Delay	7.2	7.4	6.8	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	26	17
Future Vol, veh/h	0	8	26	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	28	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	18	10	26	20
Demand Flow Rate, veh/h	18	10	26	20
Vehicles Circulating, veh/h	18	28	12	16
Vehicles Exiting, veh/h	18	10	24	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.4	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	18	10	26	20
Cap Entry Lane, veh/h	1110	1099	1116	1112
Entry HV Adj Factor	0.991	0.984	0.986	0.984
Flow Entry, veh/h	18	10	26	20
Cap Entry, veh/h	1100	1082	1101	1095
V/C Ratio	0.016	0.009	0.023	0.018
Control Delay, s/veh	3.4	3.4	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	4	21	22	0
Demand Flow Rate, veh/h	4	21	22	0
Vehicles Circulating, veh/h	18	1	3	22
Vehicles Exiting, veh/h	4	24	19	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.4	3.4	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	4	21	22	0
Cap Entry Lane, veh/h	1110	1129	1127	1105
Entry HV Adj Factor	0.985	0.997	1.000	1.000
Flow Entry, veh/h	4	21	22	0
Cap Entry, veh/h	1093	1125	1126	1105
V/C Ratio	0.004	0.019	0.020	0.000
Control Delay, s/veh	3.3	3.4	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	21	33	248	233	7
Future Vol, veh/h	6	21	33	248	233	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	23	36	270	253	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	464	130	261	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	527	896	1300	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	896	1300	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1300	-	767	-	-
HCM Lane V/C Ratio	0.028	-	0.038	-	-
HCM Control Delay (s)	7.8	0.1	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	712	137	108	898	17	120	0	57	8	5	36
Future Volume (veh/h)	244	712	137	108	898	17	120	0	57	8	5	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	265	774	149	117	976	18	130	0	62	9	5	39
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	949	391	251	1085	20	451	0	215	15	8	66
Arrive On Green	0.12	0.27	0.27	0.15	0.31	0.29	0.39	0.00	0.39	0.05	0.05	0.05
Sat Flow, veh/h	1634	3539	1458	1634	3555	66	1156	0	551	278	154	1204
Grp Volume(v), veh/h	265	774	149	117	486	508	192	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1708	0	0	1636	0	0
Q Serve(g_s), s	14.0	24.6	10.0	7.8	31.6	31.6	9.3	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	24.6	10.0	7.8	31.6	31.6	9.3	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.17		0.74
Lane Grp Cap(c), veh/h	191	949	391	251	540	565	667	0	0	89	0	0
V/C Ratio(X)	1.39	0.82	0.38	0.47	0.90	0.90	0.29	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	251	560	586	667	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	41.1	35.8	46.3	39.9	40.0	25.2	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	202.1	2.7	0.6	0.8	11.4	11.0	1.1	0.0	0.0	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	12.4	4.1	3.6	17.1	17.8	4.6	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	255.1	43.8	36.3	47.1	51.4	51.0	26.3	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		1188			1111			192			53	
Approach Delay, s/veh		90.0			50.7			26.3			61.8	
Approach LOS		F			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.8	22.4	36.2		10.5	18.0	40.6
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.3	9.8	26.6		5.8	16.0	33.6
Green Ext Time (p_c), s		0.3	0.0	3.6		0.1	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	67.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	720	68	13	748	9	101	5	9	4	2	52
Future Volume (veh/h)	39	720	68	13	748	9	101	5	9	4	2	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	42	783	74	14	813	10	110	5	10	4	2	57
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	983	93	48	976	12	744	292	585	16	4	123
Arrive On Green	0.06	0.30	0.28	0.03	0.27	0.26	0.46	0.53	0.52	0.01	0.08	0.08
Sat Flow, veh/h	1774	3266	309	1634	3580	44	1634	554	1109	1774	53	1508
Grp Volume(v), veh/h	42	424	433	14	402	421	110	0	15	4	0	59
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1663	1774	0	1561
Q Serve(g_s), s	2.7	26.4	26.5	1.0	25.6	25.7	4.7	0.0	0.5	0.3	0.0	4.3
Cycle Q Clear(g_c), s	2.7	26.4	26.5	1.0	25.6	25.7	4.7	0.0	0.5	0.3	0.0	4.3
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.67	1.00		0.97
Lane Grp Cap(c), veh/h	102	532	543	48	482	505	744	0	877	16	0	127
V/C Ratio(X)	0.41	0.80	0.80	0.29	0.83	0.83	0.15	0.00	0.02	0.25	0.00	0.46
Avail Cap(c_a), veh/h	177	900	918	82	811	850	744	0	877	136	0	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	38.6	38.7	57.0	41.1	41.1	19.1	0.0	13.6	59.0	0.0	52.9
Incr Delay (d2), s/veh	1.5	1.6	1.6	3.4	3.8	3.7	0.1	0.0	0.0	7.6	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.2	13.5	0.5	13.0	13.6	2.2	0.0	0.2	0.2	0.0	2.3
LnGrp Delay(d),s/veh	56.1	40.2	40.3	60.4	44.9	44.8	19.2	0.0	13.6	66.7	0.0	64.5
LnGrp LOS	E	D	D	E	D	D	B		B	E		E
Approach Vol, veh/h		899			837			125			63	
Approach Delay, s/veh		41.0			45.1			18.5			64.7	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	67.3	7.5	40.1	58.6	13.8	10.9	36.7
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.5	3.0	28.5	6.7	6.3	4.7	27.7
Green Ext Time (p_c), s	0.0	0.4	0.0	3.5	0.1	0.1	1.8	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	555	46	44	683	66	97
Future Vol, veh/h	555	46	44	683	66	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	603	50	48	742	72	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	653	0	1095	327
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	930	-	208	669
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	930	-	197	669
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	930	-
HCM Lane V/C Ratio	0.521	-	-	0.051	-
HCM Control Delay (s)	26.6	-	-	9.1	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.9	-	-	0.2	-

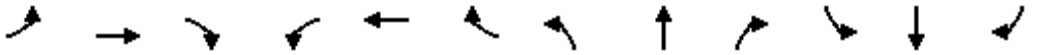
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	587	7	23	749	6	18
Future Vol, veh/h	587	7	23	749	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	638	8	25	814	7	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	646	0	1099	323
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	935	-	207	673
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	935	-	201	673
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	935	-
HCM Lane V/C Ratio	0.032	-	-	0.027	-
HCM Control Delay (s)	9.6	-	-	9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	262	109	102	413	51	62	353	65	38	525	208
Future Volume (veh/h)	227	262	109	102	413	51	62	353	65	38	525	208
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	247	285	118	111	449	55	67	384	71	41	571	226
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	983	405	337	1029	424	119	1013	418	85	659	260
Arrive On Green	0.19	0.28	0.28	0.21	0.29	0.29	0.07	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	979
Grp Volume(v), veh/h	247	285	118	111	449	55	67	384	71	41	407	390
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	12.9	5.7	4.1	5.2	9.3	2.5	3.6	7.8	1.7	2.2	19.7	19.9
Cycle Q Clear(g_c), s	12.9	5.7	4.1	5.2	9.3	2.5	3.6	7.8	1.7	2.2	19.7	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	315	983	405	337	1029	424	119	1013	418	85	470	449
V/C Ratio(X)	0.78	0.29	0.29	0.33	0.44	0.13	0.56	0.38	0.17	0.48	0.87	0.87
Avail Cap(c_a), veh/h	436	983	405	337	1029	424	163	1013	418	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	25.5	13.0	30.4	25.9	23.5	40.4	25.7	6.6	41.5	31.5	32.1
Incr Delay (d2), s/veh	6.2	0.7	1.8	0.6	1.3	0.6	3.8	0.2	0.2	4.1	15.4	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	2.9	1.9	2.4	4.7	1.1	1.7	3.9	0.7	1.1	11.6	11.3
LnGrp Delay(d),s/veh	40.7	26.3	14.9	31.0	27.3	24.2	44.1	25.9	6.8	45.6	46.9	48.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		650			615			522			838	
Approach Delay, s/veh		29.7			27.7			25.7			47.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	29.8	22.5	29.0	10.5	27.9	21.4	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.2	9.8	7.2	7.7	5.6	21.9	14.9	11.3
Green Ext Time (p_c), s	0.0	4.2	0.8	1.4	0.0	0.0	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	423	31	21	673	6	7	1	9	8	0	0
Future Vol, veh/h	0	423	31	21	673	6	7	1	9	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	460	34	23	732	7	8	1	10	9	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	738	0	0	460	0	0	1240	1244	460	1245	1240	735
Stage 1	-	-	-	-	-	-	460	460	-	780	780	-
Stage 2	-	-	-	-	-	-	780	784	-	465	460	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	868	-	-	1101	-	-	152	174	601	151	175	420
Stage 1	-	-	-	-	-	-	581	566	-	388	406	-
Stage 2	-	-	-	-	-	-	388	404	-	578	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	1101	-	-	148	168	601	144	169	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	168	-	144	169	-
Stage 1	-	-	-	-	-	-	581	566	-	388	392	-
Stage 2	-	-	-	-	-	-	374	390	-	567	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	20.6	31.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	249	868	-	-	1101	-	-	144
HCM Lane V/C Ratio	0.074	-	-	-	0.021	-	-	0.06
HCM Control Delay (s)	20.6	0	-	-	8.3	0	-	31.6
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	98	0	6	119	4	0	0	6	3	0	0
Future Vol, veh/h	0	98	0	6	119	4	0	0	6	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	107	0	7	129	4	0	0	7	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	107	0	0	252	254	107	255	252	132
Stage 1	-	-	-	-	-	-	107	107	-	145	145	-
Stage 2	-	-	-	-	-	-	145	147	-	110	107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1451	-	-	1484	-	-	701	650	947	698	651	917
Stage 1	-	-	-	-	-	-	898	807	-	858	777	-
Stage 2	-	-	-	-	-	-	858	775	-	895	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1484	-	-	698	647	947	691	648	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	647	-	691	648	-
Stage 1	-	-	-	-	-	-	898	807	-	858	773	-
Stage 2	-	-	-	-	-	-	854	771	-	889	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.8	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	947	1451	-	-	1484	-	-	691
HCM Lane V/C Ratio	0.007	-	-	-	0.004	-	-	0.005
HCM Control Delay (s)	8.8	0	-	-	7.4	0	-	10.2
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	75.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	48	291	90	0	265	607	197	0	115	326	110
Future Vol, veh/h	0	48	291	90	0	265	607	197	0	115	326	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	52	316	98	0	288	660	214	0	125	354	120
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78	78.2	66.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	0%	11%	25%	22%
Vol Thru, %	74%	0%	68%	57%	69%
Vol Right, %	0%	100%	21%	18%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	441	110	429	1069	487
LT Vol	115	0	48	265	108
Through Vol	326	0	291	607	337
RT Vol	0	110	90	197	42
Lane Flow Rate	479	120	466	1162	529
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.3	1	1	1
Departure Headway (Hd)	9.862	9.031	9.525	9.567	9.721
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	374	401	387	395	376
Service Time	7.562	6.731	7.525	7.567	7.721
HCM Lane V/C Ratio	1.281	0.299	1.204	2.942	1.407
HCM Control Delay	79.2	15.6	78	78.2	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	1.2	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	108	337	42
Future Vol, veh/h	0	108	337	42
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	117	366	46
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	417.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	150	364	13	10	495	255	5	19	3	259	19	153
Future Vol, veh/h	150	364	13	10	495	255	5	19	3	259	19	153
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	163	396	14	11	538	277	5	21	3	282	21	166

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	815	0	0	410	0	0	1521	1566	403	1439	1434	677
Stage 1	-	-	-	-	-	-	729	729	-	698	698	-
Stage 2	-	-	-	-	-	-	792	837	-	741	736	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	812	-	-	1149	-	-	97	111	647	~ 111	134	453
Stage 1	-	-	-	-	-	-	414	428	-	431	442	-
Stage 2	-	-	-	-	-	-	382	382	-	408	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	812	-	-	1149	-	-	41	81	647	~ 71	97	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	81	-	~ 71	97	-
Stage 1	-	-	-	-	-	-	306	317	-	319	434	-
Stage 2	-	-	-	-	-	-	226	375	-	~ 281	315	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.1	81	$ 1680.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	812	-	-	1149	-	-	103
HCM Lane V/C Ratio	0.391	0.201	-	-	0.009	-	-	4.548
HCM Control Delay (s)	81	10.5	0	-	8.2	0	-	$ 1680.3
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.5	0.7	-	-	0	-	-	49.3

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	481	78	472	672	42	50	19	20	36	15	11
Future Vol, veh/h	10	481	78	472	672	42	50	19	20	36	15	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	523	85	513	730	46	54	21	22	39	16	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	776	0	0	608	0	0	2380	2389	565	2387	2408	753
Stage 1	-	-	-	-	-	-	587	587	-	1779	1779	-
Stage 2	-	-	-	-	-	-	1793	1802	-	608	629	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	840	-	-	970	-	-	~ 24	34	524	~ 24	33	410
Stage 1	-	-	-	-	-	-	496	497	-	105	135	-
Stage 2	-	-	-	-	-	-	103	131	-	483	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	840	-	-	970	-	-	-	~ 2	524	-	~ 2	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 2	-	-	~ 2	-
Stage 1	-	-	-	-	-	-	486	487	-	103	~ 8	-
Stage 2	-	-	-	-	-	-	-	~ 8	-	434	466	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	5.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	840	-	-	970	-	-	-
HCM Lane V/C Ratio	-	0.013	-	-	0.529	-	-	-
HCM Control Delay (s)	-	9.3	0	-	12.8	0	-	-
HCM Lane LOS	-	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	3.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	23	499	1161	69	0	19
Future Vol, veh/h	23	499	1161	69	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	542	1262	75	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1337	0	-	0	1891	1299
Stage 1	-	-	-	-	1299	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	516	-	-	-	77	197
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	516	-	-	-	72	197
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	516	-	-	-	197
HCM Lane V/C Ratio	0.048	-	-	-	0.105
HCM Control Delay (s)	12.3	0	-	-	25.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	407	256	231	817	82	406	136	104	64	193	111
Future Volume (veh/h)	74	407	256	231	817	82	406	136	104	64	193	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	80	442	278	251	888	89	441	148	113	70	210	121
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	521	405	401	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.28	0.28	0.25	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1451	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	80	442	278	251	888	89	441	148	113	70	210	121
Grp Sat Flow(s),veh/h/ln	1634	1863	1451	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	5.9	26.9	14.6	16.4	57.0	4.1	13.0	4.6	4.6	5.0	5.8	8.4
Cycle Q Clear(g_c), s	5.9	26.9	14.6	16.4	57.0	4.1	13.0	4.6	4.6	5.0	5.8	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	521	405	401	885	691	177	973	397	109	826	337
V/C Ratio(X)	0.98	0.85	0.69	0.63	1.00	0.13	2.49	0.15	0.28	0.64	0.25	0.36
Avail Cap(c_a), veh/h	82	761	592	401	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	40.8	19.5	40.4	31.5	17.6	57.9	41.7	11.9	54.6	37.5	38.5
Incr Delay (d2), s/veh	92.3	6.1	2.1	3.0	31.1	0.1	686.0	0.3	1.6	12.1	0.7	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	14.8	6.1	7.7	36.9	1.7	39.6	2.3	2.0	2.6	2.9	3.6
LnGrp Delay(d),s/veh	149.3	47.0	21.5	43.4	62.6	17.7	743.8	42.0	13.5	66.8	38.2	41.5
LnGrp LOS	F	D	C	D	F	B	F	D	B	E	D	D
Approach Vol, veh/h		800			1228			702			401	
Approach Delay, s/veh		48.4			55.5			478.3			44.2	
Approach LOS		D			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	33.5	37.5	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	7.0	6.6	18.4	28.9	15.0	10.4	7.9	59.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.6	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	147.0
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	15.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	588	74	27	1072	80	21
Future Vol, veh/h	588	74	27	1072	80	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	639	80	29	1165	87	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	720	0	1903	679
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	1224	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	882	-	~ 76	452
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	882	-	~ 69	452
Mov Cap-2 Maneuver	-	-	-	-	~ 69	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	252	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	290
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	84	-	-	882	-
HCM Lane V/C Ratio	1.307	-	-	0.033	-
HCM Control Delay (s)	290	-	-	9.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.2	-	-	0.1	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	401	157	295	744	64	127	392	93	43	491	187
Future Volume (veh/h)	131	401	157	295	744	64	127	392	93	43	491	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	142	436	171	321	809	70	138	426	101	47	534	203
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	902	371	434	967	398	136	1203	283	85	984	373
Arrive On Green	0.12	0.25	0.25	0.14	0.27	0.27	0.17	0.85	0.81	0.05	0.39	0.38
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2845	669	1634	2513	952
Grp Volume(v), veh/h	142	436	171	321	809	70	138	264	263	47	375	362
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1745	1634	1770	1695
Q Serve(g_s), s	10.1	12.6	11.9	11.7	25.8	4.4	10.0	3.9	4.3	3.4	19.7	20.0
Cycle Q Clear(g_c), s	10.1	12.6	11.9	11.7	25.8	4.4	10.0	3.9	4.3	3.4	19.7	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	194	902	371	434	967	398	136	748	738	85	693	664
V/C Ratio(X)	0.73	0.48	0.46	0.74	0.84	0.18	1.01	0.35	0.36	0.55	0.54	0.54
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	748	738	136	693	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	38.0	37.8	49.7	41.1	33.3	50.0	5.6	6.1	55.5	28.2	28.7
Incr Delay (d2), s/veh	5.3	0.4	0.9	2.5	5.0	0.2	75.9	1.1	1.2	5.5	3.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	6.2	4.9	5.3	13.3	1.8	7.3	2.0	2.2	1.7	10.2	9.9
LnGrp Delay(d),s/veh	56.4	38.4	38.6	52.3	46.1	33.5	126.0	6.8	7.3	61.0	31.2	31.9
LnGrp LOS	E	D	D	D	D	C	F	A	A	E	C	C
Approach Vol, veh/h		749			1200			665			784	
Approach Delay, s/veh		41.9			47.0			31.7			33.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	54.7	20.4	34.6	14.0	51.0	18.2	36.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	5.4	6.3	13.7	14.6	12.0	22.0	12.1	27.8
Green Ext Time (p_c), s	0.0	5.1	0.8	6.4	0.0	4.0	0.3	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	306	125	133	358	54	116	340	50	75	324	54
Future Volume (veh/h)	102	306	125	133	358	54	116	340	50	75	324	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	111	333	136	145	389	59	126	370	54	82	352	59
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	478	197	222	607	250	1447	1932	796	158	493	203
Arrive On Green	0.10	0.13	0.13	0.14	0.17	0.17	0.46	0.55	0.55	0.05	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	111	333	136	145	389	59	126	370	54	82	352	59
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	7.9	10.8	10.7	10.1	12.3	4.2	2.7	6.4	1.0	3.0	11.4	3.3
Cycle Q Clear(g_c), s	7.9	10.8	10.7	10.1	12.3	4.2	2.7	6.4	1.0	3.0	11.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	478	197	222	607	250	1447	1932	796	158	493	203
V/C Ratio(X)	0.68	0.70	0.69	0.65	0.64	0.24	0.09	0.19	0.07	0.52	0.71	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1447	1932	796	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	49.6	49.5	49.2	46.3	42.9	18.5	13.8	3.0	55.6	49.4	27.3
Incr Delay (d2), s/veh	4.5	1.7	3.8	3.2	1.1	0.5	0.0	0.2	0.2	2.9	8.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.4	4.5	4.8	6.1	1.7	1.2	3.1	0.4	1.4	6.2	1.6
LnGrp Delay(d),s/veh	56.7	51.2	53.3	52.4	47.4	43.4	18.5	14.0	3.1	58.5	58.0	30.9
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		580			593			550			493	
Approach Delay, s/veh		52.8			48.2			14.0			54.8	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	69.5	20.3	20.2	58.8	20.7	15.9	24.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.0	8.4	12.1	12.8	4.7	13.4	9.9	14.3
Green Ext Time (p_c), s	0.0	2.1	2.3	1.4	0.8	1.3	0.3	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	51.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	5	37	0	212	36	131	0	64	389	84	0	69	541	45
Future Vol, veh/h	0	8	5	37	0	212	36	131	0	64	389	84	0	69	541	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	5	40	0	230	39	142	0	70	423	91	0	75	588	49
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.8	17.7	64.2	64.4
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	16%	100%	0%	11%
Vol Thru, %	72%	10%	0%	22%	83%
Vol Right, %	16%	74%	0%	78%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	537	50	212	167	655
LT Vol	64	8	212	0	69
Through Vol	389	5	0	36	541
RT Vol	84	37	0	131	45
Lane Flow Rate	584	54	230	182	712
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.129	0.537	0.37	1
Departure Headway (Hd)	6.56	8.515	8.385	7.336	6.61
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	555	422	431	492	548
Service Time	4.618	6.557	6.102	5.053	4.668
HCM Lane V/C Ratio	1.052	0.128	0.534	0.37	1.299
HCM Control Delay	64.2	12.8	20.4	14.3	64.4
HCM Lane LOS	F	B	C	B	F
HCM 95th-tile Q	14.3	0.4	3.1	1.7	14.2

Intersection	
Int Delay, s/veh	17.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	21	167	13	60	289	27	14	221	64	47	20	42
Future Vol, veh/h	21	167	13	60	289	27	14	221	64	47	20	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	182	14	65	314	29	15	240	70	51	22	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	196	0	0	532	708	98	716	700	172
Stage 1	-	-	-	-	-	-	234	234	-	459	459	-
Stage 2	-	-	-	-	-	-	298	474	-	257	241	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1213	-	-	1374	-	-	430	358	939	317	362	842
Stage 1	-	-	-	-	-	-	748	710	-	551	565	-
Stage 2	-	-	-	-	-	-	686	556	-	725	705	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1374	-	-	368	335	939	117	338	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	335	-	117	338	-
Stage 1	-	-	-	-	-	-	734	697	-	541	538	-
Stage 2	-	-	-	-	-	-	593	530	-	432	692	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	39.9	41.2
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	368	392	1213	-	-	1374	-	-	213
HCM Lane V/C Ratio	0.041	0.79	0.019	-	-	0.047	-	-	0.556
HCM Control Delay (s)	15.2	41.1	8	-	-	7.8	-	-	41.2
HCM Lane LOS	C	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	6.8	0.1	-	-	0.1	-	-	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	79	281	298	225	54	127	380	122	27	714	49
Future Volume (veh/h)	32	79	281	298	225	54	127	380	122	27	714	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	86	305	324	245	59	138	413	133	29	776	53
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	93	330	177	474	114	183	861	674	62	723	566
Arrive On Green	0.04	0.26	0.24	0.11	0.33	0.31	0.22	0.92	0.92	0.05	0.52	0.52
Sat Flow, veh/h	1634	360	1277	1634	1452	350	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	35	0	391	324	0	304	138	413	133	29	776	53
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1801	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.5	0.0	28.0	13.0	0.0	16.5	9.5	3.6	0.6	2.1	46.6	2.2
Cycle Q Clear(g_c), s	2.5	0.0	28.0	13.0	0.0	16.5	9.5	3.6	0.6	2.1	46.6	2.2
Prop In Lane	1.00		0.78	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	423	177	0	588	183	861	674	62	723	566
V/C Ratio(X)	0.53	0.00	0.92	1.83	0.00	0.52	0.76	0.48	0.20	0.47	1.07	0.09
Avail Cap(c_a), veh/h	144	0	423	177	0	588	204	861	674	82	723	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Delay (d), s/veh	56.5	0.0	44.0	53.5	0.0	32.9	45.1	2.6	0.9	55.8	29.0	18.3
Incr Delay (d2), s/veh	6.5	0.0	26.0	394.9	0.0	0.8	12.9	1.8	0.6	4.9	53.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	15.7	25.3	0.0	8.3	4.9	2.0	0.3	1.0	34.5	0.9
LnGrp Delay(d),s/veh	63.0	0.0	70.0	448.4	0.0	33.7	57.9	4.4	1.6	60.7	82.0	18.6
LnGrp LOS	E		E	F		C	E	A	A	E	F	B
Approach Vol, veh/h		426			628			684			858	
Approach Delay, s/veh		69.4			247.6			14.6			77.3	
Approach LOS		E			F			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	59.5	17.0	35.0	17.4	50.6	8.8	43.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.1	5.6	15.0	30.0	11.5	48.6	4.5	18.5
Green Ext Time (p_c), s	0.0	6.6	0.0	0.0	0.1	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	100.7
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	207	100	0	19	331	20	0	98	21	23	0	54	124	120
Future Vol, veh/h	0	17	207	100	0	19	331	20	0	98	21	23	0	54	124	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	225	109	0	21	360	22	0	107	23	25	0	59	135	130
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.8	14.3	14.2	20.1
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	17	138	169	19	221	130	298
LT Vol	98	17	0	0	19	0	0	54
Through Vol	21	0	138	69	0	221	110	124
RT Vol	23	0	0	100	0	0	20	120
Lane Flow Rate	154	18	150	184	21	240	142	324
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.33	0.039	0.297	0.342	0.043	0.467	0.272	0.618
Departure Headway (Hd)	7.698	7.637	7.121	6.693	7.53	7.014	6.904	6.867
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	466	469	504	536	475	513	520	525
Service Time	5.453	5.387	4.871	4.443	5.28	4.764	4.653	4.611
HCM Lane V/C Ratio	0.33	0.038	0.298	0.343	0.044	0.468	0.273	0.617
HCM Control Delay	14.2	10.7	12.9	12.9	10.6	15.8	12.2	20.1
HCM Lane LOS	B	B	B	B	B	C	B	C
HCM 95th-tile Q	1.4	0.1	1.2	1.5	0.1	2.5	1.1	4.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	90	47	182	171	42	64	622	114	42	738	45
Future Volume (veh/h)	36	90	47	182	171	42	64	622	114	42	738	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	39	98	51	198	186	46	70	676	124	46	802	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	169	132	142	249	195	114	1911	350	82	2099	128
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.07	0.64	0.62	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2988	548	1634	3389	207
Grp Volume(v), veh/h	39	98	51	198	186	46	70	400	400	46	419	432
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1826
Q Serve(g_s), s	2.8	6.1	4.0	10.4	11.5	3.4	5.0	12.6	12.8	3.2	0.0	0.0
Cycle Q Clear(g_c), s	2.8	6.1	4.0	10.4	11.5	3.4	5.0	12.6	12.8	3.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	71	169	132	142	249	195	114	1132	1129	82	1096	1131
V/C Ratio(X)	0.55	0.58	0.39	1.40	0.75	0.24	0.61	0.35	0.35	0.56	0.38	0.38
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1132	1129	82	1096	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.75	0.75	0.75
Uniform Delay (d), s/veh	56.3	52.4	51.4	54.8	50.0	46.5	54.2	10.1	10.3	52.7	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.1	1.8	216.2	4.9	0.6	4.3	0.7	0.7	6.5	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	1.7	13.2	6.3	1.4	2.4	6.3	6.4	1.6	0.2	0.2
LnGrp Delay(d),s/veh	62.8	55.5	53.3	271.0	54.9	47.1	58.6	10.8	11.0	59.2	0.8	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		188			430			870			897	
Approach Delay, s/veh		56.4			153.6			14.7			3.7	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.7	14.4	14.9	12.4	78.3	9.2	20.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	5.2	14.8	12.4	8.1	7.0	2.0	4.8	13.5
Green Ext Time (p_c), s	0.0	7.6	0.0	1.0	0.1	7.6	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	111	151	92	103	88	200	677	117	166	735	97
Future Volume (veh/h)	49	111	151	92	103	88	200	677	117	166	735	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	53	121	164	100	112	96	217	736	127	180	799	105
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	543	224	95	548	226	266	1821	750	229	1741	718
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.16	0.51	0.51	0.14	0.49	0.49
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	53	121	164	100	112	96	217	736	127	180	799	105
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.8	3.6	12.9	7.0	3.3	7.1	15.4	15.3	5.6	12.8	17.8	4.7
Cycle Q Clear(g_c), s	3.8	3.6	12.9	7.0	3.3	7.1	15.4	15.3	5.6	12.8	17.8	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	543	224	95	548	226	266	1821	750	229	1741	718
V/C Ratio(X)	0.57	0.22	0.73	1.05	0.20	0.43	0.82	0.40	0.17	0.78	0.46	0.15
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1821	750	259	1741	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	55.1	44.5	48.5	56.5	44.3	45.9	48.5	17.9	15.5	49.8	20.0	16.7
Incr Delay (d2), s/veh	5.4	0.2	4.6	94.7	0.1	1.0	14.4	0.7	0.5	8.3	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	5.5	5.7	1.6	3.0	8.0	7.6	2.3	6.3	8.8	1.9
LnGrp Delay(d),s/veh	60.5	44.7	53.1	152.0	44.4	46.9	62.9	18.5	16.0	58.1	20.5	16.9
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		338			308			1080			1084	
Approach Delay, s/veh		51.3			80.1			27.1			26.4	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.8	65.7	11.0	22.4	23.5	63.0	10.8	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.8	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.8	17.3	9.0	14.9	17.4	19.8	5.8	9.1
Green Ext Time (p_c), s	0.1	9.3	0.0	1.5	0.2	8.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	119	105	88	233	122	216	761	91	102	825	142
Future Volume (veh/h)	66	119	105	88	233	122	216	761	91	102	825	142
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	72	129	114	96	253	133	235	827	99	111	897	154
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	248	202	82	414	171	123	853	668	368	1133	887
Arrive On Green	0.07	0.13	0.12	0.05	0.12	0.12	0.10	0.61	0.61	0.22	0.61	0.61
Sat Flow, veh/h	1634	1854	1512	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	72	123	120	96	253	133	235	827	99	111	897	154
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.2	7.7	8.5	6.0	8.2	6.7	9.0	50.8	2.5	6.8	43.7	5.6
Cycle Q Clear(g_c), s	5.2	7.7	8.5	6.0	8.2	6.7	9.0	50.8	2.5	6.8	43.7	5.6
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	237	213	82	414	171	123	853	668	368	1133	887
V/C Ratio(X)	0.66	0.52	0.56	1.18	0.61	0.78	1.92	0.97	0.15	0.30	0.79	0.17
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	368	1133	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	48.4	49.6	57.0	50.4	20.6	54.0	22.6	7.0	38.7	17.8	10.3
Incr Delay (d2), s/veh	12.6	1.6	2.1	148.6	1.3	6.7	415.7	4.5	0.0	0.5	5.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.9	3.9	6.1	4.1	3.0	18.2	26.8	1.0	3.1	24.0	2.3
LnGrp Delay(d),s/veh	67.3	50.0	51.7	205.6	51.7	27.3	469.7	27.1	7.0	39.1	23.5	10.7
LnGrp LOS	E	D	D	F	D	C	F	C	A	D	C	B
Approach Vol, veh/h		315			482			1161			1162	
Approach Delay, s/veh		54.6			75.6			115.0			23.3	
Approach LOS		D			E			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	59.0	10.0	20.0	13.0	77.0	12.0	18.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	12.8	52.8	8.0	10.5	11.0	45.7	7.2	10.2
Green Ext Time (p_c), s	3.1	0.1	0.0	2.0	0.0	4.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	68.7
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	179	70	106	239	112	184	369	74	303	619	130
Future Volume (veh/h)	50	179	70	106	239	112	184	369	74	303	619	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	195	76	115	260	122	200	401	80	329	673	141
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	330	136	165	486	200	244	1612	664	354	1850	762
Arrive On Green	0.06	0.09	0.09	0.10	0.14	0.14	0.30	0.91	0.91	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	54	195	76	115	260	122	200	401	80	329	673	141
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.8	6.3	4.3	8.2	8.2	9.5	13.6	1.6	0.4	22.9	0.0	0.0
Cycle Q Clear(g_c), s	3.8	6.3	4.3	8.2	8.2	9.5	13.6	1.6	0.4	22.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	330	136	165	486	200	244	1612	664	354	1850	762
V/C Ratio(X)	0.35	0.59	0.56	0.70	0.53	0.61	0.82	0.25	0.12	0.93	0.36	0.18
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1612	664	354	1850	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.79	0.79	0.79	0.96	0.96	0.96	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	52.2	27.3	52.1	48.2	48.7	40.6	3.0	1.2	33.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	3.3	8.4	0.7	2.4	11.0	0.4	0.4	4.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.2	1.9	4.1	4.1	3.9	6.9	0.7	0.2	10.7	0.0	0.0
LnGrp Delay(d),s/veh	54.2	53.8	30.7	60.5	48.9	51.1	51.5	3.3	1.5	37.8	0.1	0.0
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		325			497			681			1143	
Approach Delay, s/veh		48.5			52.1			17.3			10.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	58.7	16.1	15.2	21.9	66.7	10.8	20.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	24.9	3.6	10.2	8.3	15.6	2.0	5.8	11.5
Green Ext Time (p_c), s	0.0	6.2	0.2	0.8	0.3	6.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	384	123	88	265	76	81	752	71	182	1622	464
Future Volume (veh/h)	203	384	123	88	265	76	81	752	71	182	1622	464
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	221	417	134	96	288	83	88	817	77	198	1763	504
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	637	263	195	493	203	134	1976	814	109	1922	792
Arrive On Green	0.10	0.18	0.18	0.06	0.14	0.14	0.08	0.56	0.56	0.07	0.54	0.54
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	221	417	134	96	288	83	88	817	77	198	1763	504
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.1	13.1	10.0	3.5	9.2	6.2	6.3	15.9	3.0	8.0	54.4	29.0
Cycle Q Clear(g_c), s	8.1	13.1	10.0	3.5	9.2	6.2	6.3	15.9	3.0	8.0	54.4	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	637	263	195	493	203	134	1976	814	109	1922	792
V/C Ratio(X)	0.68	0.65	0.51	0.49	0.58	0.41	0.66	0.41	0.09	1.82	0.92	0.64
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1976	814	109	1922	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.95	0.95	0.95	0.83	0.83	0.83
Uniform Delay (d), s/veh	52.0	45.7	44.4	54.5	48.4	47.1	53.4	15.2	12.4	56.0	25.0	19.1
Incr Delay (d2), s/veh	2.8	0.9	1.2	1.9	1.1	1.3	8.2	0.6	0.2	396.3	7.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.5	4.1	1.6	4.6	2.6	3.1	7.9	1.2	15.6	28.4	12.3
LnGrp Delay(d),s/veh	54.7	46.6	45.6	56.4	49.5	48.5	61.6	15.8	12.6	452.3	32.2	22.4
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	C
Approach Vol, veh/h		772			467			982			2465	
Approach Delay, s/veh		48.8			50.7			19.7			63.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.0	11.4	25.6	13.8	69.2	16.3	20.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	17.9	5.5	15.1	8.3	56.4	10.1	11.2
Green Ext Time (p_c), s	0.0	21.3	0.1	3.5	0.0	0.0	0.2	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	50.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	10	39	0	8	20	1401	98	21	1241	36
Future Volume (veh/h)	36	0	10	39	0	8	20	1401	98	21	1241	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	0	11	42	0	9	22	1523	107	23	1349	39
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
Arrive On Green	0.04	0.00	0.04	0.05	0.00	0.03	0.03	0.74	0.74	0.03	0.74	0.74
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	39	0	11	42	0	9	22	1523	107	23	1349	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.3	1.1	1.7	11.1	0.8
Cycle Q Clear(g_c), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.3	1.1	1.7	11.1	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
V/C Ratio(X)	0.55	0.00	0.18	0.56	0.00	0.13	0.40	0.58	0.10	0.41	0.36	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2631	1084	82	3783	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	41.5	56.1	0.0	55.8	56.8	6.9	0.8	56.7	5.4	4.0
Incr Delay (d2), s/veh	6.5	0.0	1.3	6.4	0.0	0.8	4.5	0.9	0.2	4.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	1.5	0.0	0.3	0.8	11.6	0.4	0.8	5.2	0.4
LnGrp Delay(d),s/veh	62.8	0.0	42.8	62.5	0.0	56.6	61.3	7.9	1.0	61.4	5.6	4.1
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		50			51			1652			1411	
Approach Delay, s/veh		58.4			61.4			8.1			6.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	93.2	9.5	9.1	8.1	93.3	9.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	13.7	25.3	5.0	2.8	3.6	13.1	4.8	2.7
Green Ext Time (p_c), s	0.0	19.3	0.0	0.0	0.0	23.9	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	265	163	1311	83	102	1044
Future Volume (veh/h)	265	163	1311	83	102	1044
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	288	177	1425	90	111	1135
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	288	177	1425	90	111	1135
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	13.9	77.3	2.8	7.7	0.0
Cycle Q Clear(g_c), s	19.7	13.9	77.3	2.8	7.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	1.07	0.74	1.19	0.10	0.74	0.79
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.74	0.74	1.00	1.00	0.26	0.26
Uniform Delay (d), s/veh	50.2	47.7	21.4	8.1	47.7	0.0
Incr Delay (d2), s/veh	68.3	8.7	93.0	0.2	5.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	6.1	70.3	1.2	3.7	0.5
LnGrp Delay(d),s/veh	118.5	56.4	114.4	8.3	52.7	1.2
LnGrp LOS	F	E	F	A	D	A
Approach Vol, veh/h	465		1515			1246
Approach Delay, s/veh	94.8		108.1			5.8
Approach LOS	F		F			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	19.7	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				38.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.7
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	68	165	97	92	96	87	475	27	56	872	43
Future Volume (veh/h)	86	68	165	97	92	96	87	475	27	56	872	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	93	74	179	105	100	104	95	516	29	61	948	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	89	216	144	126	131	140	1812	102	101	1744	86
Arrive On Green	0.12	0.18	0.17	0.09	0.15	0.14	0.17	1.00	1.00	0.12	1.00	0.98
Sat Flow, veh/h	1634	484	1172	1634	838	871	1634	3407	191	1634	3432	170
Grp Volume(v), veh/h	93	0	253	105	0	204	95	268	277	61	489	506
Grp Sat Flow(s),veh/h/ln	1634	0	1656	1634	0	1709	1634	1770	1829	1634	1770	1833
Q Serve(g_s), s	6.4	0.0	17.7	7.5	0.0	13.9	6.5	0.0	0.0	4.2	0.0	0.1
Cycle Q Clear(g_c), s	6.4	0.0	17.7	7.5	0.0	13.9	6.5	0.0	0.0	4.2	0.0	0.1
Prop In Lane	1.00		0.71	1.00		0.51	1.00		0.10	1.00		0.09
Lane Grp Cap(c), veh/h	201	0	305	144	0	256	140	941	973	101	899	931
V/C Ratio(X)	0.46	0.00	0.83	0.73	0.00	0.80	0.68	0.28	0.29	0.60	0.54	0.54
Avail Cap(c_a), veh/h	201	0	420	144	0	379	218	941	973	163	899	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	0.91	0.91	0.91	0.90	0.90	0.90
Uniform Delay (d), s/veh	49.0	0.0	47.7	53.3	0.0	49.7	48.2	0.0	0.0	51.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	8.6	16.8	0.0	7.0	5.2	0.7	0.7	5.1	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	8.8	4.1	0.0	7.0	3.2	0.2	0.2	2.0	0.5	0.6
LnGrp Delay(d),s/veh	50.4	0.0	56.3	70.1	0.0	56.7	53.3	0.7	0.7	56.2	2.1	2.1
LnGrp LOS	D		E	E		E	D	A	A	E	A	A
Approach Vol, veh/h		346			309			640			1056	
Approach Delay, s/veh		54.7			61.2			8.5			5.2	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	67.8	14.6	26.1	14.3	65.0	18.7	22.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	8.2	2.0	9.5	19.7	8.5	2.1	8.4	15.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.7	0.1	6.8	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	64.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	47	1	550	0	226	684	0	0	0	918	540
Future Vol, veh/h	0	0	0	0	0	47	1	550	0	226	684	0	0	0	918	540
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	51	1	598	0	246	743	0	0	0	998	587
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	65.2	58.6	68.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	98%	0%	0%	0%
Vol Thru, %	0%	100%	2%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	684	48	550	918	540
LT Vol	226	0	47	0	0	0
Through Vol	0	684	1	0	918	0
RT Vol	0	0	0	550	0	540
Lane Flow Rate	246	743	52	598	998	587
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.576	1	0.131	1	1	1
Departure Headway (Hd)	8.439	7.939	9.007	7.819	7.803	7.104
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	461	401	472	479	511
Service Time	6.184	5.684	6.707	5.519	5.538	4.839
HCM Lane V/C Ratio	0.576	1.612	0.13	1.267	2.084	1.149
HCM Control Delay	22.1	70.6	13.1	69.8	69.9	66.5
HCM Lane LOS	C	F	B	F	F	F
HCM 95th-tile Q	3.5	13	0.4	13.1	13.1	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	518	190	383	142	560	0	0	737	214
Future Volume (veh/h)	0	0	0	518	190	383	142	560	0	0	737	214
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				563	207	416	154	609	0	0	801	233
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1039	592	464	524	2148	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				563	207	416	154	609	0	0	801	233
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	10.2	32.7	5.1	9.8	0.0	0.0	9.5	5.4
Cycle Q Clear(g_c), s				17.0	10.2	32.7	5.1	9.8	0.0	0.0	9.5	5.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1039	592	464	524	2148	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.90	0.29	0.28	0.00	0.00	0.56	0.40
Avail Cap(c_a), veh/h				1185	675	529	524	2148	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.56	0.56	0.56	0.96	0.96	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh				33.7	31.4	39.0	43.9	11.2	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.2	0.2	10.2	0.3	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	5.3	14.5	2.3	4.8	0.0	0.0	4.7	2.3
LnGrp Delay(d),s/veh				34.0	31.6	49.3	44.2	11.5	0.0	0.0	9.0	8.9
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1186			763			1034	
Approach Delay, s/veh					38.9			18.1			9.0	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.3			24.3	53.0		42.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.8			7.1	11.5		34.7
Green Ext Time (p_c), s		3.4			2.0	4.9		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	461	183	279	714	0	0	1387	540
Future Volume (veh/h)	0	0	0	259	461	183	279	714	0	0	1387	540
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				282	501	199	303	776	0	0	1508	587
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				585	654	269	340	2650	0	0	1794	739
Arrive On Green				0.18	0.18	0.18	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				282	501	199	303	776	0	0	1508	587
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.9	39.9
Cycle Q Clear(g_c), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.9	39.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				585	654	269	340	2650	0	0	1794	739
V/C Ratio(X)				0.48	0.77	0.74	0.89	0.29	0.00	0.00	0.84	0.79
Avail Cap(c_a), veh/h				822	917	378	340	2650	0	0	1794	739
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.89	0.89	0.00	0.00	0.21	0.21
Uniform Delay (d), s/veh				43.8	46.5	46.2	42.1	0.1	0.0	0.0	25.4	24.4
Incr Delay (d2), s/veh				0.6	2.5	4.7	21.9	0.3	0.0	0.0	1.1	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.1	6.6	11.7	0.1	0.0	0.0	21.6	16.4
LnGrp Delay(d),s/veh				44.4	49.0	50.9	64.0	0.3	0.0	0.0	26.5	26.3
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					982			1079			2095	
Approach Delay, s/veh					48.1			18.2			26.4	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.8			29.0	64.8		26.2
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.2			23.4	45.9		18.1
Green Ext Time (p_c), s		28.3			0.0	3.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		29.4
HCM 2010 LOS		C

Intersection	
Intersection Delay, s/veh	42.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	187	1	80	0	0	0	0	0	0	536	93	0	429	370	0
Future Vol, veh/h	0	187	1	80	0	0	0	0	0	0	536	93	0	429	370	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	203	1	87	0	0	0	0	0	0	583	101	0	466	402	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	16.2	58	38.6
HCM LOS	C	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	536	93	188	80	429	370
LT Vol	0	0	187	0	429	0
Through Vol	536	0	1	0	0	370
RT Vol	0	93	0	80	0	0
Lane Flow Rate	583	101	204	87	466	402
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.178	0.469	0.173	0.923	0.74
Departure Headway (Hd)	7.05	6.334	8.393	7.166	7.125	6.625
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	519	567	431	502	513	547
Service Time	4.786	4.07	6.093	4.897	4.837	4.337
HCM Lane V/C Ratio	1.123	0.178	0.473	0.173	0.908	0.735
HCM Control Delay	66.3	10.4	18.3	11.4	49.6	25.9
HCM Lane LOS	F	B	C	B	E	D
HCM 95th-tile Q	13.8	0.6	2.4	0.6	11	6.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	108	204	0	0	0	0	574	444	343	882	0
Future Volume (veh/h)	171	108	204	0	0	0	0	574	444	343	882	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	186	117	222				0	624	483	373	959	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	298	646	266				0	2890	829	473	2658	0
Arrive On Green	0.18	0.18	0.18				0.00	0.57	0.57	0.30	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	186	117	222				0	624	483	373	959	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	12.6	3.4	17.6				0.0	7.2	25.7	12.9	0.0	0.0
Cycle Q Clear(g_c), s	12.6	3.4	17.6				0.0	7.2	25.7	12.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	646	266				0	2890	829	473	2658	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.22	0.58	0.79	0.36	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2890	829	660	2658	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	45.3	41.5	47.3				0.0	12.7	16.7	40.3	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	9.1				0.0	0.2	3.0	3.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.7	7.8				0.0	3.5	11.0	5.8	0.1	0.0
LnGrp Delay(d),s/veh	47.4	41.6	56.4				0.0	12.9	19.7	43.9	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		525						1107			1332	
Approach Delay, s/veh		49.9						15.9			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.9	72.2		25.9		94.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.9	27.7		19.6		2.0		
Green Ext Time (p_c), s	1.0	10.0		1.7		13.9		

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	454	122	0	0	0	0	722	441	642	1057	0
Future Volume (veh/h)	170	454	122	0	0	0	0	722	441	642	1057	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	493	133				0	785	479	698	1149	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	526	587	242				0	1744	718	766	2716	0
Arrive On Green	0.17	0.17	0.17				0.00	0.49	0.49	0.48	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	185	493	133				0	785	479	698	1149	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.2	16.2	10.0				0.0	17.4	29.8	24.4	0.0	0.0
Cycle Q Clear(g_c), s	6.2	16.2	10.0				0.0	17.4	29.8	24.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	526	587	242				0	1744	718	766	2716	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.45	0.67	0.91	0.42	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1744	718	792	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.84	0.84	0.84				0.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	44.3	48.5	45.9				0.0	19.8	23.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.8	1.7				0.0	0.8	4.9	7.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.6	4.2				0.0	8.6	12.9	11.2	0.1	0.0
LnGrp Delay(d),s/veh	44.7	56.3	47.6				0.0	20.7	27.9	37.3	0.2	0.0
LnGrp LOS	D	E	D					C	C	D	A	
Approach Vol, veh/h		811						1264			1847	
Approach Delay, s/veh		52.2						23.4			14.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	33.0	63.1		23.9		96.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	26.4	31.8		18.2		2.0		
Green Ext Time (p_c), s	0.6	12.6		1.1		19.1		

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	14
Future Vol, veh/h	0	0	16	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	32	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	982	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	1062	-	-	1600	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	39	12	0	34	0	11
Future Vol, veh/h	39	12	0	34	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	13	0	37	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	86	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	915	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	915	1020
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	985	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1550	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	100	508	104	0	506
Future Vol, veh/h	0	100	508	104	0	506
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	109	552	113	0	550

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1159	609	0	0	665	0
Stage 1	609	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	216	495	-	-	924	-
Stage 1	543	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	495	-	-	924	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	924	-
HCM Lane V/C Ratio	-	-	0.22	-	-
HCM Control Delay (s)	-	-	14.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	510	530	101	0	105
Future Vol, veh/h	0	510	530	101	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	554	576	110	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	686	0	-	0	1185	631
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	908	-	-	-	209	481
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	908	-	-	-	209	481
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	575	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	908	-	-	-	481
HCM Lane V/C Ratio	-	-	-	-	0.237
HCM Control Delay (s)	0	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	19	125	80	92	145
Future Vol, veh/h	12	19	125	80	92	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	21	136	87	100	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	494	136	0	0	136	0
Stage 1	136	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	535	913	-	-	1448	-
Stage 1	890	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	498	913	-	-	1448	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	498	913	1448	-
HCM Lane V/C Ratio	-	-	0.026	0.023	0.069	-
HCM Control Delay (s)	-	-	12.4	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	20	139	92	94	149
Future Vol, veh/h	16	20	139	92	94	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	22	151	100	102	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	895	-	-	1430	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	481	895	1430	-
HCM Lane V/C Ratio	-	-	0.036	0.024	0.071	-
HCM Control Delay (s)	-	-	12.8	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	135	70	0	142
Future Vol, veh/h	0	20	135	70	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	147	76	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	301	147	0	0	147	0
Stage 1	147	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	691	900	-	-	1435	-
Stage 1	880	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	900	-	-	1435	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	900	1435	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	72	84	75	49	13	14
Future Vol, veh/h	72	84	75	49	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	91	82	53	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	330	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1515	-	-	-	665	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	631	978
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1515	-	-	-	631	978
HCM Lane V/C Ratio	0.052	-	-	-	0.022	0.016
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	71	79	64	63	10	8
Future Vol, veh/h	71	79	64	63	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	86	70	68	11	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	310	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	682	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	648	993
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1531	-	-	-	648	993
HCM Lane V/C Ratio	0.05	-	-	-	0.017	0.009
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	52	77	67	53	4	6
Future Vol, veh/h	52	77	67	53	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	84	73	58	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	270	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	719	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	692	989
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1527	-	-	-	692	989
HCM Lane V/C Ratio	0.037	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.2	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

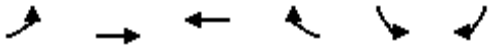
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	82	24	37	73	6	10
Future Vol, veh/h	82	24	37	73	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	26	40	79	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	249	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	739	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1506	-	719	969
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	969	-	-	1506	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.027	-
HCM Control Delay (s)	10.1	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	187	202	0	247	54
Future Volume (veh/h)	0	187	202	0	247	54
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	203	220	0	268	59
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	343	343	0	2545	1171
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	203	220	0	268	59
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.6	7.2	0.0	2.2	1.0
Cycle Q Clear(g_c), s	0.0	6.6	7.2	0.0	2.2	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	343	343	0	2545	1171
V/C Ratio(X)	0.00	0.59	0.64	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2545	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.9	52.2	0.0	2.5	2.4
Incr Delay (d2), s/veh	0.0	1.6	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	3.6	0.0	1.0	0.4
LnGrp Delay(d),s/veh	0.0	53.5	53.5	0.0	2.6	2.5
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		203	220		327	
Approach Delay, s/veh		53.5	53.5		2.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.6		102.4		17.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.6		4.2		9.2
Green Ext Time (p_c), s				2.5		1.1		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	415	0	0	470	320	33	0	293	0	0	0
Future Volume (veh/h)	25	415	0	0	470	320	33	0	293	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	27	451	0	0	511	348	36	0	318			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	32	1269	0	0	1035	427	1741	0	801			
Arrive On Green	0.02	0.36	0.00	0.00	0.29	0.29	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	27	451	0	0	511	348	36	0	318			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.1	12.2	0.0	0.0	15.5	28.8	0.7	0.0	16.3			
Cycle Q Clear(g_c), s	2.1	12.2	0.0	0.0	15.5	28.8	0.7	0.0	16.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	32	1269	0	0	1035	427	1741	0	801			
V/C Ratio(X)	0.83	0.36	0.00	0.00	0.49	0.82	0.02	0.00	0.40			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1741	0	801			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.41	0.41	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.5	30.7	0.0	0.0	38.0	42.7	13.4	0.0	16.9			
Incr Delay (d2), s/veh	45.7	0.2	0.0	0.0	0.1	2.4	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	6.0	0.0	0.0	7.6	11.9	0.3	0.0	6.6			
LnGrp Delay(d),s/veh	109.1	30.8	0.0	0.0	38.2	45.1	13.4	0.0	17.2			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		478			859			354				
Approach Delay, s/veh		35.2			41.0			16.8				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.4		52.6			8.6	44.0
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		18.3		14.2			4.1	30.8
Green Ext Time (p_c), s		0.0		8.0			0.0	7.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	68	182	14	0	8	270	25	0	63	10	19	0	69	11	155
Future Vol, veh/h	0	68	182	14	0	8	270	25	0	63	10	19	0	69	11	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	198	15	0	9	293	27	0	68	11	21	0	75	12	168
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11	11.9	10.9	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	81%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	19%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	68	121	75	8	180	115	69	7	159
LT Vol	63	0	68	0	0	8	0	0	69	0	0
Through Vol	0	10	0	121	61	0	180	90	0	7	4
RT Vol	0	19	0	0	14	0	0	25	0	0	155
Lane Flow Rate	68	32	74	132	81	9	196	125	75	8	172
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.142	0.057	0.144	0.239	0.144	0.017	0.35	0.218	0.15	0.015	0.287
Departure Headway (Hd)	7.462	6.503	7.034	6.53	6.397	6.949	6.445	6.291	7.184	6.682	5.997
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	548	509	547	558	514	556	569	498	534	597
Service Time	5.234	4.276	4.799	4.295	4.162	4.712	4.207	4.054	4.948	4.447	3.761
HCM Lane V/C Ratio	0.142	0.058	0.145	0.241	0.145	0.018	0.353	0.22	0.151	0.015	0.288
HCM Control Delay	11.5	9.7	11	11.4	10.2	9.8	12.7	10.8	11.2	9.5	11.2
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.5	0.9	0.5	0.1	1.6	0.8	0.5	0	1.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	510	533	102	0	108
Future Vol, veh/h	0	510	533	102	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	554	579	111	0	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	690	0	-	0	1189	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	905	-	-	-	208	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	208	478
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	478
HCM Lane V/C Ratio	-	-	-	-	0.246
HCM Control Delay (s)	0	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	115	12	510	98	11	400
Future Vol, veh/h	115	12	510	98	11	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	13	554	107	12	435

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1013	554	0	0	554	0
Stage 1	554	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	265	532	-	-	1016	-
Stage 1	575	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	262	532	-	-	1016	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	262	532	1016	-
HCM Lane V/C Ratio	-	-	0.477	0.025	0.012	-
HCM Control Delay (s)	-	-	30.7	11.9	8.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.4	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	17	50	0
Future Vol, veh/h	0	0	0	17	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	27	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	936	1042	1549	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	936	1042	1549	-	-	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	14
Future Vol, veh/h	0	0	16	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	32	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	982	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	1062	-	-	1600	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	23	39	0	0	0
Future Vol, veh/h	0	23	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	42	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	42	42	-	0	42	0
Stage 1	0	0	-	-	-	-
Stage 2	42	42	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	969	850	-	-	1567	-
Stage 1	-	-	-	-	-	-
Stage 2	980	860	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	969	0	-	-	1567	-
Mov Cap-2 Maneuver	969	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	980	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1567	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	31	15	34	17	71	19	415	72	83	454	6
Future Volume (veh/h)	4	31	15	34	17	71	19	415	72	83	454	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	4	34	16	37	18	77	21	451	78	90	493	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	787	758	357	832	195	835	34	591	102	118	883	13
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.02	0.20	0.19	0.07	0.25	0.24
Sat Flow, veh/h	1193	1199	564	1243	309	1321	1634	3021	519	1634	3573	51
Grp Volume(v), veh/h	4	0	50	37	0	95	21	263	266	90	244	256
Grp Sat Flow(s),veh/h/ln	1193	0	1763	1243	0	1630	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.2	0.0	1.3	1.4	0.0	2.8	1.5	16.9	17.1	6.5	14.5	14.5
Cycle Q Clear(g_c), s	2.9	0.0	1.3	2.7	0.0	2.8	1.5	16.9	17.1	6.5	14.5	14.5
Prop In Lane	1.00		0.32	1.00		0.81	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	787	0	1114	832	0	1030	34	346	346	118	437	458
V/C Ratio(X)	0.01	0.00	0.04	0.04	0.00	0.09	0.61	0.76	0.77	0.76	0.56	0.56
Avail Cap(c_a), veh/h	787	0	1114	832	0	1030	101	1062	1063	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	8.4	8.9	0.0	8.7	58.3	45.6	45.8	54.6	39.5	39.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	16.5	3.4	3.6	9.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.5	0.0	1.3	0.9	8.6	8.7	3.2	7.2	7.5
LnGrp Delay(d),s/veh	9.2	0.0	8.5	9.0	0.0	8.9	74.7	49.0	49.3	64.2	40.6	40.5
LnGrp LOS	A		A	A		A	E	D	D	E	D	D
Approach Vol, veh/h		54			132			550			590	
Approach Delay, s/veh		8.5			8.9			50.2			44.2	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	27.5		79.8	6.5	33.7		79.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	8.5	19.1		4.9	3.5	16.5		4.8
Green Ext Time (p_c), s	0.1	3.9		0.5	0.0	3.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	11	53	258	36	36
Future Vol, veh/h	189	11	53	258	36	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	205	12	58	280	39	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	607	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1353	-	460	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	437	829
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	1353	-
HCM Lane V/C Ratio	0.137	-	-	0.043	-
HCM Control Delay (s)	12.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	29
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	170	50	0	314	250	14	0	67	23	328
Future Vol, veh/h	0	10	170	50	0	314	250	14	0	67	23	328
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	11	185	54	0	341	272	15	0	73	25	357
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	12.4	39.8	24.8
HCM LOS	B	E	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	11%	0%	72%	0%	8%
Vol Thru, %	6%	89%	63%	28%	90%	76%
Vol Right, %	78%	0%	37%	0%	10%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	418	95	135	439	139	38
LT Vol	67	10	0	314	0	3
Through Vol	23	85	85	125	125	29
RT Vol	328	0	50	0	14	6
Lane Flow Rate	454	103	147	477	151	41
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.748	0.212	0.289	0.92	0.273	0.087
Departure Headway (Hd)	6.037	7.401	7.08	7.052	6.614	7.619
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	487	511	515	547	472
Service Time	4.037	5.106	4.784	4.752	4.314	5.635
HCM Lane V/C Ratio	0.752	0.211	0.288	0.926	0.276	0.087
HCM Control Delay	24.8	12.1	12.6	48.7	11.8	11.4
HCM Lane LOS	C	B	B	E	B	B
HCM 95th-tile Q	6.6	0.8	1.2	11	1.1	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	29	6
Future Vol, veh/h	0	3	29	6
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	32	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	224	313	384	43	47	163
Future Vol, veh/h	224	313	384	43	47	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	243	340	417	47	51	177

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	1268	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	827	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1097	-	-	-	186	616
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	430	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	135	616
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	313	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	34.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1097	-	-	-	343
HCM Lane V/C Ratio	0.222	-	-	-	0.665
HCM Control Delay (s)	9.2	0	-	-	34.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.8	-	-	-	4.5

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	0	18	7	104	0	650	9	90	993	3
Future Vol, veh/h	0	14	0	18	7	104	0	650	9	90	993	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	20	8	113	0	707	10	98	1079	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1634	1993	541	1454	1989	358	1083	0	0	716	0	0
Stage 1	1277	1277	-	711	711	-	-	-	-	-	-	-
Stage 2	357	716	-	743	1278	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	67	60	485	91	60	638	640	-	-	880	-	-
Stage 1	176	236	-	390	434	-	-	-	-	-	-	-
Stage 2	633	432	-	373	235	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	53	485	65	53	638	640	-	-	880	-	-
Mov Cap-2 Maneuver	45	53	-	65	53	-	-	-	-	-	-	-
Stage 1	176	210	-	390	434	-	-	-	-	-	-	-
Stage 2	512	432	-	307	209	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	98.3	43.9	0	0.8
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	640	-	-	53	226	880	-	-
HCM Lane V/C Ratio	-	-	-	0.287	0.62	0.111	-	-
HCM Control Delay (s)	0	-	-	98.3	43.9	9.6	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	3.7	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	139	4	1	121	2	1
Future Vol, veh/h	139	4	1	121	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	4	1	132	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	155	0	287	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1425	-	703	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	702	893
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1425	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	128	0	0
Future Vol, veh/h	104	0	0	128	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	113	0	0	139	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	252	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	737	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	737	940
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	888	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1476	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	205.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	116	523	81	113	577	12	120	25	73	12	11	10
Future Vol, veh/h	116	523	81	113	577	12	120	25	73	12	11	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	568	88	123	627	13	130	27	79	13	12	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	640	0	0	657	0	0	1756	1751	613	1797	1788	634
Stage 1	-	-	-	-	-	-	865	865	-	879	879	-
Stage 2	-	-	-	-	-	-	891	886	-	918	909	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	944	-	-	931	-	-	~ 66	86	492	62	81	479
Stage 1	-	-	-	-	-	-	348	371	-	342	365	-
Stage 2	-	-	-	-	-	-	337	363	-	326	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	944	-	-	931	-	-	~ 38	54	492	23	51	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 38	54	-	23	51	-
Stage 1	-	-	-	-	-	-	274	292	-	269	290	-
Stage 2	-	-	-	-	-	-	251	288	-	195	279	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.5	$ 1533.3	223.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	944	-	-	931	-	-	44
HCM Lane V/C Ratio	4.085	0.134	-	-	0.132	-	-	0.815
HCM Control Delay (s)	$ 1533.3	9.4	0	-	9.5	0	-	223.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	25.8	0.5	-	-	0.5	-	-	3.2

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	99	17	35	161	12	31
Future Vol, veh/h	99	17	35	161	12	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	18	38	175	13	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	368	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	632	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	614	935
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	816	-	-	1460	-
HCM Lane V/C Ratio	0.057	-	-	0.026	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	6	8	145	12	4
Future Vol, veh/h	92	6	8	145	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	7	9	158	13	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	278	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	712	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	707	952
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	849	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	756	-	-	1484	-
HCM Lane V/C Ratio	0.023	-	-	0.006	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	115	0	3	189	3	15
Future Vol, veh/h	115	0	3	189	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	0	3	205	3	16

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	133	125	228	125
Stage 1	-	-	0	0	125	-
Stage 2	-	-	133	125	103	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	861	765	760	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	893	792	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	861	0	760	926
Mov Cap-2 Maneuver	-	-	861	0	760	-
Stage 1	-	-	-	0	901	-
Stage 2	-	-	893	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.5	9.1
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	893	-	-	861
HCM Lane V/C Ratio	0.022	-	-	0.242
HCM Control Delay (s)	9.1	-	-	10.5
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	32	79	133	82	111
Future Vol, veh/h	113	32	79	133	82	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	35	86	145	89	121

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	456	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	562	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	525	908
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1422	-
HCM Lane V/C Ratio	0.303	-	-	0.06	-
HCM Control Delay (s)	12.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	49	100	107	335	251	111
Future Vol, veh/h	49	100	107	335	251	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	109	116	364	273	121

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	930	333	393	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	297	709	1166	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	709	1166	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	452	-	-
HCM Lane V/C Ratio	0.1	-	0.358	-	-
HCM Control Delay (s)	8.4	0	17.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.6	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	3	93	28	7	107
Future Vol, veh/h	28	3	93	28	7	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	101	30	8	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	248	116	0	0	132	0
Stage 1	116	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	740	936	-	-	1453	-
Stage 1	909	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	736	936	-	-	1453	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	752	1453	-
HCM Lane V/C Ratio	-	-	0.045	0.005	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	66	83	82	77
Demand Flow Rate, veh/h	67	85	84	79
Vehicles Circulating, veh/h	86	78	70	83
Vehicles Exiting, veh/h	76	76	82	80
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	4.2	4.2	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	67	85	84	79
Cap Entry Lane, veh/h	1037	1045	1054	1040
Entry HV Adj Factor	0.992	0.980	0.980	0.978
Flow Entry, veh/h	66	83	82	77
Cap Entry, veh/h	1028	1024	1032	1017
V/C Ratio	0.065	0.081	0.080	0.076
Control Delay, s/veh	4.1	4.2	4.2	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	61	42	36	25
Demand Flow Rate, veh/h	61	43	36	25
Vehicles Circulating, veh/h	17	51	40	66
Vehicles Exiting, veh/h	74	25	38	28
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.8	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	61	43	36	25
Cap Entry Lane, veh/h	1111	1074	1086	1058
Entry HV Adj Factor	0.993	0.983	0.995	0.990
Flow Entry, veh/h	61	42	36	25
Cap Entry, veh/h	1102	1054	1079	1046
V/C Ratio	0.055	0.040	0.033	0.024
Control Delay, s/veh	3.7	3.8	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	49	18	12	30
Demand Flow Rate, veh/h	50	18	12	30
Vehicles Circulating, veh/h	33	12	53	25
Vehicles Exiting, veh/h	22	53	30	5
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.7	3.4	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	50	18	12	30
Cap Entry Lane, veh/h	1093	1116	1072	1102
Entry HV Adj Factor	0.986	0.984	0.995	0.991
Flow Entry, veh/h	49	18	12	30
Cap Entry, veh/h	1078	1097	1066	1091
V/C Ratio	0.046	0.016	0.011	0.027
Control Delay, s/veh	3.7	3.4	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	56	31	191	116	3
Future Vol, veh/h	6	56	31	191	116	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	61	34	208	126	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	65	129	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	668	986	1454	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	651	986	1454	-	-	-
Mov Cap-2 Maneuver	651	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	939	-	-
HCM Lane V/C Ratio	0.023	-	0.072	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	64	92	377	44	55	273
Future Vol, veh/h	64	92	377	44	55	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	100	410	48	60	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	826	410	0	0	410	0
Stage 1	410	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	642	-	-	1149	-
Stage 1	670	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	642	-	-	1149	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	320	642	1149	-
HCM Lane V/C Ratio	-	-	0.217	0.156	0.052	-
HCM Control Delay (s)	-	-	19.3	11.6	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.5	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	19	5	109	22	5	123
Future Vol, veh/h	19	5	109	22	5	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	118	24	5	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	275	130	0	0	142	0
Stage 1	130	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	715	920	-	-	1441	-
Stage 1	896	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	920	-	-	1441	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	747	1441	-
HCM Lane V/C Ratio	-	-	0.035	0.004	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	3	0	0	0	2	8	0	1	18	0
Future Vol, veh/h	0	18	3	0	0	0	2	8	0	1	18	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	3	0	0	0	2	9	0	1	20	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.6	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	86%	0%	18%
Vol Thru, %	95%	14%	20%	45%
Vol Right, %	0%	0%	80%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	21	10	38
LT Vol	1	18	0	7
Through Vol	18	3	2	17
RT Vol	0	0	8	14
Lane Flow Rate	21	23	11	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.027	0.011	0.044
Departure Headway (Hd)	4.035	4.222	3.578	3.824
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	848	998	937
Service Time	2.056	2.246	1.607	1.843
HCM Lane V/C Ratio	0.024	0.027	0.011	0.044
HCM Control Delay	7.2	7.4	6.6	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	17	14
Future Vol, veh/h	0	7	17	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	18	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	8	20	32	31
Demand Flow Rate, veh/h	8	20	33	31
Vehicles Circulating, veh/h	32	32	16	8
Vehicles Exiting, veh/h	7	17	24	44
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.5	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	8	20	33	31
Cap Entry Lane, veh/h	1094	1094	1112	1121
Entry HV Adj Factor	0.993	0.998	0.984	0.989
Flow Entry, veh/h	8	20	32	31
Cap Entry, veh/h	1086	1091	1093	1107
V/C Ratio	0.007	0.018	0.030	0.028
Control Delay, s/veh	3.4	3.5	3.5	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	14	26	4	16	11
Future Vol, veh/h	5	14	26	4	16	11
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	15	28	4	17	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	61	40
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	945	1031
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	934	1022
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	968
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	11	41	0	45	5	16	0	20	159	69
Future Vol, veh/h	0	4	11	41	0	45	5	16	0	20	159	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	12	45	0	49	5	17	0	22	173	75
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	8.6	9.2	9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	43%	0%	21%	0%	24%	0%	100%	96%
Vol Right, %	0%	0%	57%	0%	79%	0%	76%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	106	122	4	52	45	21	16	103	53
LT Vol	20	0	0	4	0	45	0	16	0	0
Through Vol	0	106	53	0	11	0	5	0	103	51
RT Vol	0	0	69	0	41	0	16	0	0	2
Lane Flow Rate	22	115	133	4	57	49	23	17	112	58
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.035	0.171	0.182	0.008	0.083	0.086	0.033	0.029	0.169	0.088
Departure Headway (Hd)	5.833	5.331	4.934	6.358	5.306	6.316	5.283	5.965	5.463	5.437
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	611	669	723	559	669	563	672	597	653	655
Service Time	3.592	3.09	2.692	4.138	3.086	4.096	3.063	3.73	3.227	3.201
HCM Lane V/C Ratio	0.036	0.172	0.184	0.007	0.085	0.087	0.034	0.028	0.172	0.089
HCM Control Delay	8.8	9.2	8.8	9.2	8.6	9.7	8.2	8.9	9.3	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.7	0	0.3	0.3	0.1	0.1	0.6	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	16	154	2
Future Vol, veh/h	0	16	154	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	167	2
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	373	0	0	0	375	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	373	0	0	0	375	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	405	0	0	0	408	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	12.9	12.9
HCM LOS	-	-	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	373	0	0	0	0	375	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	373	0	0	0	0	375	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	405	0	0	0	0	408	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.533	0	0	0	0	0.535	0
Departure Headway (Hd)	4.729	4.729	4.729	6.436	6.436	4.728	4.728	4.728
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	754	0	0	0	0	754	0
Service Time	2.522	2.522	2.522	4.136	4.136	2.521	2.521	2.521
HCM Lane V/C Ratio	0	0.537	0	0	0	0	0.541	0
HCM Control Delay	7.5	12.9	7.5	9.1	9.1	7.5	12.9	7.5
HCM Lane LOS	N	B	N	N	N	N	B	N
HCM 95th-tile Q	0	3.2	0	0	0	0	3.2	0

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	32	0	288	33	17	27	122	283	17	115	8
Future Vol, veh/h	10	32	0	288	33	17	27	122	283	17	115	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	35	0	313	36	18	29	133	308	18	125	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	353	125	370	353	133	125	0	0	133	0	0
Stage 1	162	162	-	191	191	-	-	-	-	-	-	-
Stage 2	209	191	-	179	162	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	586	572	926	587	572	916	1462	-	-	1452	-	-
Stage 1	840	764	-	811	742	-	-	-	-	-	-	-
Stage 2	793	742	-	823	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	554	926	545	554	916	1462	-	-	1452	-	-
Mov Cap-2 Maneuver	533	554	-	545	554	-	-	-	-	-	-	-
Stage 1	823	755	-	795	727	-	-	-	-	-	-	-
Stage 2	724	727	-	775	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	18.7	0.5	0.9
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	533	554	-	545	554	916	1452	-	-
HCM Lane V/C Ratio	0.02	-	-	0.02	0.063	-	0.574	0.065	0.02	0.013	-	-
HCM Control Delay (s)	7.5	-	-	11.9	11.9	0	20.1	11.9	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	C	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	-	3.6	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	19	3	2	0	1	2	9	0	2	25	2
Future Vol, veh/h	0	19	3	2	0	1	2	9	0	2	25	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	3	2	0	1	2	10	0	2	27	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	79%	8%	16%
Vol Thru, %	86%	13%	17%	51%
Vol Right, %	7%	8%	75%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	24	12	51
LT Vol	2	19	1	8
Through Vol	25	3	2	26
RT Vol	2	2	9	17
Lane Flow Rate	32	26	13	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.03	0.013	0.059
Departure Headway (Hd)	4.016	4.203	3.67	3.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	850	971	929
Service Time	2.041	2.237	1.709	1.879
HCM Lane V/C Ratio	0.036	0.031	0.013	0.059
HCM Control Delay	7.2	7.4	6.8	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	26	17
Future Vol, veh/h	0	8	26	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	28	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	18	10	26	20
Demand Flow Rate, veh/h	18	10	26	20
Vehicles Circulating, veh/h	18	28	12	16
Vehicles Exiting, veh/h	18	10	24	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.4	3.5	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	18	10	26	20
Cap Entry Lane, veh/h	1110	1099	1116	1112
Entry HV Adj Factor	0.991	0.984	0.986	0.984
Flow Entry, veh/h	18	10	26	20
Cap Entry, veh/h	1100	1082	1101	1095
V/C Ratio	0.016	0.009	0.023	0.018
Control Delay, s/veh	3.4	3.4	3.5	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	4	21	22	0
Demand Flow Rate, veh/h	4	21	22	0
Vehicles Circulating, veh/h	18	1	3	22
Vehicles Exiting, veh/h	4	24	19	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.3	3.4	3.4	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	4	21	22	0
Cap Entry Lane, veh/h	1110	1129	1127	1105
Entry HV Adj Factor	0.985	0.997	1.000	1.000
Flow Entry, veh/h	4	21	22	0
Cap Entry, veh/h	1093	1125	1126	1105
V/C Ratio	0.004	0.019	0.020	0.000
Control Delay, s/veh	3.3	3.4	3.4	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	21	33	248	233	7
Future Vol, veh/h	6	21	33	248	233	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	23	36	270	253	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	464	130	261	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	527	896	1300	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	896	1300	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1300	-	767	-	-
HCM Lane V/C Ratio	0.028	-	0.038	-	-
HCM Control Delay (s)	7.8	0.1	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	712	137	108	898	17	120	0	57	8	5	36
Future Volume (veh/h)	244	712	137	108	898	17	120	0	57	8	5	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	265	774	149	117	976	18	130	0	62	9	5	39
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	949	391	251	1085	20	451	0	215	15	8	66
Arrive On Green	0.12	0.27	0.27	0.15	0.31	0.29	0.39	0.00	0.39	0.05	0.05	0.05
Sat Flow, veh/h	1634	3539	1458	1634	3555	66	1156	0	551	278	154	1204
Grp Volume(v), veh/h	265	774	149	117	486	508	192	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1708	0	0	1636	0	0
Q Serve(g_s), s	14.0	24.6	10.0	7.8	31.6	31.6	9.3	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	24.6	10.0	7.8	31.6	31.6	9.3	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.17		0.74
Lane Grp Cap(c), veh/h	191	949	391	251	540	565	667	0	0	89	0	0
V/C Ratio(X)	1.39	0.82	0.38	0.47	0.90	0.90	0.29	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	251	560	586	667	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	41.1	35.8	46.3	39.9	40.0	25.2	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	202.1	2.7	0.6	0.9	12.2	11.8	1.1	0.0	0.0	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	12.4	4.1	3.6	17.2	17.9	4.6	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	255.1	43.8	36.3	47.2	52.2	51.8	26.3	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	F	D	D	D	D	D	C			E		
Approach Vol, veh/h		1188			1111			192			53	
Approach Delay, s/veh		90.0			51.5			26.3			61.8	
Approach LOS		F			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.8	22.4	36.2		10.5	18.0	40.6
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.3	9.8	26.6		5.8	16.0	33.6
Green Ext Time (p_c), s		0.3	0.0	3.6		0.1	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	67.8
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	1.8	0.9	0.9	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.5	7.7	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	58.0	42.6	42.8	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.4			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary		
HCM 2010 Ctrl Delay		44.4
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	555	46	44	683	66	97
Future Vol, veh/h	555	46	44	683	66	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	603	50	48	742	72	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	653	0	1095	327
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	930	-	208	669
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	930	-	197	669
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	197	669	-	-	930	-
HCM Lane V/C Ratio	0.364	0.158	-	-	0.051	-
HCM Control Delay (s)	33.4	11.4	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.6	0.6	-	-	0.2	-

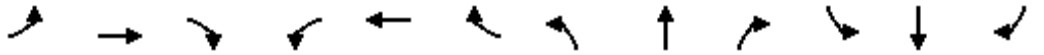
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	587	7	23	749	6	18
Future Vol, veh/h	587	7	23	749	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	638	8	25	814	7	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	646	0	1099	323
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	935	-	207	673
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	935	-	201	673
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	935	-
HCM Lane V/C Ratio	0.032	-	-	0.027	-
HCM Control Delay (s)	9.6	-	-	9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	262	109	102	413	51	62	353	65	38	525	208
Future Volume (veh/h)	227	262	109	102	413	51	62	353	65	38	525	208
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	247	285	118	111	449	55	67	384	71	41	571	226
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	983	405	337	1029	424	119	1013	418	85	659	260
Arrive On Green	0.19	0.28	0.28	0.21	0.29	0.29	0.07	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	979
Grp Volume(v), veh/h	247	285	118	111	449	55	67	384	71	41	407	390
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	12.9	5.7	4.1	5.2	9.3	2.5	3.6	7.8	1.7	2.2	19.7	19.9
Cycle Q Clear(g_c), s	12.9	5.7	4.1	5.2	9.3	2.5	3.6	7.8	1.7	2.2	19.7	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	315	983	405	337	1029	424	119	1013	418	85	470	449
V/C Ratio(X)	0.78	0.29	0.29	0.33	0.44	0.13	0.56	0.38	0.17	0.48	0.87	0.87
Avail Cap(c_a), veh/h	436	983	405	337	1029	424	163	1013	418	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	25.5	13.0	30.4	25.9	23.5	40.4	25.7	6.6	41.5	31.5	32.1
Incr Delay (d2), s/veh	6.2	0.7	1.8	0.6	1.3	0.6	3.8	0.2	0.2	4.1	15.4	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	2.9	1.9	2.4	4.7	1.1	1.7	3.9	0.7	1.1	11.6	11.3
LnGrp Delay(d),s/veh	40.7	26.3	14.9	31.0	27.3	24.2	44.1	25.9	6.8	45.6	46.9	48.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		650			615			522			838	
Approach Delay, s/veh		29.7			27.7			25.7			47.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	29.8	22.5	29.0	10.5	27.9	21.4	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.2	9.8	7.2	7.7	5.6	21.9	14.9	11.3
Green Ext Time (p_c), s	0.0	4.2	0.8	1.4	0.0	0.0	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	423	31	21	673	6	7	1	9	8	0	0
Future Vol, veh/h	0	423	31	21	673	6	7	1	9	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	460	34	23	732	7	8	1	10	9	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	738	0	0	460	0	0	1240	1244	460	1245	1240	735
Stage 1	-	-	-	-	-	-	460	460	-	780	780	-
Stage 2	-	-	-	-	-	-	780	784	-	465	460	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	868	-	-	1101	-	-	152	174	601	151	175	420
Stage 1	-	-	-	-	-	-	581	566	-	388	406	-
Stage 2	-	-	-	-	-	-	388	404	-	578	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	1101	-	-	148	168	601	144	169	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	168	-	144	169	-
Stage 1	-	-	-	-	-	-	581	566	-	388	392	-
Stage 2	-	-	-	-	-	-	374	390	-	567	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	20.6	31.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	249	868	-	-	1101	-	-	144
HCM Lane V/C Ratio	0.074	-	-	-	0.021	-	-	0.06
HCM Control Delay (s)	20.6	0	-	-	8.3	0	-	31.6
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	98	0	6	119	4	0	0	6	3	0	0
Future Volume (veh/h)	0	98	0	6	119	4	0	0	6	3	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	107	0	7	129	4	0	0	7	3	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	159	124	12	256	8	2	1312	1027	5	1411	1105
Arrive On Green	0.00	0.09	0.00	0.00	0.05	0.05	0.00	0.00	0.70	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1797	56	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	107	0	7	0	133	0	0	7	3	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1853	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	5.0	0.0	0.4	0.0	6.3	0.0	0.0	0.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.0	0.0	0.4	0.0	6.3	0.0	0.0	0.1	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	159	124	12	0	264	2	1312	1027	5	1411	1105
V/C Ratio(X)	0.00	0.67	0.00	0.60	0.00	0.50	0.00	0.00	0.01	0.57	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	824	73	1312	1027	73	1411	1105
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.40	0.00	0.40	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	40.0	0.0	44.8	0.0	39.8	0.0	0.0	4.0	44.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	18.2	0.0	0.6	0.0	0.0	0.0	72.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.0	0.2	0.0	3.3	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	44.9	0.0	63.0	0.0	40.4	0.0	0.0	4.0	116.8	0.0	0.0
LnGrp LOS		D		E		D			A	F		
Approach Vol, veh/h		107			140			7			3	
Approach Delay, s/veh		44.9			41.5			4.0			116.8	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	67.9	5.1	12.2	0.0	72.7	0.0	17.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.1	2.4	7.0	0.0	0.0	0.0	8.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	291	90	265	607	197	115	326	110	108	337	42
Future Volume (veh/h)	48	291	90	265	607	197	115	326	110	108	337	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	316	98	288	660	214	125	354	120	117	366	46
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	439	344	281	687	538	155	637	499	82	553	433
Arrive On Green	0.01	0.08	0.08	0.23	0.49	0.49	0.03	0.11	0.11	0.05	0.30	0.30
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	52	316	98	288	660	214	125	354	120	117	366	46
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.9	14.9	5.7	15.5	30.7	8.4	6.8	16.2	6.8	4.5	15.5	2.1
Cycle Q Clear(g_c), s	2.9	14.9	5.7	15.5	30.7	8.4	6.8	16.2	6.8	4.5	15.5	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	439	344	281	687	538	155	637	499	82	553	433
V/C Ratio(X)	0.81	0.72	0.28	1.02	0.96	0.40	0.80	0.56	0.24	1.43	0.66	0.11
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	637	499	82	553	433
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	38.6	34.3	34.7	22.3	16.6	42.8	33.5	29.3	42.8	27.7	23.0
Incr Delay (d2), s/veh	33.8	4.6	0.4	59.8	24.7	0.5	11.5	3.2	1.0	251.0	6.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.3	2.3	11.6	20.2	3.4	3.6	8.9	2.9	7.7	8.9	0.9
LnGrp Delay(d),s/veh	77.9	43.2	34.8	94.6	47.0	17.1	54.3	36.7	30.3	293.8	33.8	23.5
LnGrp LOS	E	D	C	F	D	B	D	D	C	F	C	C
Approach Vol, veh/h		466			1162			599			529	
Approach Delay, s/veh		45.3			53.3			39.1			90.4	
Approach LOS		D			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	35.3	20.0	25.7	13.1	31.2	8.0	37.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	10.5	18.2	17.5	16.9	8.8	17.5	4.9	32.7
Green Ext Time (p_c), s	0.0	2.6	0.0	2.7	0.1	1.4	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	56.0
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	364	13	10	495	255	5	19	3	259	19	153
Future Volume (veh/h)	150	364	13	10	495	255	5	19	3	259	19	153
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	163	396	14	11	538	277	5	21	3	282	21	166
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	725	567	17	528	413	351	446	349	263	736	576
Arrive On Green	0.23	0.78	0.78	0.00	0.09	0.09	0.01	0.24	0.24	0.16	0.40	0.40
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	163	396	14	11	538	277	5	21	3	282	21	166
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	8.6	7.4	0.2	0.6	25.5	16.5	0.2	0.8	0.1	14.5	0.6	7.0
Cycle Q Clear(g_c), s	8.6	7.4	0.2	0.6	25.5	16.5	0.2	0.8	0.1	14.5	0.6	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	725	567	17	528	413	351	446	349	263	736	576
V/C Ratio(X)	0.86	0.55	0.02	0.63	1.02	0.67	0.01	0.05	0.01	1.07	0.03	0.29
Avail Cap(c_a), veh/h	209	725	567	118	528	413	461	446	349	263	736	576
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	6.9	6.1	44.7	40.8	36.7	25.8	26.3	26.1	37.8	16.7	18.6
Incr Delay (d2), s/veh	26.5	0.9	0.0	22.6	37.2	2.8	0.0	0.2	0.0	75.6	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	3.7	0.1	0.4	18.6	7.0	0.1	0.4	0.1	12.0	0.3	3.0
LnGrp Delay(d),s/veh	60.3	7.8	6.1	67.3	78.0	39.6	25.8	26.5	26.1	113.4	16.7	19.8
LnGrp LOS	E	A	A	E	F	D	C	C	C	F	B	B
Approach Vol, veh/h		573			826			29			469	
Approach Delay, s/veh		22.7			65.0			26.4			75.9	
Approach LOS		C			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	26.0	5.5	39.5	5.0	40.1	15.0	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	10.5	2.8	2.6	9.4	2.2	9.0	10.6	27.5
Green Ext Time (p_c), s	0.0	0.7	0.0	4.9	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	481	78	472	672	42	50	19	20	36	15	11
Future Volume (veh/h)	10	481	78	472	672	42	50	19	20	36	15	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	11	523	85	513	730	46	54	21	22	39	16	12
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	373	292	536	963	754	67	454	355	47	431	337
Arrive On Green	0.02	0.40	0.40	0.33	0.52	0.52	0.04	0.24	0.24	0.03	0.23	0.23
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	11	523	85	513	730	46	54	21	22	39	16	12
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.6	18.0	3.6	27.7	28.0	1.4	3.0	0.8	1.0	2.1	0.6	0.6
Cycle Q Clear(g_c), s	0.6	18.0	3.6	27.7	28.0	1.4	3.0	0.8	1.0	2.1	0.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	373	292	536	963	754	67	454	355	47	431	337
V/C Ratio(X)	0.63	1.40	0.29	0.96	0.76	0.06	0.81	0.05	0.06	0.83	0.04	0.04
Avail Cap(c_a), veh/h	73	373	292	536	963	754	107	454	355	73	431	337
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	27.0	22.7	29.6	17.3	10.8	42.8	26.0	26.1	43.5	26.8	26.8
Incr Delay (d2), s/veh	20.6	191.5	0.3	28.5	3.5	0.0	20.3	0.2	0.3	35.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	28.9	1.4	16.6	15.1	0.6	1.7	0.4	0.5	1.4	0.3	0.2
LnGrp Delay(d),s/veh	64.4	218.5	23.0	58.1	20.8	10.9	63.1	26.2	26.5	79.3	27.0	27.0
LnGrp LOS	E	F	C	E	C	B	E	C	C	E	C	C
Approach Vol, veh/h		619			1289			97			67	
Approach Delay, s/veh		188.9			35.3			46.8			57.4	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	26.4	34.0	22.5	8.2	25.3	5.5	51.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	4.1	3.0	29.7	20.0	5.0	2.6	2.6	30.0
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.1	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	82.4
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	23	499	1161	69	0	19
Future Vol, veh/h	23	499	1161	69	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	542	1262	75	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1337	0	-	0	1891	1299
Stage 1	-	-	-	-	1299	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	516	-	-	-	77	197
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	516	-	-	-	72	197
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	516	-	-	-	197
HCM Lane V/C Ratio	0.048	-	-	-	0.105
HCM Control Delay (s)	12.3	0	-	-	25.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	407	256	231	817	82	406	136	104	64	193	111
Future Volume (veh/h)	74	407	256	231	817	82	406	136	104	64	193	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	80	442	278	251	888	89	441	148	113	70	210	121
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	713	292	249	1075	441	177	1579	648	109	1431	586
Arrive On Green	0.05	0.20	0.20	0.15	0.30	0.30	0.04	0.15	0.15	0.07	0.40	0.40
Sat Flow, veh/h	1634	3539	1447	1634	3539	1451	1634	3539	1453	1634	3539	1449
Grp Volume(v), veh/h	80	442	278	251	888	89	441	148	113	70	210	121
Grp Sat Flow(s),veh/h/ln	1634	1770	1447	1634	1770	1451	1634	1770	1453	1634	1770	1449
Q Serve(g_s), s	5.9	13.7	16.8	18.3	28.0	5.5	13.0	4.3	4.4	5.0	4.5	6.5
Cycle Q Clear(g_c), s	5.9	13.7	16.8	18.3	28.0	5.5	13.0	4.3	4.4	5.0	4.5	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	713	292	249	1075	441	177	1579	648	109	1431	586
V/C Ratio(X)	0.98	0.62	0.95	1.01	0.83	0.20	2.49	0.09	0.17	0.64	0.15	0.21
Avail Cap(c_a), veh/h	82	1445	591	249	1681	689	177	1579	648	109	1431	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	43.7	25.9	50.9	38.8	31.0	57.9	30.2	9.4	54.6	22.6	23.2
Incr Delay (d2), s/veh	92.3	0.9	15.6	49.0	1.4	0.2	686.6	0.1	0.5	12.1	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.8	8.0	11.6	13.9	2.2	39.6	2.2	1.9	2.6	2.2	2.7
LnGrp Delay(d),s/veh	149.3	44.6	41.5	99.9	40.2	31.1	744.5	30.3	10.0	66.8	22.8	24.0
LnGrp LOS	F	D	D	F	D	C	F	C	A	E	C	C
Approach Vol, veh/h		800			1228			702			401	
Approach Delay, s/veh		54.0			51.7			475.7			30.9	
Approach LOS		D			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	57.5	22.3	28.2	17.0	52.5	10.0	40.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	7.0	6.4	20.3	18.8	15.0	8.5	7.9	30.0
Green Ext Time (p_c), s	0.0	2.3	0.0	3.1	0.0	2.2	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	144.7
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	588	74	27	1072	80	21
Future Volume (veh/h)	588	74	27	1072	80	21
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	639	80	29	1165	87	23
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1544	636	61	1466	758	676
Arrive On Green	0.44	0.44	0.44	0.44	0.46	0.46
Sat Flow, veh/h	3632	1458	44	3445	1634	1458
Grp Volume(v), veh/h	639	80	630	564	87	23
Grp Sat Flow(s),veh/h/ln	1770	1458	1794	1610	1634	1458
Q Serve(g_s), s	11.2	2.9	9.4	27.3	2.7	0.8
Cycle Q Clear(g_c), s	11.2	2.9	26.9	27.3	2.7	0.8
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	1544	636	824	702	758	676
V/C Ratio(X)	0.41	0.13	0.76	0.80	0.11	0.03
Avail Cap(c_a), veh/h	2379	980	1235	1083	758	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	17.5	15.1	21.7	22.0	13.7	13.1
Incr Delay (d2), s/veh	0.1	0.1	1.1	1.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.2	13.7	12.4	1.3	0.3
LnGrp Delay(d),s/veh	17.6	15.2	22.8	23.7	14.0	13.2
LnGrp LOS	B	B	C	C	B	B
Approach Vol, veh/h	719			1194	110	
Approach Delay, s/veh	17.3			23.2	13.8	
Approach LOS	B			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		46.2		43.8				43.8
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		4.7		13.2				29.3
Green Ext Time (p_c), s		0.3		10.7				9.9

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	401	157	295	744	64	127	392	93	43	491	187
Future Volume (veh/h)	131	401	157	295	744	64	127	392	93	43	491	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	142	436	171	321	809	70	138	426	101	47	534	203
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	719	270	434	1217	105	136	1366	321	85	1128	427
Arrive On Green	0.08	0.20	0.20	0.14	0.26	0.26	0.17	0.96	0.93	0.05	0.45	0.43
Sat Flow, veh/h	3170	3642	1369	3170	4770	411	1634	2845	669	1634	2513	952
Grp Volume(v), veh/h	142	405	202	321	574	305	138	264	263	47	375	362
Grp Sat Flow(s),veh/h/ln	1585	1695	1621	1585	1695	1790	1634	1770	1745	1634	1770	1695
Q Serve(g_s), s	5.2	13.1	13.7	11.7	18.2	18.4	10.0	1.0	1.4	3.4	17.8	18.1
Cycle Q Clear(g_c), s	5.2	13.1	13.7	11.7	18.2	18.4	10.0	1.0	1.4	3.4	17.8	18.1
Prop In Lane	1.00		0.84	1.00		0.23	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	251	669	320	434	865	457	136	850	838	85	795	761
V/C Ratio(X)	0.57	0.60	0.63	0.74	0.66	0.67	1.01	0.31	0.31	0.55	0.47	0.48
Avail Cap(c_a), veh/h	608	989	473	608	989	522	136	850	838	136	795	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.85	0.85	0.85	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	43.9	44.2	49.7	40.1	40.1	50.0	1.3	1.7	55.5	23.1	23.6
Incr Delay (d2), s/veh	1.9	0.8	2.0	2.5	1.2	2.3	75.9	0.8	0.9	5.5	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.2	6.4	5.3	8.7	9.4	7.3	0.6	0.7	1.7	9.1	9.0
LnGrp Delay(d),s/veh	55.2	44.7	46.1	52.3	41.3	42.4	126.0	2.1	2.5	61.0	25.1	25.7
LnGrp LOS	E	D	D	D	D	D	F	A	A	E	C	C
Approach Vol, veh/h		749			1200			665			784	
Approach Delay, s/veh		47.1			44.5			28.0			27.6	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	61.6	20.4	27.7	14.0	57.9	13.5	34.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	15.4	3.4	13.7	15.7	12.0	20.1	7.2	20.4
Green Ext Time (p_c), s	0.0	5.2	0.8	5.9	0.0	4.2	0.4	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	306	125	133	358	54	116	340	50	75	324	54
Future Volume (veh/h)	102	306	125	133	358	54	116	340	50	75	324	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	111	333	136	145	389	59	126	370	54	82	352	59
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	478	197	222	607	250	1447	1932	796	158	493	203
Arrive On Green	0.10	0.13	0.13	0.14	0.17	0.17	0.46	0.55	0.55	0.05	0.14	0.14
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	111	333	136	145	389	59	126	370	54	82	352	59
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	7.9	10.8	10.7	10.1	12.3	4.2	2.7	6.4	1.0	3.0	11.4	3.3
Cycle Q Clear(g_c), s	7.9	10.8	10.7	10.1	12.3	4.2	2.7	6.4	1.0	3.0	11.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	478	197	222	607	250	1447	1932	796	158	493	203
V/C Ratio(X)	0.68	0.70	0.69	0.65	0.64	0.24	0.09	0.19	0.07	0.52	0.71	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1447	1932	796	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	49.6	49.5	49.2	46.3	42.9	18.5	13.8	3.0	55.6	49.4	27.3
Incr Delay (d2), s/veh	3.9	1.4	3.3	3.2	1.1	0.5	0.0	0.2	0.2	2.9	8.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.4	4.5	4.8	6.1	1.7	1.2	3.1	0.4	1.4	6.2	1.6
LnGrp Delay(d),s/veh	56.1	51.0	52.8	52.4	47.4	43.4	18.5	14.0	3.1	58.5	58.0	30.9
LnGrp LOS	E	D	D	D	D	D	B	B	A	E	E	C
Approach Vol, veh/h		580			593			550			493	
Approach Delay, s/veh		52.4			48.2			14.0			54.8	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	69.5	20.3	20.2	58.8	20.7	15.9	24.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.0	8.4	12.1	12.8	4.7	13.4	9.9	14.3
Green Ext Time (p_c), s	0.0	2.1	2.3	1.4	0.8	1.3	0.3	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	37	212	36	131	64	389	84	69	541	45
Future Volume (veh/h)	8	5	37	212	36	131	64	389	84	69	541	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	9	5	40	230	39	142	70	423	91	75	588	49
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	104	81	264	388	304	90	979	767	93	990	842
Arrive On Green	0.01	0.06	0.06	0.16	0.21	0.21	0.05	0.53	0.53	0.11	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	9	5	40	230	39	142	70	423	91	75	588	49
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.5	0.2	2.4	12.4	1.5	7.7	3.5	12.5	2.8	4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.2	2.4	12.4	1.5	7.7	3.5	12.5	2.8	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	104	81	264	388	304	90	979	767	93	990	842
V/C Ratio(X)	0.62	0.05	0.49	0.87	0.10	0.47	0.77	0.43	0.12	0.81	0.59	0.06
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	979	767	118	990	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.55	0.55	0.55	0.56	0.56	0.56
Uniform Delay (d), s/veh	44.4	40.2	41.2	36.8	28.8	31.2	42.2	13.1	10.8	39.4	0.0	0.0
Incr Delay (d2), s/veh	35.3	0.2	4.5	18.0	0.1	1.0	7.5	0.8	0.2	16.4	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	1.1	6.9	0.8	3.2	1.9	6.6	1.2	2.2	0.4	0.0
LnGrp Delay(d),s/veh	79.7	40.4	45.8	54.9	28.9	32.2	49.7	13.9	11.0	55.8	1.5	0.1
LnGrp LOS	E	D	D	D	C	C	D	B	B	E	A	A
Approach Vol, veh/h		54			411			584			712	
Approach Delay, s/veh		50.9			44.6			17.7			7.1	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	51.8	19.0	9.5	9.1	52.3	5.3	23.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	16.3	14.5	14.4	4.4	5.5	2.0	2.5	9.7
Green Ext Time (p_c), s	0.0	4.1	0.2	0.6	0.0	4.7	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	167	13	60	289	27	14	221	64	47	20	42
Future Volume (veh/h)	21	167	13	60	289	27	14	221	64	47	20	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	23	182	14	65	314	29	15	240	70	51	22	46
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	340	26	82	434	40	23	1135	889	63	1181	925
Arrive On Green	0.01	0.03	0.03	0.05	0.13	0.13	0.01	0.61	0.61	0.04	0.63	0.63
Sat Flow, veh/h	1634	3333	254	1634	3278	301	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	23	96	100	65	169	174	15	240	70	51	22	46
Grp Sat Flow(s),veh/h/ln	1634	1770	1818	1634	1770	1810	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.3	4.8	4.9	3.5	8.2	8.3	0.8	5.2	1.8	2.8	0.4	1.1
Cycle Q Clear(g_c), s	1.3	4.8	4.9	3.5	8.2	8.3	0.8	5.2	1.8	2.8	0.4	1.1
Prop In Lane	1.00		0.14	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	32	180	185	82	234	240	23	1135	889	63	1181	925
V/C Ratio(X)	0.72	0.53	0.54	0.80	0.72	0.73	0.66	0.21	0.08	0.81	0.02	0.05
Avail Cap(c_a), veh/h	118	383	394	209	482	493	118	1135	889	209	1181	925
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	44.5	41.4	41.4	42.3	37.4	37.5	44.2	7.9	7.2	42.9	6.1	6.2
Incr Delay (d2), s/veh	26.0	2.4	2.4	15.9	4.1	4.2	28.1	0.4	0.2	10.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.5	2.6	2.0	4.3	4.4	0.5	2.8	0.7	1.4	0.2	0.4
LnGrp Delay(d),s/veh	70.5	43.8	43.8	58.2	41.6	41.7	72.3	8.3	7.4	53.0	6.1	6.3
LnGrp LOS	E	D	D	E	D	D	E	A	A	D	A	A
Approach Vol, veh/h		219			408			325			119	
Approach Delay, s/veh		46.6			44.3			11.1			26.3	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	59.4	9.0	13.7	5.8	61.6	6.2	16.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.8	7.2	5.5	6.9	2.8	3.1	3.3	10.3
Green Ext Time (p_c), s	0.0	1.3	0.1	1.5	0.0	1.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	79	281	298	225	54	127	380	122	27	714	49
Future Volume (veh/h)	32	79	281	298	225	54	127	380	122	27	714	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	35	86	305	324	245	59	138	413	133	29	776	53
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	394	353	177	827	195	183	1315	419	62	1425	97
Arrive On Green	0.04	0.22	0.21	0.11	0.29	0.28	0.22	1.00	1.00	0.05	0.56	0.56
Sat Flow, veh/h	1634	1770	1583	1634	2842	672	1634	2642	842	1634	3362	230
Grp Volume(v), veh/h	35	86	305	324	151	153	138	275	271	29	408	421
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1744	1634	1770	1714	1634	1770	1822
Q Serve(g_s), s	2.5	4.8	22.3	13.0	7.9	8.2	9.5	0.1	0.1	2.1	17.4	17.4
Cycle Q Clear(g_c), s	2.5	4.8	22.3	13.0	7.9	8.2	9.5	0.1	0.1	2.1	17.4	17.4
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.49	1.00		0.13
Lane Grp Cap(c), veh/h	66	394	353	177	515	507	183	881	854	62	750	772
V/C Ratio(X)	0.53	0.22	0.86	1.83	0.29	0.30	0.76	0.31	0.32	0.47	0.54	0.54
Avail Cap(c_a), veh/h	144	457	409	177	515	507	204	881	854	82	750	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.85	0.85	0.85
Uniform Delay (d), s/veh	56.5	38.1	45.7	53.5	33.0	33.4	45.1	0.1	0.1	55.8	18.9	18.9
Incr Delay (d2), s/veh	6.5	0.3	15.6	394.9	0.3	0.3	12.9	0.9	0.9	4.7	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.4	11.3	25.3	3.9	4.0	4.9	0.3	0.3	1.0	9.0	9.2
LnGrp Delay(d),s/veh	63.0	38.4	61.4	448.4	33.3	33.7	57.9	1.0	1.1	60.5	21.3	21.2
LnGrp LOS	E	D	E	F	C	C	E	A	A	E	C	C
Approach Vol, veh/h		426			628			684			858	
Approach Delay, s/veh		56.9			247.5			12.5			22.6	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	63.8	17.0	30.7	17.4	54.9	8.8	38.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.1	2.1	15.0	24.3	11.5	19.4	4.5	10.2
Green Ext Time (p_c), s	0.0	5.9	0.0	0.7	0.1	5.4	0.0	2.2

Intersection Summary		
HCM 2010 Ctrl Delay		80.0
HCM 2010 LOS		E

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	207	100	0	19	331	20	0	98	21	23	0	54	124	120
Future Vol, veh/h	0	17	207	100	0	19	331	20	0	98	21	23	0	54	124	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	225	109	0	21	360	22	0	107	23	25	0	59	135	130
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	12.8	14.3	14.2	20.1
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	17	138	169	19	221	130	298
LT Vol	98	17	0	0	19	0	0	54
Through Vol	21	0	138	69	0	221	110	124
RT Vol	23	0	0	100	0	0	20	120
Lane Flow Rate	154	18	150	184	21	240	142	324
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.33	0.039	0.297	0.342	0.043	0.467	0.272	0.618
Departure Headway (Hd)	7.698	7.637	7.121	6.693	7.53	7.014	6.904	6.867
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	466	469	504	536	475	513	520	525
Service Time	5.453	5.387	4.871	4.443	5.28	4.764	4.653	4.611
HCM Lane V/C Ratio	0.33	0.038	0.298	0.343	0.044	0.468	0.273	0.617
HCM Control Delay	14.2	10.7	12.9	12.9	10.6	15.8	12.2	20.1
HCM Lane LOS	B	B	B	B	B	C	B	C
HCM 95th-tile Q	1.4	0.1	1.2	1.5	0.1	2.5	1.1	4.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	90	47	182	171	42	64	622	114	42	738	45
Future Volume (veh/h)	36	90	47	182	171	42	64	622	114	42	738	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	39	98	51	198	186	46	70	676	124	46	802	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	169	132	142	249	195	114	1911	350	82	2099	128
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.07	0.64	0.62	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2988	548	1634	3389	207
Grp Volume(v), veh/h	39	98	51	198	186	46	70	400	400	46	419	432
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1826
Q Serve(g_s), s	2.8	6.1	4.0	10.4	11.5	3.4	5.0	12.6	12.8	3.2	0.0	0.0
Cycle Q Clear(g_c), s	2.8	6.1	4.0	10.4	11.5	3.4	5.0	12.6	12.8	3.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	71	169	132	142	249	195	114	1132	1129	82	1096	1131
V/C Ratio(X)	0.55	0.58	0.39	1.40	0.75	0.24	0.61	0.35	0.35	0.56	0.38	0.38
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1132	1129	82	1096	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.76	0.76	0.76
Uniform Delay (d), s/veh	56.3	52.4	51.4	54.8	50.0	46.5	54.2	10.1	10.3	52.7	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.1	1.8	216.2	4.9	0.6	4.7	0.8	0.8	6.6	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	1.7	13.2	6.3	1.4	2.4	6.4	6.4	1.6	0.2	0.2
LnGrp Delay(d),s/veh	62.8	55.5	53.3	271.0	54.9	47.1	58.9	10.9	11.0	59.3	0.8	0.7
LnGrp LOS	E	E	D	F	D	D	E	B	B	E	A	A
Approach Vol, veh/h		188			430			870			897	
Approach Delay, s/veh		56.4			153.6			14.8			3.8	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.7	14.4	14.9	12.4	78.3	9.2	20.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	5.2	14.8	12.4	8.1	7.0	2.0	4.8	13.5
Green Ext Time (p_c), s	0.0	7.6	0.0	1.0	0.1	7.6	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	111	151	92	103	88	200	677	117	166	735	97
Future Volume (veh/h)	49	111	151	92	103	88	200	677	117	166	735	97
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	53	121	164	100	112	96	217	736	127	180	799	105
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	543	224	95	548	226	266	1821	750	229	1741	718
Arrive On Green	0.06	0.15	0.15	0.06	0.15	0.15	0.16	0.51	0.51	0.14	0.49	0.49
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	53	121	164	100	112	96	217	736	127	180	799	105
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.8	3.6	12.9	7.0	3.3	7.1	15.4	15.3	5.6	12.8	17.8	4.7
Cycle Q Clear(g_c), s	3.8	3.6	12.9	7.0	3.3	7.1	15.4	15.3	5.6	12.8	17.8	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	543	224	95	548	226	266	1821	750	229	1741	718
V/C Ratio(X)	0.57	0.22	0.73	1.05	0.20	0.43	0.82	0.40	0.17	0.78	0.46	0.15
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1821	750	259	1741	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	55.1	44.5	48.5	56.5	44.3	45.9	48.5	17.9	15.5	49.8	20.0	16.7
Incr Delay (d2), s/veh	5.4	0.2	4.6	96.2	0.1	1.0	14.4	0.7	0.5	8.3	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	5.5	5.7	1.6	3.0	8.0	7.6	2.3	6.3	8.8	1.9
LnGrp Delay(d),s/veh	60.5	44.7	53.1	153.5	44.4	46.9	62.9	18.5	16.0	58.1	20.5	16.9
LnGrp LOS	E	D	D	F	D	D	E	B	B	E	C	B
Approach Vol, veh/h		338			308			1080			1084	
Approach Delay, s/veh		51.3			80.6			27.1			26.4	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.8	65.7	11.0	22.4	23.5	63.0	10.8	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	14.8	17.3	9.0	14.9	17.4	19.8	5.8	9.1
Green Ext Time (p_c), s	0.1	9.3	0.0	1.5	0.2	8.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	119	105	88	233	122	216	761	91	102	825	142
Future Volume (veh/h)	66	119	105	88	233	122	216	761	91	102	825	142
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	72	129	114	96	253	133	235	827	99	111	897	154
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	248	202	82	414	171	123	853	668	368	2152	887
Arrive On Green	0.07	0.13	0.12	0.05	0.12	0.12	0.10	0.61	0.61	0.22	0.61	0.61
Sat Flow, veh/h	1634	1854	1512	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	72	123	120	96	253	133	235	827	99	111	897	154
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	5.2	7.7	8.5	6.0	8.2	6.7	9.0	50.8	2.5	6.8	16.0	5.6
Cycle Q Clear(g_c), s	5.2	7.7	8.5	6.0	8.2	6.7	9.0	50.8	2.5	6.8	16.0	5.6
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	237	213	82	414	171	123	853	668	368	2152	887
V/C Ratio(X)	0.66	0.52	0.56	1.18	0.61	0.78	1.92	0.97	0.15	0.30	0.42	0.17
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	368	2152	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.89	0.89	0.89	0.66	0.66	0.66	0.73	0.73	0.73
Uniform Delay (d), s/veh	54.7	48.4	49.6	57.0	50.4	20.6	54.0	22.6	7.0	38.7	12.4	10.3
Incr Delay (d2), s/veh	12.6	1.6	2.1	148.6	1.3	6.7	432.2	18.6	0.3	0.3	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.9	3.9	6.1	4.1	3.0	18.8	30.1	1.1	3.1	7.9	2.3
LnGrp Delay(d),s/veh	67.3	50.0	51.7	205.6	51.7	27.3	486.2	41.3	7.3	39.0	12.8	10.6
LnGrp LOS	E	D	D	F	D	C	F	D	A	D	B	B
Approach Vol, veh/h		315			482			1161			1162	
Approach Delay, s/veh		54.6			75.6			128.4			15.0	
Approach LOS		D			E			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	59.0	10.0	20.0	13.0	77.0	12.0	18.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	19.3	52.8	8.0	10.5	11.0	18.0	7.2	10.2
Green Ext Time (p_c), s	3.1	0.1	0.0	2.0	0.0	5.6	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	70.6
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	179	70	106	239	112	184	369	74	303	619	130
Future Volume (veh/h)	50	179	70	106	239	112	184	369	74	303	619	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	195	76	115	260	122	200	401	80	329	673	141
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	330	136	165	486	200	244	1612	664	354	1850	762
Arrive On Green	0.06	0.09	0.09	0.10	0.14	0.14	0.30	0.91	0.91	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	54	195	76	115	260	122	200	401	80	329	673	141
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.8	6.3	4.3	8.2	8.2	9.5	13.6	1.6	0.4	22.9	0.0	0.0
Cycle Q Clear(g_c), s	3.8	6.3	4.3	8.2	8.2	9.5	13.6	1.6	0.4	22.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	330	136	165	486	200	244	1612	664	354	1850	762
V/C Ratio(X)	0.35	0.59	0.56	0.70	0.53	0.61	0.82	0.25	0.12	0.93	0.36	0.18
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1612	664	354	1850	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.79	0.79	0.79	0.96	0.96	0.96	0.60	0.60	0.60
Uniform Delay (d), s/veh	52.9	52.2	27.3	52.1	48.2	48.7	40.6	3.0	1.2	33.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	3.3	8.4	0.7	2.4	11.0	0.4	0.4	21.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.2	1.9	4.1	4.1	3.9	6.9	0.7	0.2	12.3	0.1	0.1
LnGrp Delay(d),s/veh	54.2	53.8	30.6	60.5	48.9	51.1	51.5	3.3	1.5	54.6	0.3	0.3
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		325			497			681			1143	
Approach Delay, s/veh		48.4			52.1			17.3			15.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	58.7	16.1	15.2	21.9	66.7	10.8	20.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	24.9	3.6	10.2	8.3	15.6	2.0	5.8	11.5
Green Ext Time (p_c), s	0.0	6.2	0.2	0.8	0.3	6.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	384	123	88	265	76	81	752	71	182	1622	464
Future Volume (veh/h)	203	384	123	88	265	76	81	752	71	182	1622	464
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	221	417	134	96	288	83	88	817	77	198	1763	504
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	637	263	195	493	203	134	2641	248	109	1922	792
Arrive On Green	0.10	0.18	0.18	0.06	0.14	0.14	0.08	0.56	0.56	0.07	0.54	0.54
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4731	444	1634	3539	1458
Grp Volume(v), veh/h	221	417	134	96	288	83	88	584	310	198	1763	504
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1784	1634	1770	1458
Q Serve(g_s), s	8.1	13.1	10.0	3.5	9.2	6.2	6.3	11.0	11.1	8.0	54.4	29.0
Cycle Q Clear(g_c), s	8.1	13.1	10.0	3.5	9.2	6.2	6.3	11.0	11.1	8.0	54.4	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	325	637	263	195	493	203	134	1893	996	109	1922	792
V/C Ratio(X)	0.68	0.65	0.51	0.49	0.58	0.41	0.66	0.31	0.31	1.82	0.92	0.64
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1893	996	109	1922	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.95	0.95	0.95	0.83	0.83	0.83
Uniform Delay (d), s/veh	52.0	45.7	44.4	54.5	48.4	47.1	53.4	14.1	14.2	56.0	25.0	19.1
Incr Delay (d2), s/veh	2.8	0.9	1.2	1.9	1.1	1.3	8.2	0.4	0.8	396.3	7.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.5	4.1	1.6	4.6	2.6	3.1	5.2	5.6	15.6	28.4	12.3
LnGrp Delay(d),s/veh	54.7	46.6	45.6	56.4	49.5	48.5	61.6	14.5	14.9	452.3	32.2	22.4
LnGrp LOS	D	D	D	E	D	D	E	B	B	F	C	C
Approach Vol, veh/h		772			467			982			2465	
Approach Delay, s/veh		48.8			50.7			18.9			63.9	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	71.0	11.4	25.6	13.8	69.2	16.3	20.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	13.1	5.5	15.1	8.3	56.4	10.1	11.2
Green Ext Time (p_c), s	0.0	23.1	0.1	3.5	0.0	0.0	0.2	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	50.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	0	10	39	0	8	20	1401	98	21	1241	36
Future Volume (veh/h)	36	0	10	39	0	8	20	1401	98	21	1241	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	39	0	11	42	0	9	22	1523	107	23	1349	39
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
Arrive On Green	0.04	0.00	0.04	0.05	0.00	0.03	0.03	0.74	0.74	0.03	0.74	0.74
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	39	0	11	42	0	9	22	1523	107	23	1349	39
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.3	1.1	1.7	11.1	0.8
Cycle Q Clear(g_c), s	2.8	0.0	0.8	3.0	0.0	0.7	1.6	23.3	1.1	1.7	11.1	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	80	62	75	0	72	56	2631	1084	56	3783	1085
V/C Ratio(X)	0.55	0.00	0.18	0.56	0.00	0.13	0.40	0.58	0.10	0.41	0.36	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2631	1084	82	3783	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	0.0	41.5	56.1	0.0	55.8	56.8	6.9	0.8	56.7	5.4	4.0
Incr Delay (d2), s/veh	6.5	0.0	1.3	6.4	0.0	0.8	4.5	0.9	0.2	4.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	1.5	0.0	0.3	0.8	11.6	0.4	0.8	5.2	0.4
LnGrp Delay(d),s/veh	62.8	0.0	42.8	62.5	0.0	56.6	61.3	7.9	1.0	61.4	5.6	4.1
LnGrp LOS	E		D	E		E	E	A	A	E	A	A
Approach Vol, veh/h		50			51			1652			1411	
Approach Delay, s/veh		58.4			61.4			8.1			6.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	93.2	9.5	9.1	8.1	93.3	9.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	13.7	25.3	5.0	2.8	3.6	13.1	4.8	2.7
Green Ext Time (p_c), s	0.0	19.3	0.0	0.0	0.0	23.9	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	265	163	1311	83	102	1044
Future Volume (veh/h)	265	163	1311	83	102	1044
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	288	177	1425	90	111	1135
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	288	177	1425	90	111	1135
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	13.9	28.8	2.8	7.7	0.0
Cycle Q Clear(g_c), s	19.7	13.9	28.8	2.8	7.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	1.07	0.74	0.63	0.10	0.74	0.42
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.74	0.74	1.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	50.2	47.7	12.7	8.1	47.7	0.0
Incr Delay (d2), s/veh	68.3	8.7	1.3	0.2	15.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	6.1	14.3	1.2	4.1	0.1
LnGrp Delay(d),s/veh	118.5	56.4	14.0	8.3	62.7	0.4
LnGrp LOS	F	E	B	A	E	A
Approach Vol, veh/h	465		1515			1246
Approach Delay, s/veh	94.8		13.7			5.9
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	9.7	30.8				2.0		21.7
Green Ext Time (p_c), s	0.0	20.7				24.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	68	165	97	92	96	87	475	27	56	872	43
Future Volume (veh/h)	86	68	165	97	92	96	87	475	27	56	872	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	93	74	179	105	100	104	95	516	29	61	948	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	89	216	144	126	131	140	1812	102	101	1744	86
Arrive On Green	0.12	0.18	0.17	0.09	0.15	0.14	0.17	1.00	1.00	0.12	1.00	0.98
Sat Flow, veh/h	1634	484	1172	1634	838	871	1634	3407	191	1634	3432	170
Grp Volume(v), veh/h	93	0	253	105	0	204	95	268	277	61	489	506
Grp Sat Flow(s),veh/h/ln	1634	0	1656	1634	0	1709	1634	1770	1829	1634	1770	1833
Q Serve(g_s), s	6.4	0.0	17.7	7.5	0.0	13.9	6.5	0.0	0.0	4.2	0.0	0.1
Cycle Q Clear(g_c), s	6.4	0.0	17.7	7.5	0.0	13.9	6.5	0.0	0.0	4.2	0.0	0.1
Prop In Lane	1.00		0.71	1.00		0.51	1.00		0.10	1.00		0.09
Lane Grp Cap(c), veh/h	201	0	305	144	0	256	140	941	973	101	899	931
V/C Ratio(X)	0.46	0.00	0.83	0.73	0.00	0.80	0.68	0.28	0.29	0.60	0.54	0.54
Avail Cap(c_a), veh/h	201	0	420	144	0	379	218	941	973	163	899	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.91	0.91	0.91	0.90	0.90	0.90
Uniform Delay (d), s/veh	49.0	0.0	47.7	53.3	0.0	49.7	48.2	0.0	0.0	51.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	8.8	16.8	0.0	7.0	5.2	0.7	0.7	5.1	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	8.8	4.1	0.0	7.0	3.2	0.2	0.2	2.0	0.5	0.6
LnGrp Delay(d),s/veh	50.5	0.0	56.5	70.1	0.0	56.7	53.3	0.7	0.7	56.2	2.1	2.1
LnGrp LOS	D		E	E		E	D	A	A	E	A	A
Approach Vol, veh/h		346			309			640			1056	
Approach Delay, s/veh		54.9			61.2			8.5			5.2	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	67.8	14.6	26.1	14.3	65.0	18.7	22.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	8.2	2.0	9.5	19.7	8.5	2.1	8.4	15.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.7	0.1	6.8	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	64.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	47	1	550	0	226	684	0	0	0	918	540
Future Vol, veh/h	0	0	0	0	0	47	1	550	0	226	684	0	0	0	918	540
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	51	1	598	0	246	743	0	0	0	998	587
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	65.2	58.6	68.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	98%	0%	0%	0%
Vol Thru, %	0%	100%	2%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	684	48	550	918	540
LT Vol	226	0	47	0	0	0
Through Vol	0	684	1	0	918	0
RT Vol	0	0	0	550	0	540
Lane Flow Rate	246	743	52	598	998	587
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.576	1	0.131	1	1	1
Departure Headway (Hd)	8.439	7.939	9.007	7.819	7.803	7.104
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	461	401	472	479	511
Service Time	6.184	5.684	6.707	5.519	5.538	4.839
HCM Lane V/C Ratio	0.576	1.612	0.13	1.267	2.084	1.149
HCM Control Delay	22.1	70.6	13.1	69.8	69.9	66.5
HCM Lane LOS	C	F	B	F	F	F
HCM 95th-tile Q	3.5	13	0.4	13.1	13.1	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	518	190	383	142	560	0	0	737	214
Future Volume (veh/h)	0	0	0	518	190	383	142	560	0	0	737	214
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				563	207	416	154	609	0	0	801	233
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1039	592	464	524	2148	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				563	207	416	154	609	0	0	801	233
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	10.2	32.7	5.1	9.8	0.0	0.0	9.5	5.4
Cycle Q Clear(g_c), s				17.0	10.2	32.7	5.1	9.8	0.0	0.0	9.5	5.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1039	592	464	524	2148	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.90	0.29	0.28	0.00	0.00	0.56	0.40
Avail Cap(c_a), veh/h				1185	675	529	524	2148	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.56	0.56	0.56	0.96	0.96	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh				33.7	31.4	39.0	43.9	11.2	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.2	0.2	10.2	0.3	0.3	0.0	0.0	1.2	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	5.3	14.5	2.3	4.8	0.0	0.0	4.7	2.3
LnGrp Delay(d),s/veh				34.0	31.6	49.3	44.2	11.5	0.0	0.0	9.0	8.9
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1186			763			1034	
Approach Delay, s/veh					38.9			18.1			9.0	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.3			24.3	53.0		42.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.8			7.1	11.5		34.7
Green Ext Time (p_c), s		3.4			2.0	4.9		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	461	183	279	714	0	0	1387	540
Future Volume (veh/h)	0	0	0	259	461	183	279	714	0	0	1387	540
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				282	501	199	303	776	0	0	1508	587
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				585	654	269	340	2650	0	0	1794	739
Arrive On Green				0.18	0.18	0.18	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				282	501	199	303	776	0	0	1508	587
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.9	39.9
Cycle Q Clear(g_c), s				9.6	16.1	15.5	21.4	0.2	0.0	0.0	43.9	39.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				585	654	269	340	2650	0	0	1794	739
V/C Ratio(X)				0.48	0.77	0.74	0.89	0.29	0.00	0.00	0.84	0.79
Avail Cap(c_a), veh/h				822	917	378	340	2650	0	0	1794	739
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.89	0.89	0.00	0.00	0.21	0.21
Uniform Delay (d), s/veh				43.8	46.5	46.2	42.1	0.1	0.0	0.0	25.4	24.4
Incr Delay (d2), s/veh				0.6	2.5	4.7	21.9	0.3	0.0	0.0	1.1	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	8.1	6.6	11.7	0.1	0.0	0.0	21.6	16.4
LnGrp Delay(d),s/veh				44.4	49.0	50.9	64.0	0.3	0.0	0.0	26.5	26.3
LnGrp LOS				D	D	D	E	A			C	C
Approach Vol, veh/h					982			1079			2095	
Approach Delay, s/veh					48.1			18.2			26.4	
Approach LOS					D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.8			29.0	64.8		26.2
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.2			23.4	45.9		18.1
Green Ext Time (p_c), s		28.3			0.0	3.5		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		29.4
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1	80	0	0	0	0	536	93	429	370	0
Future Volume (veh/h)	187	1	80	0	0	0	0	536	93	429	370	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	203	1	87				0	583	101	466	402	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	247	1	204				0	761	596	493	1416	0
Arrive On Green	0.14	0.14	0.14				0.00	0.41	0.41	0.30	0.76	0.00
Sat Flow, veh/h	1766	9	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	204	0	87				0	583	101	466	402	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	10.1	0.0	4.9				0.0	24.3	4.0	25.1	5.9	0.0
Cycle Q Clear(g_c), s	10.1	0.0	4.9				0.0	24.3	4.0	25.1	5.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	248	0	204				0	761	596	493	1416	0
V/C Ratio(X)	0.82	0.00	0.43				0.00	0.77	0.17	0.94	0.28	0.00
Avail Cap(c_a), veh/h	355	0	292				0	761	596	499	1416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	0.0	35.4				0.0	22.9	16.9	30.7	3.3	0.0
Incr Delay (d2), s/veh	10.0	0.0	1.4				0.0	7.3	0.6	26.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	2.1				0.0	14.0	1.7	14.9	3.2	0.0
LnGrp Delay(d),s/veh	47.6	0.0	36.8				0.0	30.2	17.5	57.6	3.8	0.0
LnGrp LOS	D		D					C	B	E	A	
Approach Vol, veh/h		291						684			868	
Approach Delay, s/veh		44.4						28.3			32.7	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.7	41.3		17.1		72.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	27.1	26.3		12.1		7.9		
Green Ext Time (p_c), s	0.1	2.0		0.5		4.6		

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	108	204	0	0	0	0	574	444	343	882	0
Future Volume (veh/h)	171	108	204	0	0	0	0	574	444	343	882	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	186	117	222				0	624	483	373	959	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	298	646	266				0	2890	829	473	2658	0
Arrive On Green	0.18	0.18	0.18				0.00	0.57	0.57	0.30	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	186	117	222				0	624	483	373	959	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	12.6	3.4	17.6				0.0	7.2	25.7	12.9	0.0	0.0
Cycle Q Clear(g_c), s	12.6	3.4	17.6				0.0	7.2	25.7	12.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	646	266				0	2890	829	473	2658	0
V/C Ratio(X)	0.62	0.18	0.83				0.00	0.22	0.58	0.79	0.36	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2890	829	660	2658	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	45.3	41.5	47.3				0.0	12.7	16.7	40.3	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	9.1				0.0	0.2	3.0	3.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.7	7.8				0.0	3.5	11.0	5.8	0.1	0.0
LnGrp Delay(d),s/veh	47.4	41.6	56.4				0.0	12.9	19.7	43.9	0.3	0.0
LnGrp LOS	D	D	E					B	B	D	A	
Approach Vol, veh/h		525						1107			1332	
Approach Delay, s/veh		49.9						15.9			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.9	72.2		25.9		94.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.9	27.7		19.6		2.0		
Green Ext Time (p_c), s	1.0	10.0		1.7		13.9		

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	454	122	0	0	0	0	722	441	642	1057	0
Future Volume (veh/h)	170	454	122	0	0	0	0	722	441	642	1057	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	185	493	133				0	785	479	698	1149	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	526	587	242				0	1744	718	766	2716	0
Arrive On Green	0.17	0.17	0.17				0.00	0.49	0.49	0.48	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	185	493	133				0	785	479	698	1149	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.2	16.2	10.0				0.0	17.4	29.8	24.4	0.0	0.0
Cycle Q Clear(g_c), s	6.2	16.2	10.0				0.0	17.4	29.8	24.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	526	587	242				0	1744	718	766	2716	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.45	0.67	0.91	0.42	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1744	718	792	2716	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.84	0.84	0.84				0.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	44.3	48.5	45.9				0.0	19.8	23.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.8	1.7				0.0	0.8	4.9	7.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.6	4.2				0.0	8.6	12.9	11.2	0.1	0.0
LnGrp Delay(d),s/veh	44.7	56.3	47.6				0.0	20.7	27.9	37.3	0.2	0.0
LnGrp LOS	D	E	D					C	C	D	A	
Approach Vol, veh/h		811						1264			1847	
Approach Delay, s/veh		52.2						23.4			14.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	33.0	63.1		23.9		96.1		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	26.4	31.8		18.2		2.0		
Green Ext Time (p_c), s	0.6	12.6		1.1		19.1		

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	14
Future Vol, veh/h	0	0	16	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	32	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	982	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	1062	-	-	1600	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	39	12	0	34	0	11
Future Vol, veh/h	39	12	0	34	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	13	0	37	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	86	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	915	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	915	1020
Mov Cap-2 Maneuver	-	-	-	-	915	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	985	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1550	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	100	508	104	0	506
Future Vol, veh/h	0	100	508	104	0	506
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	109	552	113	0	550

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1159	609	0	0	665	0
Stage 1	609	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	216	495	-	-	924	-
Stage 1	543	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	495	-	-	924	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	924	-
HCM Lane V/C Ratio	-	-	0.22	-	-
HCM Control Delay (s)	-	-	14.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	510	530	101	0	105
Future Vol, veh/h	0	510	530	101	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	554	576	110	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	686	0	-	0	1185	631
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	908	-	-	-	209	481
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	908	-	-	-	209	481
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	575	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	908	-	-	-	481
HCM Lane V/C Ratio	-	-	-	-	0.237
HCM Control Delay (s)	0	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	19	125	80	92	145
Future Vol, veh/h	12	19	125	80	92	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	21	136	87	100	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	494	136	0	0	136	0
Stage 1	136	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	535	913	-	-	1448	-
Stage 1	890	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	498	913	-	-	1448	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	498	913	1448	-
HCM Lane V/C Ratio	-	-	0.026	0.023	0.069	-
HCM Control Delay (s)	-	-	12.4	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	20	139	92	94	149
Future Vol, veh/h	16	20	139	92	94	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	22	151	100	102	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	895	-	-	1430	-
Stage 1	877	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	895	-	-	1430	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	481	895	1430	-
HCM Lane V/C Ratio	-	-	0.036	0.024	0.071	-
HCM Control Delay (s)	-	-	12.8	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	135	70	0	142
Future Vol, veh/h	0	20	135	70	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	147	76	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	301	147	0	0	147	0
Stage 1	147	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	691	900	-	-	1435	-
Stage 1	880	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	900	-	-	1435	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	900	1435	-
HCM Lane V/C Ratio	-	-	-	0.024	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	72	84	75	49	13	14
Future Vol, veh/h	72	84	75	49	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	91	82	53	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	330	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1515	-	-	-	665	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	631	978
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1515	-	-	-	631	978
HCM Lane V/C Ratio	0.052	-	-	-	0.022	0.016
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	71	79	64	63	10	8
Future Vol, veh/h	71	79	64	63	10	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	86	70	68	11	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	310	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	682	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	648	993
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1531	-	-	-	648	993
HCM Lane V/C Ratio	0.05	-	-	-	0.017	0.009
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	52	77	67	53	4	6
Future Vol, veh/h	52	77	67	53	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	84	73	58	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	270	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	719	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	692	989
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1527	-	-	-	692	989
HCM Lane V/C Ratio	0.037	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.2	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

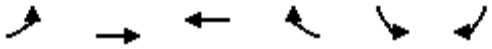
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	82	24	37	73	6	10
Future Vol, veh/h	82	24	37	73	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	26	40	79	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	249	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	739	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1506	-	719	969
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	969	-	-	1506	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.027	-
HCM Control Delay (s)	10.1	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	187	202	0	247	54
Future Volume (veh/h)	0	187	202	0	247	54
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	203	220	0	268	59
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	343	343	0	2545	1171
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	203	220	0	268	59
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.6	7.2	0.0	2.2	1.0
Cycle Q Clear(g_c), s	0.0	6.6	7.2	0.0	2.2	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	343	343	0	2545	1171
V/C Ratio(X)	0.00	0.59	0.64	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2545	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.9	52.2	0.0	2.5	2.4
Incr Delay (d2), s/veh	0.0	1.6	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	3.6	0.0	1.0	0.4
LnGrp Delay(d),s/veh	0.0	53.5	53.5	0.0	2.6	2.5
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		203	220		327	
Approach Delay, s/veh		53.5	53.5		2.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.6		102.4		17.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.6		4.2		9.2
Green Ext Time (p_c), s				2.5		1.1		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	415	0	0	470	320	33	0	293	0	0	0
Future Volume (veh/h)	25	415	0	0	470	320	33	0	293	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	27	451	0	0	511	348	36	0	318			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	32	1269	0	0	1035	427	1741	0	801			
Arrive On Green	0.02	0.36	0.00	0.00	0.29	0.29	0.55	0.00	0.55			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	27	451	0	0	511	348	36	0	318			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.1	12.2	0.0	0.0	15.5	28.8	0.7	0.0	16.3			
Cycle Q Clear(g_c), s	2.1	12.2	0.0	0.0	15.5	28.8	0.7	0.0	16.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	32	1269	0	0	1035	427	1741	0	801			
V/C Ratio(X)	0.83	0.36	0.00	0.00	0.49	0.82	0.02	0.00	0.40			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1741	0	801			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.41	0.41	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.5	30.7	0.0	0.0	38.0	42.7	13.4	0.0	16.9			
Incr Delay (d2), s/veh	45.7	0.2	0.0	0.0	0.1	2.4	0.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	6.0	0.0	0.0	7.6	11.9	0.3	0.0	6.6			
LnGrp Delay(d),s/veh	109.1	30.8	0.0	0.0	38.2	45.1	13.4	0.0	17.2			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		478			859			354				
Approach Delay, s/veh		35.2			41.0			16.8				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		77.4		52.6			8.6	44.0
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		18.3		14.2			4.1	30.8
Green Ext Time (p_c), s		0.0		8.0			0.0	7.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	68	182	14	0	8	270	25	0	63	10	19	0	69	11	155
Future Vol, veh/h	0	68	182	14	0	8	270	25	0	63	10	19	0	69	11	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	198	15	0	9	293	27	0	68	11	21	0	75	12	168
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11	11.9	10.9	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	81%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	19%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	68	121	75	8	180	115	69	7	159
LT Vol	63	0	68	0	0	8	0	0	69	0	0
Through Vol	0	10	0	121	61	0	180	90	0	7	4
RT Vol	0	19	0	0	14	0	0	25	0	0	155
Lane Flow Rate	68	32	74	132	81	9	196	125	75	8	172
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.142	0.057	0.144	0.239	0.144	0.017	0.35	0.218	0.15	0.015	0.287
Departure Headway (Hd)	7.462	6.503	7.034	6.53	6.397	6.949	6.445	6.291	7.184	6.682	5.997
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	548	509	547	558	514	556	569	498	534	597
Service Time	5.234	4.276	4.799	4.295	4.162	4.712	4.207	4.054	4.948	4.447	3.761
HCM Lane V/C Ratio	0.142	0.058	0.145	0.241	0.145	0.018	0.353	0.22	0.151	0.015	0.288
HCM Control Delay	11.5	9.7	11	11.4	10.2	9.8	12.7	10.8	11.2	9.5	11.2
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.5	0.9	0.5	0.1	1.6	0.8	0.5	0	1.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	510	533	102	0	108
Future Vol, veh/h	0	510	533	102	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	554	579	111	0	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	690	0	-	0	1189	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	905	-	-	-	208	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	208	478
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	478
HCM Lane V/C Ratio	-	-	-	-	0.246
HCM Control Delay (s)	0	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	115	12	510	98	11	400
Future Vol, veh/h	115	12	510	98	11	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	13	554	107	12	435

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1013	554	0	0	554	0
Stage 1	554	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	265	532	-	-	1016	-
Stage 1	575	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	262	532	-	-	1016	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	262	532	1016	-
HCM Lane V/C Ratio	-	-	0.477	0.025	0.012	-
HCM Control Delay (s)	-	-	30.7	11.9	8.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.4	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	17	50	0
Future Vol, veh/h	0	0	0	17	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	27	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	936	1042	1549	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	936	1042	1549	-	-	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	16	0	0	14
Future Vol, veh/h	0	0	16	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	17	0	0	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	32	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	982	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	1062	-	-	1600	-
Mov Cap-2 Maneuver	982	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1600	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	23	39	0	0	0
Future Vol, veh/h	0	23	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	42	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	42	42	-	0	42	0
Stage 1	0	0	-	-	-	-
Stage 2	42	42	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	969	850	-	-	1567	-
Stage 1	-	-	-	-	-	-
Stage 2	980	860	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	969	0	-	-	1567	-
Mov Cap-2 Maneuver	969	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	980	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1567	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	45	16	58	24	88	19	1347	127	136	1027	9
Future Volume (veh/h)	12	45	16	58	24	88	19	1347	127	136	1027	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	13	49	17	63	26	96	21	1464	138	148	1116	10
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	300	351	122	351	93	342	34	1716	161	180	2206	20
Arrive On Green	0.27	0.27	0.26	0.27	0.27	0.26	0.02	0.52	0.52	0.11	0.61	0.61
Sat Flow, veh/h	1164	1323	459	1225	349	1287	1634	3272	306	1634	3594	32
Grp Volume(v), veh/h	13	0	66	63	0	122	21	787	815	148	549	577
Grp Sat Flow(s),veh/h/ln	1164	0	1782	1225	0	1636	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.1	0.0	3.4	5.0	0.0	7.1	1.5	45.7	46.8	10.6	20.9	20.9
Cycle Q Clear(g_c), s	8.2	0.0	3.4	8.4	0.0	7.1	1.5	45.7	46.8	10.6	20.9	20.9
Prop In Lane	1.00		0.26	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	300	0	473	351	0	434	34	928	949	180	1086	1139
V/C Ratio(X)	0.04	0.00	0.14	0.18	0.00	0.28	0.61	0.85	0.86	0.82	0.51	0.51
Avail Cap(c_a), veh/h	300	0	473	351	0	434	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	33.7	36.8	0.0	35.1	58.3	24.4	24.7	52.2	13.0	13.0
Incr Delay (d2), s/veh	0.3	0.0	0.6	1.1	0.0	1.6	16.5	5.9	6.4	14.8	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.8	1.8	0.0	3.4	0.9	23.8	25.0	5.6	10.2	10.7
LnGrp Delay(d),s/veh	38.5	0.0	34.3	37.9	0.0	36.8	74.7	30.4	31.1	67.1	13.4	13.3
LnGrp LOS	D		C	D		D	E	C	C	E	B	B
Approach Vol, veh/h		79			185			1623			1274	
Approach Delay, s/veh		35.0			37.2			31.3			19.6	
Approach LOS		C			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	66.9		35.9	6.5	77.6		35.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	12.6	48.8		10.2	3.5	22.9		10.4
Green Ext Time (p_c), s	0.2	13.6		0.5	0.0	20.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	336	26	38	255	19	60
Future Vol, veh/h	336	26	38	255	19	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	365	28	41	277	21	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	393	0	739	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1166	-	385	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1166	-	369	668
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	-	-	1166	-
HCM Lane V/C Ratio	0.154	-	-	0.035	-
HCM Control Delay (s)	12.6	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	48.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	358	79	0	381	221	6	0	60	12	313
Future Vol, veh/h	0	5	358	79	0	381	221	6	0	60	12	313
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	5	389	86	0	414	240	7	0	65	13	340
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	43.4	68.2	28.7
HCM LOS	E	F	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	1%	63%	0%	27%
Vol Thru, %	3%	81%	37%	0%	54%
Vol Right, %	81%	18%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	385	442	602	6	41
LT Vol	60	5	381	0	11
Through Vol	12	358	221	0	22
RT Vol	313	79	0	6	8
Lane Flow Rate	418	480	654	7	45
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.77	0.894	1	0.012	0.108
Departure Headway (Hd)	6.625	6.698	7.602	6.557	8.738
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	544	538	484	549	413
Service Time	4.711	4.785	5.306	4.262	6.738
HCM Lane V/C Ratio	0.768	0.892	1.351	0.013	0.109
HCM Control Delay	28.7	43.4	68.8	9.3	12.8
HCM Lane LOS	D	E	F	A	B
HCM 95th-tile Q	6.9	10.3	13.3	0	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	22	8
Future Vol, veh/h	0	11	22	8
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	24	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	24

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	173	574	363	37	72	220
Future Vol, veh/h	173	574	363	37	72	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	624	395	40	78	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	435	0	-	0	1415	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	1000	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1125	-	-	-	151	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1125	-	-	-	112	637
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	113
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1125	-	-	-	295
HCM Lane V/C Ratio	0.167	-	-	-	1.076
HCM Control Delay (s)	8.8	0	-	-	113
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	12.4

Intersection	
Int Delay, s/veh	23.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	8	4	13	3	73	2	1190	62	130	1015	9
Future Vol, veh/h	4	8	4	13	3	73	2	1190	62	130	1015	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	9	4	14	3	79	2	1293	67	141	1103	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2044	2756	557	2171	2728	680	1113	0	0	1361	0	0
Stage 1	1391	1391	-	1332	1332	-	-	-	-	-	-	-
Stage 2	653	1365	-	839	1396	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	19	474	26	20	393	623	-	-	501	-	-
Stage 1	150	207	-	163	222	-	-	-	-	-	-	-
Stage 2	423	214	-	326	206	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	17	14	474	~ 10	14	393	623	-	-	501	-	-
Mov Cap-2 Maneuver	17	14	-	~ 10	14	-	-	-	-	-	-	-
Stage 1	150	149	-	162	221	-	-	-	-	-	-	-
Stage 2	332	213	-	219	148	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 422.7	$ 576.7	0	1.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	623	-	-	20	52	501	-	-
HCM Lane V/C Ratio	0.003	-	-	0.87	1.86	0.282	-	-
HCM Control Delay (s)	10.8	-	-	$ 422.7	$ 576.7	15	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.4	9.4	1.1	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	281	0	0	88	0	0
Future Vol, veh/h	281	0	0	88	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	305	0	0	96	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	305	0	401	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1256	-	605	735
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	605	735
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	928	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1256	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	176	0	0	92	0	0
Future Vol, veh/h	176	0	0	92	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	191	0	0	100	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	191	0	291	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1383	-	700	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1383	-	700	851
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	924	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1383	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	205	41	23	94	5	32	77	20	3	53	0
Future Vol, veh/h	5	205	41	23	94	5	32	77	20	3	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	223	45	25	102	5	35	84	22	3	58	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	267	0	0	440	414	245	464	433	105
Stage 1	-	-	-	-	-	-	256	256	-	155	155	-
Stage 2	-	-	-	-	-	-	184	158	-	309	278	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1297	-	-	527	529	794	508	516	949
Stage 1	-	-	-	-	-	-	749	696	-	847	769	-
Stage 2	-	-	-	-	-	-	818	767	-	701	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1297	-	-	472	516	794	425	503	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	516	-	425	503	-
Stage 1	-	-	-	-	-	-	746	693	-	844	753	-
Stage 2	-	-	-	-	-	-	740	751	-	597	677	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	14.1	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1483	-	-	1297	-	-	498
HCM Lane V/C Ratio	0.263	0.004	-	-	0.019	-	-	0.122
HCM Control Delay (s)	14.1	7.4	0	-	7.8	0	-	13.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	210	0	0	118	0	0
Future Vol, veh/h	210	0	0	118	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	128	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	356	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1340	-	642	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1340	-	642	811
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	898	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1340	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	140	0	0	79	0	0
Future Vol, veh/h	140	0	0	79	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	152	0	0	86	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	238	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1429	-	750	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	750	894
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	937	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1429	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	211	0	0	119	0	0
Future Vol, veh/h	211	0	0	119	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	0	0	129	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	229	229	294	229
Stage 1	-	-	0	0	229	-
Stage 2	-	-	229	229	65	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	759	671	697	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	809	715	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	759	0	697	810
Mov Cap-2 Maneuver	-	-	759	0	697	-
Stage 1	-	-	-	0	809	-
Stage 2	-	-	809	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	238	46	43	46	161	261
Future Vol, veh/h	238	46	43	46	161	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	259	50	47	50	175	284

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	309	0	427	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1252	-	584	755
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1252	-	561	755
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	667	-	-	1252	-
HCM Lane V/C Ratio	0.688	-	-	0.037	-
HCM Control Delay (s)	21.4	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	5.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	72	147	37	276	383	42
Future Vol, veh/h	72	147	37	276	383	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	160	40	300	416	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	819	439	462	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	345	618	1099	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	330	618	1099	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1099	-	480	-	-
HCM Lane V/C Ratio	0.037	-	0.496	-	-
HCM Control Delay (s)	8.4	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	109	0	0	87
Future Vol, veh/h	0	0	109	0	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	118	0	0	95

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	213	118	0	0	118	0
Stage 1	118	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	775	934	-	-	1470	-
Stage 1	907	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	934	-	-	1470	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	929	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1470	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	176	69	0
Future Vol, veh/h	0	0	0	176	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	191	75	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	171	38	75	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	803	1026	1522	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	803	1026	1522	-	-	-
Mov Cap-2 Maneuver	803	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	917	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	43	306	129	77	431
Future Vol, veh/h	53	43	306	129	77	431
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	47	333	140	84	468

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	969	333	0	0	333	0
Stage 1	333	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	281	709	-	-	1226	-
Stage 1	726	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	709	-	-	1226	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	255	709	1226	-
HCM Lane V/C Ratio	-	-	0.226	0.066	0.068	-
HCM Control Delay (s)	-	-	23.2	10.4	8.2	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	2	109	3	3	87
Future Vol, veh/h	2	2	109	3	3	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	118	3	3	95

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	221	120	0	0	122	0
Stage 1	120	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	767	931	-	-	1465	-
Stage 1	905	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	931	-	-	1465	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	840	1465	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	20	0	8	0	0	136	27
Future Vol, veh/h	0	0	0	0	0	20	0	8	0	0	136	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	22	0	9	0	0	148	29
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.1	8
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	63%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	37%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	91	72	0	0	20	8	11	29	29
LT Vol	0	0	0	0	0	20	0	11	0	0
Through Vol	0	91	45	0	0	0	0	0	29	29
RT Vol	0	0	27	0	0	0	8	0	0	0
Lane Flow Rate	0	99	79	0	0	22	9	12	32	32
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.128	0.097	0	0	0.034	0.011	0.018	0.043	0.028
Departure Headway (Hd)	4.692	4.692	4.43	5.216	5.216	5.644	4.444	5.461	4.96	3.223
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	757	801	0	0	638	809	659	726	1116
Service Time	2.463	2.463	2.202	2.923	2.923	3.348	2.148	3.166	2.665	0.927
HCM Lane V/C Ratio	0	0.131	0.099	0	0	0.034	0.011	0.018	0.044	0.029
HCM Control Delay	7.5	8.2	7.7	7.9	7.9	8.5	7.2	8.3	7.9	6
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0.3	0	0	0.1	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	58	0
Future Vol, veh/h	0	11	58	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	63	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	21.6
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	441	0	0	0	555	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	441	0	0	0	555	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	479	0	0	0	603	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	16.8	25.4
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	441	0	0	0	0	555	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	441	0	0	0	0	555	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	479	0	0	0	0	603	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.661	0	0	0	0	0.816	0
Departure Headway (Hd)	5.466	4.963	4.963	7	7	4.871	4.871	4.871
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	733	0	0	0	0	748	0
Service Time	3.177	2.673	2.673	4.756	4.756	2.581	2.581	2.581
HCM Lane V/C Ratio	0.002	0.653	0	0	0	0	0.806	0
HCM Control Delay	8.2	16.8	7.7	9.8	9.8	7.6	25.4	7.6
HCM Lane LOS	A	C	N	N	N	N	D	N
HCM 95th-tile Q	0	5	0	0	0	0	8.8	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	22	10	75	32	7	2	15	107	56	4	83	9
Future Vol, veh/h	22	10	75	32	7	2	15	107	56	4	83	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	11	82	35	8	2	16	116	61	4	90	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	252	248	90	253	248	116	90	0	0	116	0	0
Stage 1	99	99	-	149	149	-	-	-	-	-	-	-
Stage 2	153	149	-	104	99	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	701	655	968	700	655	936	1505	-	-	1473	-	-
Stage 1	907	813	-	854	774	-	-	-	-	-	-	-
Stage 2	849	774	-	902	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	686	646	968	626	646	936	1505	-	-	1473	-	-
Mov Cap-2 Maneuver	686	646	-	626	646	-	-	-	-	-	-	-
Stage 1	897	811	-	845	766	-	-	-	-	-	-	-
Stage 2	830	766	-	813	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.9	0.6	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	686	646	968	626	646	936	1473	-	-
HCM Lane V/C Ratio	0.011	-	-	0.035	0.017	0.084	0.056	0.012	0.002	0.003	-	-
HCM Control Delay (s)	7.4	-	-	10.4	10.7	9.1	11.1	10.6	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.3	0.2	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	14	26	179	75	3
Future Vol, veh/h	5	14	26	179	75	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	15	28	195	82	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	42	85	0	-	0
Stage 1	83	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	730	1019	1509	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	715	1019	1509	-	-	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	916	-	-
HCM Lane V/C Ratio	0.019	-	0.023	-	-
HCM Control Delay (s)	7.4	0.1	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1271	167	97	979	9	134	1	53	124	8	292
Future Volume (veh/h)	194	1271	167	97	979	9	134	1	53	124	8	292
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	211	1382	182	105	1064	10	146	1	58	135	9	317
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1138	11	193	1	77	132	9	310
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	1458	1634	3593	34	1222	8	485	480	32	1128
Grp Volume(v), veh/h	211	1382	182	105	524	550	205	0	0	461	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1716	0	0	1640	0	0
Q Serve(g_s), s	14.0	44.0	10.8	7.7	34.5	34.5	13.7	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	10.8	7.7	34.5	34.5	13.7	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.71		0.28	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	535	109	560	588	272	0	0	451	0	0
V/C Ratio(X)	1.11	1.06	0.34	0.96	0.94	0.94	0.75	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	272	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.72	0.72	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	27.5	55.9	39.8	39.8	48.4	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	91.5	42.5	0.3	62.1	18.4	17.8	17.6	0.0	0.0	48.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	29.1	4.4	5.4	19.7	20.6	7.8	0.0	0.0	20.9	0.0	0.0
LnGrp Delay(d),s/veh	144.5	80.5	27.8	118.0	58.2	57.6	65.9	0.0	0.0	91.9	0.0	0.0
LnGrp LOS	F	F	C	F	E	E	E			F		
Approach Vol, veh/h		1775			1179			205			461	
Approach Delay, s/veh		82.7			63.2			65.9			91.9	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		15.7	9.7	46.0		35.0	16.0	36.5
Green Ext Time (p_c), s		0.2	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.6
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1281	237	11	737	16	129	20	36	39	18	76
Future Volume (veh/h)	63	1281	237	11	737	16	129	20	36	39	18	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	68	1392	258	12	801	17	140	22	39	42	20	83
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	1494	273	45	962	20	384	183	324	63	32	135
Arrive On Green	0.26	0.50	0.48	0.03	0.27	0.25	0.24	0.30	0.30	0.04	0.10	0.10
Sat Flow, veh/h	1774	2988	545	1634	3543	75	1634	602	1067	1774	313	1298
Grp Volume(v), veh/h	68	816	834	12	400	418	140	0	61	42	0	103
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1634	1770	1849	1634	0	1668	1774	0	1610
Q Serve(g_s), s	3.6	51.3	53.9	0.9	25.5	25.5	8.6	0.0	3.2	2.8	0.0	7.4
Cycle Q Clear(g_c), s	3.6	51.3	53.9	0.9	25.5	25.5	8.6	0.0	3.2	2.8	0.0	7.4
Prop In Lane	1.00		0.31	1.00		0.04	1.00		0.64	1.00		0.81
Lane Grp Cap(c), veh/h	455	885	882	45	481	502	384	0	506	63	0	167
V/C Ratio(X)	0.15	0.92	0.95	0.27	0.83	0.83	0.36	0.00	0.12	0.67	0.00	0.62
Avail Cap(c_a), veh/h	455	900	896	82	811	847	384	0	506	136	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	27.8	28.8	57.1	41.1	41.2	38.4	0.0	30.4	57.2	0.0	51.7
Incr Delay (d2), s/veh	0.0	2.5	3.7	3.1	3.8	3.7	0.6	0.0	0.5	11.7	0.0	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	25.5	27.1	0.4	13.0	13.5	4.0	0.0	1.5	1.6	0.0	4.0
LnGrp Delay(d),s/veh	34.5	30.3	32.4	60.2	45.0	44.9	39.0	0.0	30.8	68.9	0.0	67.6
LnGrp LOS	C	C	C	E	D	D	D		C	E		E
Approach Vol, veh/h		1718			830			201			145	
Approach Delay, s/veh		31.5			45.1			36.5			68.0	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	40.4	7.3	64.0	32.2	16.4	34.8	36.6
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	4.8	5.2	2.9	55.9	10.6	9.4	5.6	27.5
Green Ext Time (p_c), s	0.0	0.6	0.0	2.1	0.0	0.3	3.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	17.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	795	106	141	615	56	166
Future Vol, veh/h	795	106	141	615	56	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	864	115	153	668	61	180

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	979	0	1563	490
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	641	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	701	-	102	524
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	487	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	701	-	80	524
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	139.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	701	-
HCM Lane V/C Ratio	1.107	-	-	0.219	-
HCM Control Delay (s)	139.4	-	-	11.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	11.1	-	-	0.8	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	878	7	27	827	14	57
Future Vol, veh/h	878	7	27	827	14	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	954	8	29	899	15	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	962	0	1466	481
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	711	-	119	531
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	711	-	114	531
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	-	-	711	-
HCM Lane V/C Ratio	0.134	-	-	0.041	-
HCM Control Delay (s)	12.2	-	-	10.3	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	507	127	103	390	98	102	567	66	59	525	227
Future Volume (veh/h)	289	507	127	103	390	98	102	567	66	59	525	227
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	314	551	138	112	424	107	111	616	72	64	571	247
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	983	405	290	793	327	163	1049	432	115	642	277
Arrive On Green	0.23	0.28	0.28	0.18	0.22	0.22	0.10	0.30	0.30	0.07	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2409	1040
Grp Volume(v), veh/h	314	551	138	112	424	107	111	616	72	64	419	399
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	16.5	12.0	4.6	5.4	9.5	5.5	5.9	13.3	1.8	3.4	20.5	20.6
Cycle Q Clear(g_c), s	16.5	12.0	4.6	5.4	9.5	5.5	5.9	13.3	1.8	3.4	20.5	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	378	983	405	290	793	327	163	1049	432	115	472	448
V/C Ratio(X)	0.83	0.56	0.34	0.39	0.53	0.33	0.68	0.59	0.17	0.56	0.89	0.89
Avail Cap(c_a), veh/h	436	983	405	290	793	327	163	1049	432	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	27.8	11.9	32.7	30.8	29.2	39.1	27.0	7.3	40.5	31.7	32.4
Incr Delay (d2), s/veh	11.4	2.3	2.3	0.8	2.6	2.7	8.4	0.7	0.1	4.2	18.3	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	6.1	2.1	2.5	4.9	2.5	3.0	6.6	0.7	1.7	12.4	12.0
LnGrp Delay(d),s/veh	44.3	30.1	14.2	33.5	33.4	31.9	47.5	27.6	7.4	44.6	50.1	51.8
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		1003			643			799			882	
Approach Delay, s/veh		32.3			33.1			28.6			50.4	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	30.7	20.0	29.0	13.0	28.0	24.8	24.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.4	15.3	7.4	14.0	7.9	22.6	18.5	11.5
Green Ext Time (p_c), s	0.0	3.5	1.5	2.0	0.0	0.0	0.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	970	12	8	512	1	48	0	32	1	0	0
Future Vol, veh/h	0	970	12	8	512	1	48	0	32	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1054	13	9	557	1	52	0	35	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	1054	0	0	1628	1629	1054	1646	1628	557
Stage 1	-	-	-	-	-	-	1054	1054	-	574	574	-
Stage 2	-	-	-	-	-	-	574	575	-	1072	1054	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1013	-	-	661	-	-	82	102	275	79	102	530
Stage 1	-	-	-	-	-	-	273	303	-	504	503	-
Stage 2	-	-	-	-	-	-	504	503	-	267	303	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	661	-	-	81	100	275	68	100	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	100	-	68	100	-
Stage 1	-	-	-	-	-	-	273	303	-	504	493	-
Stage 2	-	-	-	-	-	-	494	493	-	233	303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	102.1	58.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	1013	-	-	661	-	-	68
HCM Lane V/C Ratio	0.77	-	-	-	0.013	-	-	0.016
HCM Control Delay (s)	102.1	0	-	-	10.5	0	-	58.8
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	4.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	870	0	1	572	1	0	0	1	1	0	0
Future Vol, veh/h	0	870	0	1	572	1	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	946	0	1	622	1	0	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	623	0	0	946	0	0	1570	1571	946	1570	1570	622
Stage 1	-	-	-	-	-	-	946	946	-	624	624	-
Stage 2	-	-	-	-	-	-	624	625	-	946	946	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	958	-	-	725	-	-	90	110	317	90	111	487
Stage 1	-	-	-	-	-	-	314	340	-	473	478	-
Stage 2	-	-	-	-	-	-	473	477	-	314	340	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	958	-	-	725	-	-	90	110	317	90	111	487
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	110	-	90	111	-
Stage 1	-	-	-	-	-	-	314	340	-	473	477	-
Stage 2	-	-	-	-	-	-	472	476	-	313	340	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.4	45.5
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	958	-	-	725	-	-	90
HCM Lane V/C Ratio	0.003	-	-	-	0.001	-	-	0.012
HCM Control Delay (s)	16.4	0	-	-	10	0	-	45.5
HCM Lane LOS	C	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	55.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	791	143	0	94	486	36	0	115	127	209
Future Vol, veh/h	0	18	791	143	0	94	486	36	0	115	127	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	860	155	0	102	528	39	0	125	138	227
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	68.6	69	21.7
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	0%	2%	15%	21%
Vol Thru, %	52%	0%	83%	79%	71%
Vol Right, %	0%	100%	15%	6%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	209	952	616	138
LT Vol	115	0	18	94	29
Through Vol	127	0	791	486	98
RT Vol	0	209	143	36	11
Lane Flow Rate	263	227	1035	670	150
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.633	0.487	1	1	0.384
Departure Headway (Hd)	8.66	7.723	7.456	7.538	9.208
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	418	468	497	482	392
Service Time	6.375	5.438	5.496	5.578	7.232
HCM Lane V/C Ratio	0.629	0.485	2.082	1.39	0.383
HCM Control Delay	25.2	17.6	68.6	69	17.9
HCM Lane LOS	D	C	F	F	C
HCM 95th-tile Q	4.2	2.6	13.4	13.3	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	29	98	11
Future Vol, veh/h	0	29	98	11
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	32	107	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.9
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1016	15	14	673	0	9	0	7	0	0	0
Future Vol, veh/h	0	1016	15	14	673	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1104	16	15	732	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	1121	0	0	1875	1875	1113	1878	1883	732
Stage 1	-	-	-	-	-	-	1113	1113	-	762	762	-
Stage 2	-	-	-	-	-	-	762	762	-	1116	1121	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	873	-	-	623	-	-	55	72	254	54	71	421
Stage 1	-	-	-	-	-	-	253	284	-	397	414	-
Stage 2	-	-	-	-	-	-	397	414	-	252	282	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	873	-	-	623	-	-	53	69	254	51	68	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	69	-	51	68	-
Stage 1	-	-	-	-	-	-	253	284	-	397	397	-
Stage 2	-	-	-	-	-	-	381	397	-	244	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	61.2	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	873	-	-	623	-	-	-
HCM Lane V/C Ratio	0.215	-	-	-	0.024	-	-	-
HCM Control Delay (s)	61.2	0	-	-	10.9	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	126.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	611	194	221	668	0	89	0	74	0	0	0
Future Vol, veh/h	0	611	194	221	668	0	89	0	74	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	664	211	240	726	0	97	0	80	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	726	0	0	875	0	0	1977	1977	770	2017	2082	726
Stage 1	-	-	-	-	-	-	770	770	-	1207	1207	-
Stage 2	-	-	-	-	-	-	1207	1207	-	810	875	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	877	-	-	771	-	-	~ 46	62	401	43	53	425
Stage 1	-	-	-	-	-	-	393	410	-	224	256	-
Stage 2	-	-	-	-	-	-	224	256	-	374	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	877	-	-	771	-	-	~ 27	30	401	20	25	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 27	30	-	20	25	-
Stage 1	-	-	-	-	-	-	393	410	-	224	122	-
Stage 2	-	-	-	-	-	-	107	122	-	299	367	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.9	$ 1424.7	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	877	-	-	771	-	-	-
HCM Lane V/C Ratio	3.77	-	-	-	0.312	-	-	-
HCM Control Delay (s)	$ 1424.7	0	-	-	11.8	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	19.7	0	-	-	1.3	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1013	634	0	0	0
Future Vol, veh/h	0	1013	634	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1101	689	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	689	0	-	0	1790	689
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	1101	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	905	-	-	-	89	446
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	89	446
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	318	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	905	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	994	177	313	586	46	118	124	265	39	82	35
Future Volume (veh/h)	38	994	177	313	586	46	118	124	265	39	82	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	41	1080	192	340	637	50	128	135	288	42	89	38
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	761	593	191	890	694	177	1039	424	79	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.48	0.48	0.04	0.10	0.10	0.05	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1446	1634	3539	1443
Grp Volume(v), veh/h	41	1080	192	340	637	50	128	135	288	42	89	38
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1446	1634	1770	1443
Q Serve(g_s), s	2.9	49.0	7.0	14.0	32.6	2.2	9.3	4.2	16.0	3.0	2.4	2.5
Cycle Q Clear(g_c), s	2.9	49.0	7.0	14.0	32.6	2.2	9.3	4.2	16.0	3.0	2.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	761	593	191	890	694	177	1039	424	79	826	337
V/C Ratio(X)	0.53	1.42	0.32	1.78	0.72	0.07	0.72	0.13	0.68	0.53	0.11	0.11
Avail Cap(c_a), veh/h	82	761	593	191	890	694	177	1039	424	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	35.5	10.2	53.0	24.9	17.0	56.1	40.2	23.4	55.8	36.2	36.2
Incr Delay (d2), s/veh	5.6	196.6	0.3	372.9	2.8	0.0	9.0	0.2	5.6	5.5	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	66.7	2.8	26.0	17.3	0.9	4.7	2.1	7.1	1.5	1.2	1.1
LnGrp Delay(d),s/veh	61.4	232.1	10.5	425.9	27.6	17.0	65.1	40.3	29.0	61.3	36.4	36.9
LnGrp LOS	E	F	B	F	C	B	E	D	C	E	D	D
Approach Vol, veh/h		1313			1027			551			169	
Approach Delay, s/veh		194.4			159.0			40.1			42.7	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	39.2	18.0	53.0	17.0	32.0	9.7	61.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.0	18.0	16.0	51.0	11.3	4.5	4.9	34.6
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	2.2	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	146.4
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	32.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1396	78	61	919	32	49
Future Vol, veh/h	1396	78	61	919	32	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1517	85	66	999	35	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1602	0	2692	1560
Stage 1	-	-	-	-	1560	-
Stage 2	-	-	-	-	1132	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	408	-	~ 24	138
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	408	-	~ 15	138
Mov Cap-2 Maneuver	-	-	-	-	~ 15	-
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	196	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	$ 1010.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	33	-	-	408	-
HCM Lane V/C Ratio	2.668	-	-	0.163	-
HCM Control Delay (s)	$ 1010.8	-	-	15.5	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	10.1	-	-	0.6	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	920	168	660	752	70	100	591	227	131	642	162
Future Volume (veh/h)	348	920	168	660	752	70	100	591	227	131	642	162
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	378	1000	183	717	817	76	109	642	247	142	698	176
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1032	425	608	1032	425	136	750	289	136	840	212
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2501	962	1634	2802	706
Grp Volume(v), veh/h	378	1000	183	717	817	76	109	454	435	142	441	433
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1693	1634	1770	1738
Q Serve(g_s), s	23.0	33.5	12.2	23.0	25.5	4.7	7.9	29.0	29.1	10.0	27.9	27.9
Cycle Q Clear(g_c), s	23.0	33.5	12.2	23.0	25.5	4.7	7.9	29.0	29.1	10.0	27.9	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.41
Lane Grp Cap(c), veh/h	313	1032	425	608	1032	425	136	531	508	136	531	521
V/C Ratio(X)	1.21	0.97	0.43	1.18	0.79	0.18	0.80	0.86	0.86	1.04	0.83	0.83
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	531	508	136	531	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	42.0	34.4	48.5	39.1	31.8	54.0	39.6	40.1	55.0	39.2	39.6
Incr Delay (d2), s/veh	119.3	20.8	0.7	92.9	3.0	0.1	16.8	9.6	10.0	89.0	14.0	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	19.4	5.0	17.9	12.9	1.9	4.2	15.5	15.0	7.9	15.7	15.5
LnGrp Delay(d),s/veh	167.8	62.7	35.1	141.4	42.2	31.9	70.8	49.1	50.1	144.3	53.2	53.8
LnGrp LOS	F	E	D	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h		1561			1610			998			1016	
Approach Delay, s/veh		84.9			85.9			51.9			66.2	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	31.1	25.0	35.5	9.9	29.9	25.0	27.5
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	2.6	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	557	153	526	618	130	192	739	104	102	589	104
Future Volume (veh/h)	391	557	153	526	618	130	192	739	104	102	589	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	425	605	166	572	672	141	209	803	113	111	640	113
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	719	296	558	913	376	340	962	396	158	759	313
Arrive On Green	0.29	0.20	0.20	0.34	0.26	0.26	0.11	0.27	0.27	0.05	0.21	0.21
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	425	605	166	572	672	141	209	803	113	111	640	113
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	30.1	19.7	12.3	41.0	20.9	9.5	7.6	25.6	2.9	4.1	20.8	4.0
Cycle Q Clear(g_c), s	30.1	19.7	12.3	41.0	20.9	9.5	7.6	25.6	2.9	4.1	20.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	719	296	558	913	376	340	962	396	158	759	313
V/C Ratio(X)	0.91	0.84	0.56	1.02	0.74	0.37	0.61	0.83	0.29	0.70	0.84	0.36
Avail Cap(c_a), veh/h	490	752	310	558	913	376	340	962	396	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.14	0.14	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	45.9	43.0	39.5	40.8	36.6	51.2	41.2	5.3	56.1	45.2	10.3
Incr Delay (d2), s/veh	3.8	1.3	0.3	44.5	3.1	0.6	3.3	8.5	1.8	12.8	11.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	9.8	5.0	25.4	10.6	3.9	3.5	13.6	1.3	2.1	11.3	1.9
LnGrp Delay(d),s/veh	45.0	47.2	43.3	84.0	43.9	37.2	54.5	49.6	7.1	69.0	56.2	13.5
LnGrp LOS	D	D	D	F	D	D	D	D	A	E	E	B
Approach Vol, veh/h		1196			1385			1125			864	
Approach Delay, s/veh		45.9			59.8			46.3			52.2	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	36.6	45.0	28.4	16.9	29.7	38.4	35.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	27.6	43.0	21.7	9.6	22.8	32.1	22.9
Green Ext Time (p_c), s	0.0	1.0	0.0	0.7	0.0	0.9	0.3	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	51.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	33.6
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	90	88	187	0	89	17	82	0	33	276	139	0	42	209	16
Future Vol, veh/h	0	90	88	187	0	89	17	82	0	33	276	139	0	42	209	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	98	96	203	0	97	18	89	0	36	300	151	0	46	227	17
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	32.7	13.9	49.7	21.8
HCM LOS	D	B	E	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	25%	100%	0%	16%
Vol Thru, %	62%	24%	0%	17%	78%
Vol Right, %	31%	51%	0%	83%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	448	365	89	99	267
LT Vol	33	90	89	0	42
Through Vol	276	88	0	17	209
RT Vol	139	187	0	82	16
Lane Flow Rate	487	397	97	108	290
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.927	0.793	0.242	0.235	0.609
Departure Headway (Hd)	6.851	7.193	8.989	7.87	7.549
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	526	500	398	453	476
Service Time	4.926	5.27	6.786	5.666	5.638
HCM Lane V/C Ratio	0.926	0.794	0.244	0.238	0.609
HCM Control Delay	49.7	32.7	14.7	13.1	21.8
HCM Lane LOS	E	D	B	B	C
HCM 95th-tile Q	11.3	7.3	0.9	0.9	4

Intersection	
Int Delay, s/veh	27.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	53	403	8	87	247	83	6	168	67	37	11	19
Future Vol, veh/h	53	403	8	87	247	83	6	168	67	37	11	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	438	9	95	268	90	7	183	73	40	12	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	447	0	0	887	1106	223	929	1065	179
Stage 1	-	-	-	-	-	-	558	558	-	503	503	-
Stage 2	-	-	-	-	-	-	329	548	-	426	562	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1196	-	-	1110	-	-	239	209	780	222	221	833
Stage 1	-	-	-	-	-	-	482	510	-	519	540	-
Stage 2	-	-	-	-	-	-	658	515	-	577	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1196	-	-	1110	-	-	200	~ 182	780	-	192	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	~ 182	-	-	192	-
Stage 1	-	-	-	-	-	-	459	485	-	494	494	-
Stage 2	-	-	-	-	-	-	573	471	-	310	483	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.8	129.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	233	1196	-	-	1110	-	-	-
HCM Lane V/C Ratio	0.033	1.096	0.048	-	-	0.085	-	-	-
HCM Control Delay (s)	23.6	132.1	8.2	-	-	8.5	-	-	-
HCM Lane LOS	C	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	11.3	0.2	-	-	0.3	-	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	219	315	233	189	42	293	580	384	57	640	68
Future Volume (veh/h)	66	219	315	233	189	42	293	580	384	57	640	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	72	238	342	253	205	46	318	630	417	62	696	74
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	179	257	177	439	99	204	838	656	82	699	547
Arrive On Green	0.07	0.26	0.24	0.11	0.30	0.28	0.17	0.60	0.60	0.07	0.50	0.50
Sat Flow, veh/h	1634	692	995	1634	1474	331	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	72	0	580	253	0	251	318	630	417	62	696	74
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1804	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.2	0.0	31.0	13.0	0.0	13.6	15.0	29.6	13.8	4.5	44.7	3.3
Cycle Q Clear(g_c), s	5.2	0.0	31.0	13.0	0.0	13.6	15.0	29.6	13.8	4.5	44.7	3.3
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	0	436	177	0	538	204	838	656	82	699	547
V/C Ratio(X)	0.64	0.00	1.33	1.43	0.00	0.47	1.56	0.75	0.64	0.76	1.00	0.14
Avail Cap(c_a), veh/h	144	0	436	177	0	538	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.09	0.09	0.09
Uniform Delay (d), s/veh	54.5	0.0	45.0	53.5	0.0	34.5	50.0	19.2	6.8	55.3	30.0	19.6
Incr Delay (d2), s/veh	6.0	0.0	163.9	222.6	0.0	0.6	269.0	5.0	3.7	3.8	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	34.3	16.8	0.0	6.9	22.0	16.1	6.2	2.1	24.5	1.3
LnGrp Delay(d),s/veh	60.5	0.0	208.9	276.1	0.0	35.1	319.0	24.2	10.6	59.1	39.4	19.7
LnGrp LOS	E		F	F		D	F	C	B	E	D	B
Approach Vol, veh/h		652			504			1365			832	
Approach Delay, s/veh		192.5			156.1			88.7			39.1	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	12.2	39.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	6.5	31.6	15.0	33.0	17.0	46.7	7.2	15.6
Green Ext Time (p_c), s	0.0	8.1	0.0	0.0	0.0	0.0	0.0	1.6

Intersection Summary		
HCM 2010 Ctrl Delay		106.7
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	39.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	116	493	215	0	25	305	51	0	99	34	20	0	76	201	90
Future Vol, veh/h	0	116	493	215	0	25	305	51	0	99	34	20	0	76	201	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	126	536	234	0	27	332	55	0	108	37	22	0	83	218	98
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	41.5	19.7	20.4	63.6
HCM LOS	E	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	116	329	379	25	203	153	367
LT Vol	99	116	0	0	25	0	0	76
Through Vol	34	0	329	164	0	203	102	201
RT Vol	20	0	0	215	0	0	51	90
Lane Flow Rate	166	126	357	412	27	221	166	399
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.452	0.31	0.827	0.907	0.072	0.551	0.403	0.957
Departure Headway (Hd)	9.793	8.856	8.331	7.915	9.506	8.978	8.732	8.64
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	406	436	458	377	402	413	419
Service Time	7.545	6.605	6.08	5.663	7.255	6.727	6.48	6.383
HCM Lane V/C Ratio	0.451	0.31	0.819	0.9	0.072	0.55	0.402	0.952
HCM Control Delay	20.4	15.6	40.2	50.5	13	22.3	17.3	63.6
HCM Lane LOS	C	C	E	F	B	C	C	F
HCM 95th-tile Q	2.3	1.3	7.8	10	0.2	3.2	1.9	11.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	218	75	132	136	22	96	1170	282	36	845	42
Future Volume (veh/h)	68	218	75	132	136	22	96	1170	282	36	845	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	237	82	143	148	24	104	1272	307	39	918	46
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	293	229	142	333	261	153	1639	389	74	1815	91
Arrive On Green	0.06	0.16	0.16	0.09	0.18	0.18	0.09	0.58	0.56	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2839	675	1634	3430	172
Grp Volume(v), veh/h	74	237	82	143	148	24	104	785	794	39	474	490
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1744	1634	1770	1832
Q Serve(g_s), s	5.3	14.7	6.0	10.4	8.5	1.6	7.4	40.5	42.6	2.7	0.0	0.0
Cycle Q Clear(g_c), s	5.3	14.7	6.0	10.4	8.5	1.6	7.4	40.5	42.6	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.09
Lane Grp Cap(c), veh/h	106	293	229	142	333	261	153	1022	1007	74	936	970
V/C Ratio(X)	0.70	0.81	0.36	1.01	0.44	0.09	0.68	0.77	0.79	0.53	0.51	0.51
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1022	1007	82	936	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.28	0.28	0.28
Uniform Delay (d), s/veh	54.9	48.8	45.2	54.8	43.9	41.1	52.6	19.3	20.0	53.3	0.0	0.0
Incr Delay (d2), s/veh	18.0	13.4	0.9	78.2	0.9	0.2	0.5	0.5	0.6	1.6	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.7	2.5	7.8	4.5	0.7	3.4	19.8	20.5	1.3	0.1	0.1
LnGrp Delay(d),s/veh	73.0	62.2	46.1	133.1	44.9	41.3	53.1	19.8	20.6	55.0	0.6	0.5
LnGrp LOS	E	E	D	F	D	D	D	B	C	D	A	A
Approach Vol, veh/h		393			315			1683			1003	
Approach Delay, s/veh		60.9			84.6			22.2			2.7	
Approach LOS		E			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	73.3	14.4	22.9	15.2	67.5	11.8	25.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.7	44.6	12.4	16.7	9.4	2.0	7.3	10.5
Green Ext Time (p_c), s	0.0	11.9	0.0	0.4	0.1	17.7	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	209	233	86	122	126	254	958	123	193	1111	63
Future Volume (veh/h)	77	209	233	86	122	126	254	958	123	193	1111	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	84	227	253	93	133	137	276	1041	134	210	1208	68
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	743	306	95	668	275	300	1560	643	257	1469	605
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	84	227	253	93	133	137	276	1041	134	210	1208	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.0	6.5	19.9	6.8	3.8	10.1	19.9	28.0	6.8	14.9	36.4	3.4
Cycle Q Clear(g_c), s	6.0	6.5	19.9	6.8	3.8	10.1	19.9	28.0	6.8	14.9	36.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	743	306	95	668	275	300	1560	643	257	1469	605
V/C Ratio(X)	0.65	0.31	0.83	0.98	0.20	0.50	0.92	0.67	0.21	0.82	0.82	0.11
Avail Cap(c_a), veh/h	177	841	346	95	668	275	300	1560	643	259	1469	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	53.6	40.0	45.3	56.4	41.0	43.6	48.1	26.6	20.7	48.9	31.2	21.5
Incr Delay (d2), s/veh	5.3	0.2	13.7	79.0	0.1	1.2	32.3	2.3	0.7	11.3	3.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.2	9.2	5.2	1.9	4.1	11.7	14.1	2.9	7.5	18.4	1.4
LnGrp Delay(d),s/veh	58.9	40.2	59.0	135.4	41.1	44.8	80.4	28.9	21.4	60.2	34.4	21.8
LnGrp LOS	E	D	E	F	D	D	F	C	C	E	C	C
Approach Vol, veh/h		564			363			1451			1486	
Approach Delay, s/veh		51.4			66.7			38.0			37.5	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	56.9	11.0	29.2	26.0	53.8	13.5	26.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.9	30.0	8.8	21.9	21.9	38.4	8.0	12.1
Green Ext Time (p_c), s	0.0	11.0	0.0	1.3	0.0	4.9	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	342	219	56	218	40	122	574	186	166	970	83
Future Volume (veh/h)	61	342	219	56	218	40	122	574	186	166	970	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	66	372	238	61	237	43	133	624	202	180	1054	90
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	433	273	82	676	279	123	683	535	396	995	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.49	0.49	0.24	0.53	0.53
Sat Flow, veh/h	1634	2086	1315	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	66	315	295	61	237	43	133	624	202	180	1054	90
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.7	20.6	21.1	4.4	7.0	1.7	9.0	37.1	8.0	11.3	64.1	3.7
Cycle Q Clear(g_c), s	4.7	20.6	21.1	4.4	7.0	1.7	9.0	37.1	8.0	11.3	64.1	3.7
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	338	82	676	279	123	683	535	396	995	779
V/C Ratio(X)	0.61	0.86	0.87	0.75	0.35	0.15	1.09	0.91	0.38	0.45	1.06	0.12
Avail Cap(c_a), veh/h	109	367	338	82	676	279	123	855	670	396	995	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.92	0.92	0.92	0.29	0.29	0.29	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.8	46.8	56.2	42.1	13.5	54.0	29.0	12.9	38.7	28.0	13.9
Incr Delay (d2), s/veh	8.2	16.0	19.1	28.8	0.3	0.2	68.5	6.8	0.6	0.8	45.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.7	11.2	2.7	3.4	0.7	6.4	20.2	3.2	5.2	45.2	1.5
LnGrp Delay(d),s/veh	62.7	61.8	65.9	85.0	42.4	13.7	122.6	35.8	13.5	39.5	73.5	14.2
LnGrp LOS	E	E	E	F	D	B	F	D	B	D	F	B
Approach Vol, veh/h		676			341			959			1324	
Approach Delay, s/veh		63.7			46.4			43.1			64.9	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	48.0	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.3	39.1	6.4	23.1	11.0	66.1	6.7	9.0
Green Ext Time (p_c), s	1.7	2.9	0.0	0.0	0.0	0.0	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	56.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	358	97	119	171	176	157	771	187	200	522	53
Future Volume (veh/h)	102	358	97	119	171	176	157	771	187	200	522	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	111	389	105	129	186	191	171	838	203	217	567	58
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	528	218	177	617	254	217	1591	656	261	1686	695
Arrive On Green	0.08	0.15	0.15	0.11	0.17	0.17	0.27	0.90	0.90	0.32	0.95	0.95
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	111	389	105	129	186	191	171	838	203	217	567	58
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	7.6	12.6	5.8	9.2	5.5	14.9	11.7	5.5	1.5	14.8	1.3	0.2
Cycle Q Clear(g_c), s	7.6	12.6	5.8	9.2	5.5	14.9	11.7	5.5	1.5	14.8	1.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	528	218	177	617	254	217	1591	656	261	1686	695
V/C Ratio(X)	0.57	0.74	0.48	0.73	0.30	0.75	0.79	0.53	0.31	0.83	0.34	0.08
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1591	656	354	1686	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.70	0.70	0.70	0.67	0.67	0.67	0.69	0.69	0.69	0.09	0.09	0.09
Uniform Delay (d), s/veh	48.6	48.8	24.7	51.8	43.2	47.1	42.5	3.6	1.3	39.3	1.5	1.5
Incr Delay (d2), s/veh	2.6	1.8	1.2	9.8	0.2	4.5	5.1	0.9	0.8	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.3	2.4	4.6	2.7	6.3	5.5	2.5	0.7	6.7	0.5	0.1
LnGrp Delay(d),s/veh	51.2	50.6	25.9	61.6	43.4	51.5	47.6	4.5	2.2	40.5	1.6	1.5
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		605			506			1212			842	
Approach Delay, s/veh		46.4			51.1			10.2			11.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	57.9	17.0	21.9	19.9	61.2	14.0	24.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	16.8	7.5	11.2	14.6	13.7	3.3	9.6	16.9
Green Ext Time (p_c), s	0.4	8.6	0.0	1.3	0.3	8.9	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	621	457	175	150	369	154	180	1871	125	122	1337	470
Future Volume (veh/h)	621	457	175	150	369	154	180	1871	125	122	1337	470
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	675	497	190	163	401	167	196	2034	136	133	1453	511
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	776	320	265	630	259	150	1759	725	109	1671	689
Arrive On Green	0.13	0.22	0.22	0.08	0.18	0.18	0.09	0.50	0.50	0.07	0.47	0.47
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	675	497	190	163	401	167	196	2034	136	133	1453	511
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	15.3	14.0	6.0	12.6	12.8	11.0	59.7	6.2	8.0	44.1	34.2
Cycle Q Clear(g_c), s	15.0	15.3	14.0	6.0	12.6	12.8	11.0	59.7	6.2	8.0	44.1	34.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	776	320	265	630	259	150	1759	725	109	1671	689
V/C Ratio(X)	1.70	0.64	0.59	0.62	0.64	0.64	1.31	1.16	0.19	1.22	0.87	0.74
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1759	725	109	1671	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.62	0.62	0.62	0.79	0.79	0.79
Uniform Delay (d), s/veh	52.5	42.5	42.0	53.1	45.7	45.8	54.5	30.2	16.7	56.0	28.4	25.7
Incr Delay (d2), s/veh	325.0	0.7	1.4	2.5	1.1	2.7	165.5	74.7	0.4	147.9	5.2	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.4	7.5	5.8	2.7	6.3	5.3	11.8	47.3	2.6	8.1	22.6	14.8
LnGrp Delay(d),s/veh	377.5	43.3	43.4	55.7	46.8	48.5	220.0	104.8	17.1	203.9	33.6	31.4
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	C	C
Approach Vol, veh/h		1362			731			2366			2097	
Approach Delay, s/veh		208.9			49.2			109.3			43.8	
Approach LOS		F			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.7	14.0	30.3	15.0	60.7	19.0	25.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	61.7	8.0	17.3	13.0	46.1	17.0	14.8
Green Ext Time (p_c), s	0.0	0.0	0.1	4.7	0.0	0.0	0.0	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	102.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	12	100	119	6	15	44	1553	42	29	2030	56
Future Volume (veh/h)	92	12	100	119	6	15	44	1553	42	29	2030	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	13	109	129	7	16	48	1688	46	32	2207	61
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	177	139	136	52	120	82	2293	945	66	3245	931
Arrive On Green	0.08	0.10	0.10	0.08	0.10	0.09	0.05	0.65	0.65	0.04	0.64	0.64
Sat Flow, veh/h	1634	1863	1458	1634	505	1154	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	100	13	109	129	0	23	48	1688	46	32	2207	61
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1659	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	7.2	0.8	7.4	9.4	0.0	1.5	3.5	38.5	0.7	2.3	33.3	1.9
Cycle Q Clear(g_c), s	7.2	0.8	7.4	9.4	0.0	1.5	3.5	38.5	0.7	2.3	33.3	1.9
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	177	139	136	0	172	82	2293	945	66	3245	931
V/C Ratio(X)	0.82	0.07	0.78	0.95	0.00	0.13	0.59	0.74	0.05	0.49	0.68	0.07
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2293	945	82	3245	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	49.5	37.4	54.7	0.0	49.4	55.8	14.2	1.8	56.4	13.9	8.2
Incr Delay (d2), s/veh	33.1	0.2	9.3	61.0	0.0	0.3	10.5	2.2	0.1	5.5	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.4	3.3	6.6	0.0	0.7	1.8	19.2	0.3	1.1	15.9	0.8
LnGrp Delay(d),s/veh	87.8	49.6	46.7	115.8	0.0	49.8	66.3	16.4	1.9	61.9	15.1	8.3
LnGrp LOS	F	D	D	F		D	E	B	A	E	B	A
Approach Vol, veh/h		222			152			1782			2300	
Approach Delay, s/veh		65.4			105.8			17.3			15.5	
Approach LOS		E			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	81.7	14.0	15.4	10.0	80.6	13.0	16.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.8	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.3	40.5	11.4	9.4	5.5	35.3	9.2	3.5
Green Ext Time (p_c), s	0.0	12.5	0.0	0.4	0.0	17.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	140	1083	180	130	1360
Future Volume (veh/h)	143	140	1083	180	130	1360
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	155	152	1177	196	141	1478
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	220	197	1254	982	150	1487
Arrive On Green	0.13	0.13	0.67	0.67	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	155	152	1177	196	141	1478
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	10.9	12.1	67.3	6.1	10.2	0.0
Cycle Q Clear(g_c), s	10.9	12.1	67.3	6.1	10.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	220	197	1254	982	150	1487
V/C Ratio(X)	0.70	0.77	0.94	0.20	0.94	0.99
Avail Cap(c_a), veh/h	268	239	1254	982	150	1487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.65	0.65	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	49.6	50.1	17.4	7.4	48.7	0.0
Incr Delay (d2), s/veh	4.1	8.0	14.4	0.5	11.1	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.3	39.0	2.6	5.1	2.4
LnGrp Delay(d),s/veh	53.7	58.2	31.8	7.9	59.8	5.7
LnGrp LOS	D	E	C	A	E	A
Approach Vol, veh/h	307		1373			1619
Approach Delay, s/veh	55.9		28.4			10.4
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	84.8				99.8		20.2
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	12.2	69.3				2.0		14.1
Green Ext Time (p_c), s	0.0	5.8				45.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	86	116	72	90	152	92	1006	99	78	699	44
Future Volume (veh/h)	98	86	116	72	90	152	92	1006	99	78	699	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	93	126	78	98	165	100	1093	108	85	760	48
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	149	202	119	116	196	145	1651	163	129	1681	106
Arrive On Green	0.09	0.21	0.19	0.07	0.19	0.17	0.18	1.00	0.98	0.16	0.99	0.96
Sat Flow, veh/h	1634	718	973	1634	625	1052	1634	3254	321	1634	3381	213
Grp Volume(v), veh/h	107	0	219	78	0	263	100	594	607	85	398	410
Grp Sat Flow(s),veh/h/ln	1634	0	1691	1634	0	1677	1634	1770	1806	1634	1770	1825
Q Serve(g_s), s	7.6	0.0	14.2	5.6	0.0	18.2	6.9	0.0	0.4	5.9	0.3	0.5
Cycle Q Clear(g_c), s	7.6	0.0	14.2	5.6	0.0	18.2	6.9	0.0	0.4	5.9	0.3	0.5
Prop In Lane	1.00		0.58	1.00		0.63	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	155	0	352	119	0	312	145	898	916	129	880	907
V/C Ratio(X)	0.69	0.00	0.62	0.66	0.00	0.84	0.69	0.66	0.66	0.66	0.45	0.45
Avail Cap(c_a), veh/h	196	0	428	144	0	372	218	898	916	163	880	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	0.84	0.84	0.84	0.91	0.91	0.91
Uniform Delay (d), s/veh	52.6	0.0	43.7	54.2	0.0	47.7	47.8	0.0	0.1	49.1	0.2	0.3
Incr Delay (d2), s/veh	6.3	0.0	1.7	7.7	0.0	14.1	4.8	3.2	3.2	5.9	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	6.8	2.8	0.0	9.6	3.3	0.8	0.9	2.9	0.5	0.5
LnGrp Delay(d),s/veh	58.9	0.0	45.4	61.9	0.0	61.8	52.6	3.2	3.3	55.0	1.7	1.8
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		326			341			1301			893	
Approach Delay, s/veh		49.9			61.8			7.1			6.8	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	64.9	12.7	29.0	14.7	63.6	15.4	26.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	7.9	2.4	7.6	16.2	8.9	2.5	9.6	20.2
Green Ext Time (p_c), s	0.0	10.7	0.0	0.9	0.1	10.5	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	56.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	102	5	376	0	191	801	0	0	0	1376	331
Future Vol, veh/h	0	0	0	0	0	102	5	376	0	191	801	0	0	0	1376	331
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	111	5	409	0	208	871	0	0	0	1496	360
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	33.9	59.8	60.3
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	801	107	376	1376	331
LT Vol	191	0	102	0	0	0
Through Vol	0	801	5	0	1376	0
RT Vol	0	0	0	376	0	331
Lane Flow Rate	208	871	116	409	1496	360
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.476	1	0.279	0.848	1	0.692
Departure Headway (Hd)	8.247	7.746	8.641	7.466	7.628	6.927
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	479	418	486	494	522
Service Time	5.985	5.484	6.36	5.185	5.366	4.664
HCM Lane V/C Ratio	0.475	1.818	0.278	0.842	3.028	0.69
HCM Control Delay	18.3	69.7	14.7	39.4	69.1	23.9
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	2.5	13.2	1.1	8.6	13.3	5.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	516	139	380	248	827	0	0	962	178
Future Volume (veh/h)	0	0	0	516	139	380	248	827	0	0	962	178
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				561	151	413	270	899	0	0	1046	193
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1031	588	460	532	2157	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.22	0.81	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				561	151	413	270	899	0	0	1046	193
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	7.2	32.5	9.0	8.7	0.0	0.0	16.6	4.1
Cycle Q Clear(g_c), s				17.0	7.2	32.5	9.0	8.7	0.0	0.0	16.6	4.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1031	588	460	532	2157	0	0	1430	589
V/C Ratio(X)				0.54	0.26	0.90	0.51	0.42	0.00	0.00	0.73	0.33
Avail Cap(c_a), veh/h				1185	675	529	532	2157	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.54	0.54	0.54	0.85	0.85	0.00	0.00	0.86	0.86
Uniform Delay (d), s/veh				33.9	30.6	39.2	42.3	5.3	0.0	0.0	8.4	7.2
Incr Delay (d2), s/veh				0.2	0.1	10.0	0.7	0.5	0.0	0.0	2.9	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	3.8	14.4	4.0	4.3	0.0	0.0	8.1	1.8
LnGrp Delay(d),s/veh				34.2	30.7	49.2	42.9	5.8	0.0	0.0	11.3	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1125			1169			1239	
Approach Delay, s/veh					39.2			14.3			10.9	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.6			24.6	53.0		42.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.7			11.0	18.6		34.5
Green Ext Time (p_c), s		5.9			1.8	6.2		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	388	503	330	374	1556	0	0	1496	401
Future Volume (veh/h)	0	0	0	388	503	330	374	1556	0	0	1496	401
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				422	547	359	407	1691	0	0	1626	436
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				422	547	359	407	1691	0	0	1626	436
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.7	16.3	29.0	25.0	0.0	0.0	0.0	51.9	29.0
Cycle Q Clear(g_c), s				13.7	16.3	29.0	25.0	0.0	0.0	0.0	51.9	29.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.51	0.60	0.95	1.20	0.71	0.00	0.00	1.06	0.69
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.49	0.49	0.00	0.00	0.25	0.25
Uniform Delay (d), s/veh				38.0	38.9	43.7	35.0	0.0	0.0	0.0	34.0	27.6
Incr Delay (d2), s/veh				0.5	1.1	33.5	101.7	0.9	0.0	0.0	32.3	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	8.0	15.2	20.8	0.3	0.0	0.0	32.2	11.9
LnGrp Delay(d),s/veh				38.5	40.0	77.2	136.7	0.9	0.0	0.0	66.4	29.1
LnGrp LOS				D	D	E	F	A			F	C
Approach Vol, veh/h					1328			2098			2062	
Approach Delay, s/veh					49.6			27.2			58.5	
Approach LOS					D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.0
Green Ext Time (p_c), s		48.8			0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		44.4
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	57.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	292	1	230	0	0	0	0	0	0	498	81	0	665	460	0
Future Vol, veh/h	0	292	1	230	0	0	0	0	0	0	498	81	0	665	460	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	317	1	250	0	0	0	0	0	0	541	88	0	723	500	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	26.3	62.9	69.9
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	498	81	293	230	665	460
LT Vol	0	0	292	0	665	0
Through Vol	498	0	1	0	0	460
RT Vol	0	81	0	230	0	0
Lane Flow Rate	541	88	318	250	723	500
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.18	0.755	0.509	1	1
Departure Headway (Hd)	8.078	7.378	8.533	7.335	8.004	7.503
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	455	487	427	495	455	485
Service Time	5.808	5.108	6.241	5.044	5.735	5.234
HCM Lane V/C Ratio	1.189	0.181	0.745	0.505	1.589	1.031
HCM Control Delay	71.2	11.7	33.2	17.4	70.9	68.5
HCM Lane LOS	F	B	D	C	F	F
HCM 95th-tile Q	12.9	0.7	6.2	2.8	13	13.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	156	294	0	0	0	0	970	535	439	1035	0
Future Volume (veh/h)	259	156	294	0	0	0	0	970	535	439	1035	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	282	170	320				0	1054	582	477	1125	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	402	871	359				0	2416	693	567	2432	0
Arrive On Green	0.25	0.25	0.25				0.00	0.48	0.48	0.36	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	282	170	320				0	1054	582	477	1125	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	18.9	4.6	25.4				0.0	16.5	41.8	16.6	0.0	0.0
Cycle Q Clear(g_c), s	18.9	4.6	25.4				0.0	16.5	41.8	16.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	402	871	359				0	2416	693	567	2432	0
V/C Ratio(X)	0.70	0.20	0.89				0.00	0.44	0.84	0.84	0.46	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2416	693	660	2432	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	41.2	35.8	43.7				0.0	20.9	27.5	37.0	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.1	20.0				0.0	0.6	11.7	6.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	2.3	12.2				0.0	7.8	19.1	7.6	0.2	0.0
LnGrp Delay(d),s/veh	45.4	35.9	63.7				0.0	21.4	39.3	43.2	0.5	0.0
LnGrp LOS	D	D	E					C	D	D	A	
Approach Vol, veh/h		772						1636			1602	
Approach Delay, s/veh		50.9						27.8			13.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.5	61.0		33.5		86.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	19.6	43.8		27.4		2.0		
Green Ext Time (p_c), s	0.9	3.6		1.5		25.1		

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	556	288	0	0	0	0	1302	451	582	1568	0
Future Volume (veh/h)	367	556	288	0	0	0	0	1302	451	582	1568	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	399	604	313				0	1415	490	633	1704	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1744	719	715	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.49	0.49	0.45	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	399	604	313				0	1415	490	633	1704	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.1	20.2	21.8				0.0	40.5	30.8	21.9	0.0	0.0
Cycle Q Clear(g_c), s	14.1	20.2	21.8				0.0	40.5	30.8	21.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1744	719	715	2660	0
V/C Ratio(X)	0.69	0.94	1.18				0.00	0.81	0.68	0.89	0.64	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1744	719	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.72	0.72	0.72				0.00	1.00	1.00	0.18	0.18	0.00
Uniform Delay (d), s/veh	46.0	48.4	49.1				0.0	25.7	23.2	31.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	17.3	106.2				0.0	4.2	5.2	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	11.4	16.6				0.0	20.7	13.4	9.7	0.1	0.0
LnGrp Delay(d),s/veh	48.6	65.8	155.3				0.0	29.9	28.4	33.8	0.2	0.0
LnGrp LOS	D	E	F					C	C	C	A	
Approach Vol, veh/h		1316						1905			2337	
Approach Delay, s/veh		81.8						29.5			9.3	
Approach LOS		F						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.1	63.1		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.6	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	23.9	42.5		23.8		2.0		
Green Ext Time (p_c), s	1.1	10.5		0.0		48.0		

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	158	0	0	111
Future Vol, veh/h	0	0	158	0	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	172	0	0	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	293	172	0	0	172	0
Stage 1	172	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	698	872	-	-	1405	-
Stage 1	858	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	872	-	-	1405	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	904	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1405	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	765	461	101	0	33
Future Vol, veh/h	0	765	461	101	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	832	501	110	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	611	0	-	0	1388	556
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	832	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	968	-	-	-	157	531
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	157	531
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	427	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	968	-	-	-	531
HCM Lane V/C Ratio	-	-	-	-	0.068
HCM Control Delay (s)	0	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	57	41	125	16	17	123
Future Vol, veh/h	57	41	125	16	17	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	45	136	17	18	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	307	136	0	0	136	0
Stage 1	136	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	685	913	-	-	1448	-
Stage 1	890	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	676	913	-	-	1448	-
Mov Cap-2 Maneuver	676	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	676	913	1448	-
HCM Lane V/C Ratio	-	-	0.092	0.049	0.013	-
HCM Control Delay (s)	-	-	10.9	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	23	128	13	12	132
Future Vol, veh/h	36	23	128	13	12	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	25	139	14	13	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	309	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	683	909	-	-	1445	-
Stage 1	888	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	677	909	-	-	1445	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	677	909	1445	-
HCM Lane V/C Ratio	-	-	0.058	0.028	0.009	-
HCM Control Delay (s)	-	-	10.6	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	28	121	5	0	125
Future Vol, veh/h	0	28	121	5	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	132	5	0	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	268	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	721	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	917	-	-	1453	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	917	1453	-
HCM Lane V/C Ratio	-	-	-	0.033	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	119	121	6	14	15
Future Vol, veh/h	4	119	121	6	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	129	132	7	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	132	0	-	0	270	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1453	-	-	-	719	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	717	917
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1453	-	-	-	717	917
HCM Lane V/C Ratio	0.003	-	-	-	0.021	0.018
HCM Control Delay (s)	7.5	-	-	-	10.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	122	123	10	24	27
Future Vol, veh/h	9	122	123	10	24	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	134	11	26	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	134	0	-	0	286	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1451	-	-	-	704	915
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	699	915
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1451	-	-	-	699	915
HCM Lane V/C Ratio	0.007	-	-	-	0.037	0.032
HCM Control Delay (s)	7.5	-	-	-	10.4	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	121	134	5	16	21
Future Vol, veh/h	8	121	134	5	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	132	146	5	17	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	146	0	-	0	295	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1436	-	-	-	696	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1436	-	-	-	692	901
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1436	-	-	-	692	901
HCM Lane V/C Ratio	0.006	-	-	-	0.025	0.025
HCM Control Delay (s)	7.5	-	-	-	10.3	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

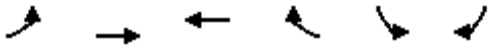
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	112	15	21	105	6	4
Future Vol, veh/h	112	15	21	105	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	16	23	114	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	282	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	708	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	697	929
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	855	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	929	-	-	1465	-
HCM Lane V/C Ratio	0.009	0.005	-	-	0.016	-
HCM Control Delay (s)	10.2	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	310	245	0	340	41
Future Volume (veh/h)	0	310	245	0	340	41
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	337	266	0	370	45
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	487	487	0	2417	1112
Arrive On Green	0.00	0.14	0.14	0.00	0.76	0.76
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	337	266	0	370	45
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	10.9	8.4	0.0	3.8	0.9
Cycle Q Clear(g_c), s	0.0	10.9	8.4	0.0	3.8	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	487	487	0	2417	1112
V/C Ratio(X)	0.00	0.69	0.55	0.00	0.15	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2417	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.67	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	49.3	48.2	0.0	3.8	3.5
Incr Delay (d2), s/veh	0.0	1.8	0.6	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	4.1	0.0	1.7	0.4
LnGrp Delay(d),s/veh	0.0	51.1	48.9	0.0	4.0	3.6
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		337	266		415	
Approach Delay, s/veh		51.1	48.9		3.9	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				22.5		97.5		22.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				12.9		5.8		10.4
Green Ext Time (p_c), s				3.6		1.4		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	608	0	0	563	303	47	0	297	0	0	0
Future Volume (veh/h)	48	608	0	0	563	303	47	0	297	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	52	661	0	0	612	329	51	0	323			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1320	0	0	1048	432	1695	0	780			
Arrive On Green	0.03	0.37	0.00	0.00	0.30	0.30	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	52	661	0	0	612	329	51	0	323			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	18.7	0.0	0.0	19.1	26.7	1.0	0.0	17.2			
Cycle Q Clear(g_c), s	4.0	18.7	0.0	0.0	19.1	26.7	1.0	0.0	17.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1320	0	0	1048	432	1695	0	780			
V/C Ratio(X)	1.03	0.50	0.00	0.00	0.58	0.76	0.03	0.00	0.41			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1695	0	780			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	0.19	0.19	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	31.4	0.0	0.0	38.9	41.6	14.3	0.0	18.1			
Incr Delay (d2), s/veh	131.9	0.3	0.0	0.0	0.1	0.7	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	9.2	0.0	0.0	9.4	10.8	0.4	0.0	7.0			
LnGrp Delay(d),s/veh	195.5	31.7	0.0	0.0	39.0	42.3	14.3	0.0	18.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		713			941			374				
Approach Delay, s/veh		43.6			40.2			17.9				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		75.5		54.5			10.0	44.5
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		19.2		20.7			6.0	28.7
Green Ext Time (p_c), s		0.0		10.7			0.0	9.8

Intersection Summary		
HCM 2010 Ctrl Delay		37.3
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	213	379	57	0	11	279	63	0	41	19	15	0	70	17	160
Future Vol, veh/h	0	213	379	57	0	11	279	63	0	41	19	15	0	70	17	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	232	412	62	0	12	303	68	0	45	21	16	0	76	18	174
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	16.3	15	12.4	13.9
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	69%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	31%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	213	253	183	11	186	156	70	11	166
LT Vol	41	0	213	0	0	11	0	0	70	0	0
Through Vol	0	19	0	253	126	0	186	93	0	11	6
RT Vol	0	15	0	0	57	0	0	63	0	0	160
Lane Flow Rate	45	37	232	275	199	12	202	170	76	12	180
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.111	0.084	0.484	0.536	0.376	0.027	0.429	0.346	0.181	0.028	0.369
Departure Headway (Hd)	8.976	8.168	7.526	7.021	6.801	8.139	7.633	7.346	8.562	8.058	7.377
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	399	438	479	514	528	440	471	488	419	444	488
Service Time	6.738	5.929	5.272	4.767	4.546	5.892	5.385	5.099	6.316	5.812	5.131
HCM Lane V/C Ratio	0.113	0.084	0.484	0.535	0.377	0.027	0.429	0.348	0.181	0.027	0.369
HCM Control Delay	12.9	11.7	17.2	17.6	13.6	11.1	16	14	13.2	11	14.4
HCM Lane LOS	B	B	C	C	B	B	C	B	B	B	B
HCM 95th-tile Q	0.4	0.3	2.6	3.1	1.7	0.1	2.1	1.5	0.7	0.1	1.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	862	436	0	0	0
Future Vol, veh/h	0	862	436	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	937	474	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	474	0	-	0	1411	474
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	937	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1088	-	-	-	152	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1088	-	-	-	152	590
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	381	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	101	0	0	77
Future Vol, veh/h	0	0	101	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	110	0	0	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	194	110	0	0	110	0
Stage 1	110	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	795	943	-	-	1480	-
Stage 1	915	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	795	943	-	-	1480	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	939	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1480	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	32	16	74	35	81	19	1037	91	125	1199	6
Future Volume (veh/h)	7	32	16	74	35	81	19	1037	91	125	1199	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	35	17	80	38	88	21	1127	99	136	1303	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	416	427	207	482	180	417	34	1440	126	168	1873	10
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.02	0.44	0.43	0.10	0.52	0.51
Sat Flow, veh/h	1160	1185	576	1241	500	1158	1634	3292	289	1634	3610	19
Grp Volume(v), veh/h	8	0	52	80	0	126	21	605	621	136	639	671
Grp Sat Flow(s),veh/h/ln	1160	0	1761	1241	0	1658	1634	1770	1812	1634	1770	1859
Q Serve(g_s), s	0.6	0.0	2.3	5.5	0.0	6.3	1.5	35.1	35.2	9.8	32.6	32.6
Cycle Q Clear(g_c), s	6.9	0.0	2.3	7.8	0.0	6.3	1.5	35.1	35.2	9.8	32.6	32.6
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	416	0	634	482	0	597	34	774	792	168	918	965
V/C Ratio(X)	0.02	0.00	0.08	0.17	0.00	0.21	0.61	0.78	0.78	0.81	0.70	0.70
Avail Cap(c_a), veh/h	416	0	634	482	0	597	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	25.4	27.9	0.0	26.7	58.3	28.9	28.9	52.7	21.7	21.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.7	0.0	0.8	16.5	2.6	2.6	12.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.2	2.0	0.0	3.0	0.9	17.7	18.2	5.0	16.1	16.9
LnGrp Delay(d),s/veh	29.1	0.0	25.6	28.6	0.0	27.5	74.7	31.5	31.6	64.8	22.9	22.8
LnGrp LOS	C		C	C		C	E	C	C	E	C	C
Approach Vol, veh/h		60			206			1247			1446	
Approach Delay, s/veh		26.1			28.0			32.3			26.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	56.5		47.2	6.5	66.3		47.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	11.8	37.2		8.9	3.5	34.6		9.8
Green Ext Time (p_c), s	0.2	14.8		0.6	0.0	16.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	10	50	317	32	18
Future Vol, veh/h	232	10	50	317	32	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	252	11	54	345	35	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	711	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	400	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	380	781
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	1301	-
HCM Lane V/C Ratio	0.117	-	-	0.042	-
HCM Control Delay (s)	13.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	47.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	189	62	0	374	296	18	0	77	24	378
Future Vol, veh/h	0	6	189	62	0	374	296	18	0	77	24	378
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	7	205	67	0	407	322	20	0	84	26	411
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	17.6	66	39.3
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	74%	44%	0%	80%
Vol Right, %	79%	24%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	479	257	670	18	30
LT Vol	77	6	374	0	3
Through Vol	24	189	296	0	24
RT Vol	378	62	0	18	3
Lane Flow Rate	521	279	728	20	33
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.886	0.534	1	0.034	0.073
Departure Headway (Hd)	6.124	6.878	7.254	6.252	8.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	594	522	503	569	442
Service Time	4.164	4.933	5.037	4.034	6.164
HCM Lane V/C Ratio	0.877	0.534	1.447	0.035	0.075
HCM Control Delay	39.3	17.6	67.5	9.3	11.8
HCM Lane LOS	E	C	F	A	B
HCM 95th-tile Q	10.4	3.1	13.6	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	24	3
Future Vol, veh/h	0	3	24	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	26	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	22.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	259	380	456	51	57	179
Future Vol, veh/h	259	380	456	51	57	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	413	496	55	62	195

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	551	0	-	0	1499	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1019	-	-	-	135	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1019	-	-	-	87	554
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	SB
HCM Control Delay, s	4	0	120.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	241
HCM Lane V/C Ratio	0.276	-	-	-	1.064
HCM Control Delay (s)	9.9	0	-	-	120.2
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	10.8

Intersection	
Int Delay, s/veh	32.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	0	20	8	120	0	784	9	106	1199	4
Future Vol, veh/h	0	20	0	20	8	120	0	784	9	106	1199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	0	22	9	130	0	852	10	115	1303	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1966	2398	654	1750	2395	431	1308	0	0	862	0	0
Stage 1	1536	1536	-	857	857	-	-	-	-	-	-	-
Stage 2	430	862	-	893	1538	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	33	409	55	33	573	525	-	-	776	-	-
Stage 1	121	176	-	318	372	-	-	-	-	-	-	-
Stage 2	574	370	-	303	176	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	28	409	~ 18	28	573	525	-	-	776	-	-
Mov Cap-2 Maneuver	19	28	-	~ 18	28	-	-	-	-	-	-	-
Stage 1	121	150	-	318	372	-	-	-	-	-	-	-
Stage 2	433	370	-	221	150	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 301.1	$ 455.8	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	28	92	776	-	-
HCM Lane V/C Ratio	-	-	-	0.776	1.749	0.148	-	-
HCM Control Delay (s)	0	-	-	$ 301.1	$ 455.8	10.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.5	13.2	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	5	2	138	2	0
Future Vol, veh/h	182	5	2	138	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	5	2	150	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	355	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1369	-	643	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	642	840
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1369	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	114	0	0	146	0	0
Future Vol, veh/h	114	0	0	146	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	124	0	0	159	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	124	0	283	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1463	-	707	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1463	-	707	927
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	870	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1463	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	106	53	56	167	13	35	42	7	2	52	3
Future Vol, veh/h	5	106	53	56	167	13	35	42	7	2	52	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	115	58	61	182	14	38	46	8	2	57	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	173	0	0	495	472	144	492	494	189
Stage 1	-	-	-	-	-	-	155	155	-	310	310	-
Stage 2	-	-	-	-	-	-	340	317	-	182	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1404	-	-	485	490	903	487	476	853
Stage 1	-	-	-	-	-	-	847	769	-	700	659	-
Stage 2	-	-	-	-	-	-	675	654	-	820	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1404	-	-	419	464	903	429	451	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	464	-	429	451	-
Stage 1	-	-	-	-	-	-	844	766	-	697	627	-
Stage 2	-	-	-	-	-	-	582	622	-	762	744	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.8	14.7	14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	1377	-	-	1404	-	-	462
HCM Lane V/C Ratio	0.198	0.004	-	-	0.043	-	-	0.134
HCM Control Delay (s)	14.7	7.6	0	-	7.7	0	-	14
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	208	0	0
Future Vol, veh/h	104	0	0	208	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	0	226	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	339	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	657	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	657	940
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	812	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1476	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	69	0	0	138	0	0
Future Vol, veh/h	69	0	0	138	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	0	0	150	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	225	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	763	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	763	986
Mov Cap-2 Maneuver	-	-	-	-	763	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	878	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1524	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	208	0	0
Future Vol, veh/h	104	0	0	208	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	0	226	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	113	113	226	113
Stage 1	-	-	0	0	113	-
Stage 2	-	-	113	113	113	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	884	777	762	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	912	802	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	884	0	762	940
Mov Cap-2 Maneuver	-	-	884	0	762	-
Stage 1	-	-	-	0	912	-
Stage 2	-	-	912	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	34	67	117	138	173
Future Vol, veh/h	92	34	67	117	138	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	37	73	127	150	188

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	391	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	613	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	580	934
Mov Cap-2 Maneuver	-	-	-	-	580	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1447	-
HCM Lane V/C Ratio	0.46	-	-	0.05	-
HCM Control Delay (s)	14	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	50	56	81	374	295	109
Future Vol, veh/h	50	56	81	374	295	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	61	88	407	321	118

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	963	380	439	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	667	1121	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	255	667	1121	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1121	-	379	-	-
HCM Lane V/C Ratio	0.079	-	0.304	-	-
HCM Control Delay (s)	8.5	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	71	0	0	110
Future Vol, veh/h	0	0	71	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	984	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	792	984	-	-	1522	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1522	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	209	80	0
Future Vol, veh/h	0	0	0	209	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	227	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	201	43	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	769	1018	1507	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	769	1018	1507	-	-	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	898	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	100	416	50	40	296
Future Vol, veh/h	79	100	416	50	40	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	109	452	54	43	322

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	861	452	0	0	452	0
Stage 1	452	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	326	608	-	-	1109	-
Stage 1	641	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	608	-	-	1109	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	311	608	1109	-
HCM Lane V/C Ratio	-	-	0.276	0.179	0.039	-
HCM Control Delay (s)	-	-	20.9	12.2	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.6	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	71	0	0	110
Future Vol, veh/h	0	0	71	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	984	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	792	984	-	-	1522	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1522	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	21	0	14	0	0	144	64
Future Vol, veh/h	0	0	0	0	0	21	0	14	0	0	144	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	23	0	15	0	0	157	70
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.2	8.1
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	96	112	0	0	21	14	13	34	34
LT Vol	0	0	0	0	0	21	0	13	0	0
Through Vol	0	96	48	0	0	0	0	0	34	34
RT Vol	0	0	64	0	0	0	14	0	0	0
Lane Flow Rate	0	104	122	0	0	23	15	14	36	36
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.137	0.146	0	0	0.037	0.019	0.022	0.051	0.034
Departure Headway (Hd)	4.722	4.722	4.321	5.371	5.371	5.78	4.58	5.568	5.067	3.328
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	749	818	0	0	622	785	646	710	1081
Service Time	2.513	2.513	2.113	3.081	3.081	3.488	2.287	3.272	2.771	1.032
HCM Lane V/C Ratio	0	0.139	0.149	0	0	0.037	0.019	0.022	0.051	0.033
HCM Control Delay	7.5	8.3	7.9	8.1	8.1	8.7	7.4	8.4	8	6.1
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.5	0.5	0	0	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	67	0
Future Vol, veh/h	0	13	67	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	73	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	406	0	0	0	424	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	406	0	0	0	424	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	441	0	0	0	461	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	14.5	15.2
HCM LOS	-	-	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	406	0	0	0	0	424	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	406	0	0	0	0	424	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	441	0	0	0	0	461	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.596	0	0	0	0	0.621	0
Departure Headway (Hd)	4.861	4.861	4.861	6.628	6.628	4.848	4.848	4.848
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	746	0	0	0	0	747	0
Service Time	2.568	2.568	2.568	4.37	4.37	2.555	2.555	2.555
HCM Lane V/C Ratio	0	0.591	0	0	0	0	0.617	0
HCM Control Delay	7.6	14.5	7.6	9.4	9.4	7.6	15.2	7.6
HCM Lane LOS	N	B	N	N	N	N	C	N
HCM 95th-tile Q	0	4	0	0	0	0	4.4	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	4	17	0	2	0	6	71	0	0	110	5
Future Vol, veh/h	7	4	17	0	2	0	6	71	0	0	110	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	0	2	0	7	77	0	0	120	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	211	210	120	212	210	77	120	0	0	77	0	0
Stage 1	120	120	-	90	90	-	-	-	-	-	-	-
Stage 2	91	90	-	122	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	746	687	931	745	687	984	1468	-	-	1522	-	-
Stage 1	884	796	-	917	820	-	-	-	-	-	-	-
Stage 2	916	820	-	882	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	741	684	931	724	684	984	1468	-	-	1522	-	-
Mov Cap-2 Maneuver	741	684	-	724	684	-	-	-	-	-	-	-
Stage 1	880	796	-	913	816	-	-	-	-	-	-	-
Stage 2	909	816	-	860	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	10.3	0.6	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	741	684	931	-	684	-	1522	-	-
HCM Lane V/C Ratio	0.004	-	-	0.01	0.006	0.02	-	0.003	-	-	-	-
HCM Control Delay (s)	7.5	-	-	9.9	10.3	8.9	0	10.3	0	0	-	-
HCM Lane LOS	A	-	-	A	B	A	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	-	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	18	30	209	80	8
Future Vol, veh/h	6	18	30	209	80	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	20	33	227	87	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	270	48	96	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	697	1011	1496	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	1011	1496	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1496	-	901	-	-
HCM Lane V/C Ratio	0.022	-	0.029	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	882	173	108	1073	21	130	0	44	12	8	56
Future Volume (veh/h)	310	882	173	108	1073	21	130	0	44	12	8	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	337	959	188	117	1166	23	141	0	48	13	9	61
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1124	463	189	1124	22	462	0	157	19	13	88
Arrive On Green	0.12	0.32	0.32	0.12	0.32	0.30	0.36	0.00	0.36	0.07	0.07	0.07
Sat Flow, veh/h	1634	3539	1458	1634	3550	70	1284	0	437	256	178	1203
Grp Volume(v), veh/h	337	959	188	117	581	608	189	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1850	1721	0	0	1638	0	0
Q Serve(g_s), s	14.0	30.4	12.1	8.2	38.0	38.0	9.5	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	14.0	30.4	12.1	8.2	38.0	38.0	9.5	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.16		0.73
Lane Grp Cap(c), veh/h	191	1124	463	189	560	586	620	0	0	120	0	0
V/C Ratio(X)	1.77	0.85	0.41	0.62	1.04	1.04	0.30	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	189	560	586	620	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.3	32.1	50.5	41.0	41.0	27.7	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	364.1	4.6	0.5	3.7	39.6	39.0	1.3	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	15.5	4.9	3.9	24.7	25.7	4.7	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	417.1	43.0	32.6	54.2	80.6	80.1	28.9	0.0	0.0	61.5	0.0	0.0
LnGrp LOS	F	D	C	D	F	F	C			E		
Approach Vol, veh/h		1484			1306			189			83	
Approach Delay, s/veh		126.6			78.0			28.9			61.5	
Approach LOS		F			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.2	17.9	42.1		12.8	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.5	10.2	32.4		7.9	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	3.7		0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	98.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	929	88	8	846	11	121	5	7	5	3	71
Future Volume (veh/h)	51	929	88	8	846	11	121	5	7	5	3	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	55	1010	96	9	920	12	132	5	8	5	3	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1175	112	41	1086	14	635	304	486	18	5	140
Arrive On Green	0.08	0.36	0.34	0.03	0.30	0.29	0.39	0.47	0.47	0.01	0.09	0.09
Sat Flow, veh/h	1774	3265	310	1634	3577	47	1634	645	1032	1774	59	1507
Grp Volume(v), veh/h	55	547	559	9	455	477	132	0	13	5	0	80
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1677	1774	0	1566
Q Serve(g_s), s	3.5	34.4	34.5	0.6	28.9	28.9	6.4	0.0	0.5	0.3	0.0	5.9
Cycle Q Clear(g_c), s	3.5	34.4	34.5	0.6	28.9	28.9	6.4	0.0	0.5	0.3	0.0	5.9
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.62	1.00		0.96
Lane Grp Cap(c), veh/h	144	637	649	41	537	563	635	0	791	18	0	145
V/C Ratio(X)	0.38	0.86	0.86	0.22	0.85	0.85	0.21	0.00	0.02	0.28	0.00	0.55
Avail Cap(c_a), veh/h	177	900	918	82	811	850	635	0	791	136	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.3	35.6	35.8	57.3	39.2	39.2	24.4	0.0	17.0	59.0	0.0	52.3
Incr Delay (d2), s/veh	0.8	3.2	3.2	2.6	5.4	5.1	0.2	0.0	0.0	8.2	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.3	17.7	0.3	15.0	15.6	2.9	0.0	0.2	0.2	0.0	3.1
LnGrp Delay(d),s/veh	53.1	38.9	39.0	59.9	44.5	44.3	24.5	0.0	17.0	67.1	0.0	66.5
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1161			941			145			85	
Approach Delay, s/veh		39.6			44.6			23.9			66.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	60.6	7.0	47.2	50.7	15.1	13.8	40.4
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.5	2.6	36.5	8.4	7.9	5.5	30.9
Green Ext Time (p_c), s	0.0	0.4	0.0	4.7	0.1	0.2	2.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	583	53	35	689	78	102
Future Vol, veh/h	583	53	35	689	78	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	634	58	38	749	85	111

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1114	346
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	900	-	202	650
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	900	-	193	650
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	32.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	900	-
HCM Lane V/C Ratio	0.61	-	-	0.042	-
HCM Control Delay (s)	32.3	-	-	9.2	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	585	8	18	767	9	19
Future Vol, veh/h	585	8	18	767	9	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	636	9	20	834	10	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	1096	322
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	936	-	208	674
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	936	-	204	674
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	936	-
HCM Lane V/C Ratio	0.048	-	-	0.021	-
HCM Control Delay (s)	11	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	225	123	85	370	47	65	367	48	32	548	216
Future Volume (veh/h)	254	225	123	85	370	47	65	367	48	32	548	216
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	276	245	134	92	402	51	71	399	52	35	596	235
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	983	405	330	955	394	124	1041	429	79	662	261
Arrive On Green	0.21	0.28	0.28	0.20	0.27	0.27	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2482	977
Grp Volume(v), veh/h	276	245	134	92	402	51	71	399	52	35	425	406
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	14.5	4.8	4.7	4.3	8.4	2.4	3.8	8.1	1.2	1.9	20.8	20.9
Cycle Q Clear(g_c), s	14.5	4.8	4.7	4.3	8.4	2.4	3.8	8.1	1.2	1.9	20.8	20.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	343	983	405	330	955	394	124	1041	429	79	472	451
V/C Ratio(X)	0.80	0.25	0.33	0.28	0.42	0.13	0.57	0.38	0.12	0.44	0.90	0.90
Avail Cap(c_a), veh/h	436	983	405	330	955	394	163	1041	429	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	25.2	13.1	30.4	27.1	24.9	40.2	25.3	6.4	41.7	31.8	32.4
Incr Delay (d2), s/veh	8.4	0.6	2.2	0.5	1.4	0.7	3.5	0.2	0.1	3.9	20.0	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.4	2.1	2.0	4.3	1.0	1.8	4.0	0.5	0.9	12.8	12.4
LnGrp Delay(d),s/veh	42.2	25.8	15.2	30.8	28.4	25.5	43.7	25.5	6.5	45.6	51.8	53.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		655			545			522			866	
Approach Delay, s/veh		30.6			28.6			26.1			52.3	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	30.5	22.2	29.0	10.8	28.0	22.9	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.9	10.1	6.3	6.8	5.8	22.9	16.5	10.4
Green Ext Time (p_c), s	0.0	4.2	1.4	1.3	0.0	0.0	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	417	38	17	671	0	9	2	5	3	0	0
Future Vol, veh/h	0	417	38	17	671	0	9	2	5	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	453	41	18	729	0	10	2	5	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	453	0	0	1219	1219	453	1223	1219	729
Stage 1	-	-	-	-	-	-	453	453	-	766	766	-
Stage 2	-	-	-	-	-	-	766	766	-	457	453	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	875	-	-	1108	-	-	157	180	607	156	180	423
Stage 1	-	-	-	-	-	-	586	570	-	395	412	-
Stage 2	-	-	-	-	-	-	395	412	-	583	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	875	-	-	1108	-	-	154	175	607	150	175	423
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	175	-	150	175	-
Stage 1	-	-	-	-	-	-	586	570	-	395	401	-
Stage 2	-	-	-	-	-	-	384	401	-	576	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	24.2	29.5
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	875	-	-	1108	-	-	150
HCM Lane V/C Ratio	0.085	-	-	-	0.017	-	-	0.022
HCM Control Delay (s)	24.2	0	-	-	8.3	0	-	29.5
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	44.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	265	109	0	173	643	6	0	135	61	44
Future Vol, veh/h	0	15	265	109	0	173	643	6	0	135	61	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	288	118	0	188	699	7	0	147	66	48
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	28.7	64.3	17.3
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	44	389	822	141
LT Vol	135	0	15	173	0
Through Vol	61	0	265	643	138
RT Vol	0	44	109	6	3
Lane Flow Rate	213	48	423	893	153
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.49	0.096	0.772	1	0.34
Departure Headway (Hd)	8.277	7.233	6.572	6.642	7.979
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	435	494	545	554	448
Service Time	6.048	5.004	4.652	4.642	6.073
HCM Lane V/C Ratio	0.49	0.097	0.776	1.612	0.342
HCM Control Delay	18.8	10.8	28.7	64.3	15.2
HCM Lane LOS	C	B	D	F	C
HCM 95th-tile Q	2.6	0.3	7	14.3	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	138	3
Future Vol, veh/h	0	0	138	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	150	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	15.2
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	302	13	10	143	0	5	0	3	0	0	0
Future Vol, veh/h	0	302	13	10	143	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	328	14	11	155	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	342	0	0	512	512	335	514	519	155
Stage 1	-	-	-	-	-	-	335	335	-	177	177	-
Stage 2	-	-	-	-	-	-	177	177	-	337	342	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1425	-	-	1217	-	-	472	465	707	471	461	891
Stage 1	-	-	-	-	-	-	679	643	-	825	753	-
Stage 2	-	-	-	-	-	-	825	753	-	677	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1425	-	-	1217	-	-	468	460	707	465	456	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	460	-	465	456	-
Stage 1	-	-	-	-	-	-	679	643	-	825	745	-
Stage 2	-	-	-	-	-	-	817	745	-	674	638	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	11.8	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1425	-	-	1217	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	0.009	-	-	-
HCM Control Delay (s)	11.8	0	-	-	8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	185	76	583	117	0	26	0	18	0	0	0
Future Vol, veh/h	0	185	76	583	117	0	26	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	201	83	634	127	0	28	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	284	0	0	1637	1637	242	1647	1679	127
Stage 1	-	-	-	-	-	-	242	242	-	1395	1395	-
Stage 2	-	-	-	-	-	-	1395	1395	-	252	284	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1459	-	-	1278	-	-	81	101	797	79	95	923
Stage 1	-	-	-	-	-	-	762	705	-	175	208	-
Stage 2	-	-	-	-	-	-	175	208	-	752	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1278	-	-	47	47	797	45	44	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	47	-	45	44	-
Stage 1	-	-	-	-	-	-	762	705	-	175	97	-
Stage 2	-	-	-	-	-	-	82	97	-	734	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.8	111.7	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	76	1459	-	-	1278	-	-	-
HCM Lane V/C Ratio	0.629	-	-	-	0.496	-	-	-
HCM Control Delay (s)	111.7	0	-	-	10.6	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	2.8	0	-	-	2.9	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	185	678	0	0	0
Future Vol, veh/h	0	185	678	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	201	737	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	737	0	-	0	938	737
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	869	-	-	-	293	418
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	869	-	-	-	293	418
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	833	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	869	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	320	29	290	714	75	65	120	117	20	161	40
Future Volume (veh/h)	62	320	29	290	714	75	65	120	117	20	161	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	67	348	32	315	776	82	71	130	127	22	175	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	415	323	445	829	647	116	1195	489	56	1063	435
Arrive On Green	0.05	0.22	0.22	0.27	0.45	0.45	0.02	0.11	0.11	0.03	0.30	0.30
Sat Flow, veh/h	1634	1863	1449	1634	1863	1453	1634	3539	1448	1634	3539	1446
Grp Volume(v), veh/h	67	348	32	315	776	82	71	130	127	22	175	43
Grp Sat Flow(s),veh/h/ln	1634	1863	1449	1634	1863	1453	1634	1770	1448	1634	1770	1446
Q Serve(g_s), s	4.9	21.4	1.6	20.9	47.5	4.0	5.2	4.0	4.2	1.6	4.4	2.6
Cycle Q Clear(g_c), s	4.9	21.4	1.6	20.9	47.5	4.0	5.2	4.0	4.2	1.6	4.4	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	415	323	445	829	647	116	1195	489	56	1063	435
V/C Ratio(X)	0.82	0.84	0.10	0.71	0.94	0.13	0.61	0.11	0.26	0.40	0.16	0.10
Avail Cap(c_a), veh/h	82	761	591	445	885	690	177	1195	489	109	1063	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	44.6	22.5	39.4	31.7	19.6	56.9	37.1	7.6	56.8	30.9	30.3
Incr Delay (d2), s/veh	46.0	4.6	0.1	5.1	16.3	0.1	4.8	0.2	1.2	4.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	11.5	0.7	10.1	28.1	1.6	2.5	2.0	1.9	0.8	2.2	1.1
LnGrp Delay(d),s/veh	102.4	49.2	22.7	44.5	48.0	19.7	61.8	37.3	8.8	61.3	31.2	30.7
LnGrp LOS	F	D	C	D	D	B	E	D	A	E	C	C
Approach Vol, veh/h		447			1173			328			240	
Approach Delay, s/veh		55.3			45.1			31.6			33.9	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	44.5	36.7	30.7	12.5	40.1	10.0	57.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.6	6.2	22.9	23.4	7.2	6.4	6.9	49.5
Green Ext Time (p_c), s	0.0	1.8	0.0	1.3	0.0	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	549	36	34	1099	28	24
Future Vol, veh/h	549	36	34	1099	28	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	597	39	37	1195	30	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	636	0	1884	616
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	1268	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	947	-	78	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	265	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	947	-	69	491
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	64.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	114	-	-	947	-
HCM Lane V/C Ratio	0.496	-	-	0.039	-
HCM Control Delay (s)	64.3	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	371	141	381	785	77	75	436	105	49	617	237
Future Volume (veh/h)	164	371	141	381	785	77	75	436	105	49	617	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	178	403	153	414	853	84	82	474	114	53	671	258
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	907	374	521	992	409	125	1104	264	93	925	355
Arrive On Green	0.14	0.26	0.26	0.16	0.28	0.28	0.15	0.78	0.75	0.06	0.37	0.35
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2835	678	1634	2501	962
Grp Volume(v), veh/h	178	403	153	414	853	84	82	295	293	53	475	454
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1693
Q Serve(g_s), s	12.6	11.5	10.5	15.1	27.4	5.3	5.7	6.6	7.1	3.8	27.7	27.9
Cycle Q Clear(g_c), s	12.6	11.5	10.5	15.1	27.4	5.3	5.7	6.6	7.1	3.8	27.7	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	229	907	374	521	992	409	125	689	679	93	654	626
V/C Ratio(X)	0.78	0.44	0.41	0.79	0.86	0.21	0.66	0.43	0.43	0.57	0.73	0.73
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	689	679	136	654	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	37.5	37.1	48.2	41.0	33.0	49.3	8.8	9.4	55.2	32.6	33.1
Incr Delay (d2), s/veh	8.1	0.3	0.7	5.3	6.2	0.2	8.2	1.6	1.7	5.4	6.9	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	5.6	4.3	7.0	14.2	2.2	2.8	3.4	3.5	1.8	14.8	14.3
LnGrp Delay(d),s/veh	57.9	37.8	37.8	53.4	47.1	33.2	57.6	10.5	11.1	60.6	39.5	40.3
LnGrp LOS	E	D	D	D	D	C	E	B	B	E	D	D
Approach Vol, veh/h		734			1351			670			982	
Approach Delay, s/veh		42.7			48.2			16.5			41.0	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	50.7	23.7	34.7	13.2	48.4	20.8	37.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	5.8	9.1	17.1	13.5	7.7	29.9	14.6	29.4
Green Ext Time (p_c), s	0.0	6.4	0.7	6.6	0.0	2.4	0.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	372	122	162	409	66	65	367	54	81	349	58
Future Volume (veh/h)	128	372	122	162	409	66	65	367	54	81	349	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	139	404	133	176	445	72	71	399	59	88	379	63
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	547	225	257	687	283	1292	1786	736	158	520	214
Arrive On Green	0.12	0.15	0.15	0.16	0.19	0.19	0.41	0.50	0.50	0.05	0.15	0.15
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	139	404	133	176	445	72	71	399	59	88	379	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	9.8	13.1	10.2	12.2	13.9	5.0	1.6	7.6	1.2	3.3	12.3	3.4
Cycle Q Clear(g_c), s	9.8	13.1	10.2	12.2	13.9	5.0	1.6	7.6	1.2	3.3	12.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	547	225	257	687	283	1292	1786	736	158	520	214
V/C Ratio(X)	0.72	0.74	0.59	0.68	0.65	0.25	0.05	0.22	0.08	0.56	0.73	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1292	1786	736	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	48.4	47.2	47.7	44.6	41.0	21.5	16.6	3.5	55.7	48.9	25.3
Incr Delay (d2), s/veh	4.6	2.3	2.2	3.2	1.0	0.5	0.0	0.3	0.2	4.2	8.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.6	4.3	5.8	6.9	2.1	0.7	3.7	0.5	1.5	6.6	1.6
LnGrp Delay(d),s/veh	55.7	50.7	49.4	50.9	45.6	41.4	21.5	16.9	3.7	59.9	57.6	28.8
LnGrp LOS	E	D	D	D	D	D	C	B	A	E	E	C
Approach Vol, veh/h		676			693			529			530	
Approach Delay, s/veh		51.5			46.5			16.0			54.5	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	64.6	22.9	22.5	52.9	21.6	18.1	27.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	9.6	14.2	15.1	3.6	14.3	11.8	15.9
Green Ext Time (p_c), s	0.0	2.0	2.7	1.5	0.9	1.4	0.4	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	6	46	0	258	43	96	0	69	101	91	0	19	265	48
Future Vol, veh/h	0	11	6	46	0	258	43	96	0	69	101	91	0	19	265	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	7	50	0	280	47	104	0	75	110	99	0	21	288	52
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.5	15.5	14.1	16.9
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	17%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	73%	0%	69%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	63	258	139	332
LT Vol	69	11	258	0	19
Through Vol	101	6	0	43	265
RT Vol	91	46	0	96	48
Lane Flow Rate	284	68	280	151	361
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.464	0.124	0.546	0.252	0.585
Departure Headway (Hd)	5.893	6.529	7.012	6.01	5.831
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	607	553	513	594	613
Service Time	3.983	4.529	4.791	3.789	3.912
HCM Lane V/C Ratio	0.468	0.123	0.546	0.254	0.589
HCM Control Delay	14.1	10.5	18	10.8	16.9
HCM Lane LOS	B	B	C	B	C
HCM 95th-tile Q	2.4	0.4	3.2	1	3.8

Intersection	
Int Delay, s/veh	128

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	210	13	73	352	32	8	239	69	51	22	46
Future Vol, veh/h	25	210	13	73	352	32	8	239	69	51	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	228	14	79	383	35	9	260	75	55	24	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	242	0	0	652	866	121	857	856	209
Stage 1	-	-	-	-	-	-	290	290	-	559	559	-
Stage 2	-	-	-	-	-	-	362	576	-	298	297	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1138	-	-	1322	-	-	353	290	908	251	294	797
Stage 1	-	-	-	-	-	-	694	671	-	481	509	-
Stage 2	-	-	-	-	-	-	629	500	-	686	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1322	-	-	289	266	908	~ 22	270	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	266	-	~ 22	270	-
Stage 1	-	-	-	-	-	-	678	655	-	470	479	-
Stage 2	-	-	-	-	-	-	527	470	-	371	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.3	102.5	$ 947.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	316	1138	-	-	1322	-	-	48
HCM Lane V/C Ratio	0.03	1.059	0.024	-	-	0.06	-	-	2.695
HCM Control Delay (s)	17.8	104.7	8.2	-	-	7.9	-	-	$ 947.5
HCM Lane LOS	C	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	12.4	0.1	-	-	0.2	-	-	13.7

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	96	343	364	275	51	147	294	141	23	805	55
Future Volume (veh/h)	28	96	343	364	275	51	147	294	141	23	805	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	30	104	373	396	299	55	160	320	153	25	875	60
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	92	331	177	506	93	203	865	677	58	700	548
Arrive On Green	0.04	0.26	0.24	0.11	0.33	0.32	0.25	0.93	0.93	0.04	0.38	0.38
Sat Flow, veh/h	1634	357	1280	1634	1531	282	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	30	0	477	396	0	354	160	320	153	25	875	60
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.2	0.0	31.0	13.0	0.0	19.5	11.0	2.2	0.7	1.8	45.1	3.2
Cycle Q Clear(g_c), s	2.2	0.0	31.0	13.0	0.0	19.5	11.0	2.2	0.7	1.8	45.1	3.2
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	423	177	0	599	203	865	677	58	700	548
V/C Ratio(X)	0.51	0.00	1.13	2.24	0.00	0.59	0.79	0.37	0.23	0.43	1.25	0.11
Avail Cap(c_a), veh/h	144	0	423	177	0	599	204	865	677	82	700	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.8	0.0	45.2	53.5	0.0	33.5	43.6	2.4	0.9	56.7	37.5	24.4
Incr Delay (d2), s/veh	6.6	0.0	83.5	574.5	0.0	1.5	17.9	1.2	0.8	4.5	123.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	23.8	34.1	0.0	10.0	5.9	1.3	0.4	0.9	47.1	1.4
LnGrp Delay(d),s/veh	63.4	0.0	128.7	628.0	0.0	35.1	61.5	3.5	1.6	61.2	160.8	24.8
LnGrp LOS	E		F	F		D	E	A	A	E	F	C
Approach Vol, veh/h		507			750			633			960	
Approach Delay, s/veh		124.8			348.1			17.7			149.7	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	59.7	17.0	35.0	18.9	49.1	8.3	43.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.8	4.2	15.0	33.0	13.0	47.1	4.2	21.5
Green Ext Time (p_c), s	0.0	7.1	0.0	0.0	0.0	0.0	0.0	2.2

Intersection Summary		
HCM 2010 Ctrl Delay		168.2
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Future Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	286	138	0	25	439	25	0	118	25	28	0	87	199	192
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.4	21.1	18.2	69.7
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	22	175	215	23	269	158	440
LT Vol	109	22	0	0	23	0	0	80
Through Vol	23	0	175	88	0	269	135	183
RT Vol	26	0	0	127	0	0	23	177
Lane Flow Rate	172	24	191	233	25	293	171	478
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.427	0.058	0.433	0.503	0.06	0.657	0.38	1
Departure Headway (Hd)	8.948	8.712	8.188	7.754	8.602	8.079	7.972	7.78
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	412	440	464	418	448	451	469
Service Time	6.648	6.442	5.943	5.53	6.332	5.833	5.731	5.488
HCM Lane V/C Ratio	0.425	0.058	0.434	0.502	0.06	0.654	0.379	1.019
HCM Control Delay	18.2	12	17.1	18.2	11.9	25.1	15.6	69.7
HCM Lane LOS	C	B	C	C	B	D	C	F
HCM 95th-tile Q	2.1	0.2	2.1	2.8	0.2	4.6	1.8	13.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	97	51	186	174	21	78	710	141	30	794	51
Future Volume (veh/h)	39	97	51	186	174	21	78	710	141	30	794	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	105	55	202	189	23	85	772	153	33	863	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	175	137	142	252	197	132	1900	377	66	2045	130
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.08	0.65	0.63	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2946	584	1634	3379	215
Grp Volume(v), veh/h	42	105	55	202	189	23	85	464	461	33	452	466
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	3.0	6.5	4.3	10.4	11.7	1.7	6.1	15.1	15.3	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.0	6.5	4.3	10.4	11.7	1.7	6.1	15.1	15.3	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	75	175	137	142	252	197	132	1142	1135	66	1071	1104
V/C Ratio(X)	0.56	0.60	0.40	1.43	0.75	0.12	0.64	0.41	0.41	0.50	0.42	0.42
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1142	1135	82	1071	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	0.65	0.65	0.65
Uniform Delay (d), s/veh	56.1	52.2	51.2	54.8	49.9	45.6	53.5	10.2	10.4	53.9	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.2	1.9	227.7	5.2	0.3	3.9	0.8	0.8	3.7	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	1.8	13.6	6.4	0.7	2.9	7.6	7.6	1.1	0.2	0.2
LnGrp Delay(d),s/veh	62.5	55.4	53.0	282.5	55.2	45.9	57.4	11.1	11.3	57.6	0.8	0.8
LnGrp LOS	E	E	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		202			414			1010			951	
Approach Delay, s/veh		56.2			165.6			15.0			2.8	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	81.4	14.4	15.3	13.7	76.6	9.5	20.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.3	17.3	12.4	8.5	8.1	2.0	5.0	13.7
Green Ext Time (p_c), s	0.0	9.1	0.0	0.9	0.1	9.2	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	114	155	93	103	87	238	800	139	196	878	110
Future Volume (veh/h)	45	114	155	93	103	87	238	800	139	196	878	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	124	168	101	112	95	259	870	151	213	954	120
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
Arrive On Green	0.05	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	49	124	168	101	112	95	259	870	151	213	954	120
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.1	23.5	5.7
Cycle Q Clear(g_c), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.1	23.5	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
V/C Ratio(X)	0.56	0.22	0.74	1.06	0.20	0.41	0.86	0.50	0.21	0.82	0.57	0.18
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1748	720	259	1660	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	55.4	44.3	48.3	56.5	43.7	45.2	47.6	20.4	17.1	48.9	23.2	18.4
Incr Delay (d2), s/veh	5.4	0.2	4.6	90.9	0.1	0.7	22.2	1.0	0.7	11.7	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.6	5.6	1.6	2.9	10.2	9.9	2.9	7.6	11.6	2.4
LnGrp Delay(d),s/veh	60.8	44.5	52.9	148.1	43.8	46.0	69.7	21.4	17.8	60.6	24.0	18.8
LnGrp LOS	E	D	D	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		341			308			1280			1287	
Approach Delay, s/veh		51.0			78.7			30.7			29.6	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	63.3	11.0	22.7	26.0	60.3	10.5	23.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.7	21.8	9.0	15.2	20.5	25.5	5.5	9.0
Green Ext Time (p_c), s	0.0	11.1	0.0	1.5	0.0	9.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	122	107	97	256	71	265	687	112	56	816	139
Future Volume (veh/h)	31	122	107	97	256	71	265	687	112	56	816	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	34	133	116	105	278	77	288	747	122	61	887	151
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	229	185	82	464	191	123	787	616	443	1153	902
Arrive On Green	0.04	0.12	0.11	0.05	0.13	0.13	0.15	0.84	0.84	0.27	0.62	0.62
Sat Flow, veh/h	1634	1863	1504	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	34	126	123	105	278	77	288	747	122	61	887	151
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	8.1	8.9	6.0	8.9	3.3	9.0	37.8	1.4	3.4	41.6	5.3
Cycle Q Clear(g_c), s	2.4	8.1	8.9	6.0	8.9	3.3	9.0	37.8	1.4	3.4	41.6	5.3
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	218	196	82	464	191	123	787	616	443	1153	902
V/C Ratio(X)	0.50	0.58	0.63	1.29	0.60	0.40	2.35	0.95	0.20	0.14	0.77	0.17
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	443	1153	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.91	0.91	0.91	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	49.7	50.9	57.0	49.2	15.7	51.0	8.3	3.0	33.1	16.7	9.7
Incr Delay (d2), s/veh	4.9	2.2	2.9	189.5	1.1	1.2	609.8	3.4	0.1	0.1	5.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	4.1	7.0	4.4	1.4	24.8	18.6	0.5	1.5	22.8	2.2
LnGrp Delay(d),s/veh	61.2	51.8	53.9	246.5	50.3	16.9	660.8	11.7	3.1	33.2	21.6	10.1
LnGrp LOS	E	D	D	F	D	B	F	B	A	C	C	B
Approach Vol, veh/h		283			460			1157			1099	
Approach Delay, s/veh		53.8			89.5			172.4			20.7	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	51.8	10.0	18.8	13.0	78.2	9.0	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	5.4	39.8	8.0	10.9	11.0	43.6	4.4	10.9
Green Ext Time (p_c), s	3.7	3.1	0.0	1.9	0.0	4.8	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	92.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	170	45	116	238	79	166	312	78	290	601	128
Future Volume (veh/h)	42	170	45	116	238	79	166	312	78	290	601	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	185	49	126	259	86	180	339	85	315	653	139
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	317	131	174	514	212	226	1617	666	349	1884	777
Arrive On Green	0.05	0.09	0.09	0.11	0.15	0.15	0.28	0.91	0.91	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	185	49	126	259	86	180	339	85	315	653	139
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.2	6.0	2.8	9.0	8.1	6.4	12.3	1.2	0.4	21.6	0.0	0.0
Cycle Q Clear(g_c), s	3.2	6.0	2.8	9.0	8.1	6.4	12.3	1.2	0.4	21.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	317	131	174	514	212	226	1617	666	349	1884	777
V/C Ratio(X)	0.32	0.58	0.38	0.72	0.50	0.41	0.80	0.21	0.13	0.90	0.35	0.18
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1617	666	354	1884	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.71	0.71	0.71	0.96	0.96	0.96	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.1	52.5	28.1	51.9	47.3	46.6	41.9	2.9	1.1	33.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.7	9.7	0.5	0.9	8.2	0.3	0.4	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	1.2	4.5	4.0	2.6	6.0	0.6	0.2	9.9	0.0	0.0
LnGrp Delay(d),s/veh	54.3	54.1	29.8	61.6	47.8	47.5	50.1	3.1	1.5	36.5	0.0	0.0
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		280			471			604			1107	
Approach Delay, s/veh		49.9			51.4			16.9			10.4	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.6	58.8	16.8	14.7	20.6	67.9	10.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	23.6	3.2	11.0	8.0	14.3	2.0	5.2	10.1
Green Ext Time (p_c), s	0.1	5.7	0.0	0.7	0.3	5.7	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	418	133	97	287	63	89	874	85	191	1858	537
Future Volume (veh/h)	221	418	133	97	287	63	89	874	85	191	1858	537
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	240	454	145	105	312	68	97	950	92	208	2020	584
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	674	278	205	521	215	144	1928	795	109	1853	764
Arrive On Green	0.11	0.19	0.19	0.06	0.15	0.15	0.09	0.54	0.54	0.07	0.52	0.52
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	240	454	145	105	312	68	97	950	92	208	2020	584
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.8	14.3	10.7	3.8	9.9	5.0	6.9	20.0	3.7	8.0	62.8	38.2
Cycle Q Clear(g_c), s	8.8	14.3	10.7	3.8	9.9	5.0	6.9	20.0	3.7	8.0	62.8	38.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	674	278	205	521	215	144	1928	795	109	1853	764
V/C Ratio(X)	0.70	0.67	0.52	0.51	0.60	0.32	0.67	0.49	0.12	1.91	1.09	0.76
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1928	795	109	1853	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.94	0.94	0.94	0.79	0.79	0.79
Uniform Delay (d), s/veh	51.6	45.1	43.7	54.3	47.9	45.8	53.1	17.0	13.3	56.0	28.6	22.7
Incr Delay (d2), s/veh	3.6	0.9	1.2	2.0	1.1	0.8	10.2	0.8	0.3	435.0	48.3	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.1	4.4	1.7	4.9	2.1	3.5	10.0	1.5	16.8	42.8	16.5
LnGrp Delay(d),s/veh	55.3	46.0	44.9	56.2	49.0	46.6	63.2	17.8	13.5	491.0	76.9	28.5
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	C
Approach Vol, veh/h		839			485			1139			2812	
Approach Delay, s/veh		48.5			50.2			21.4			97.5	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.4	11.8	26.8	14.6	66.8	17.0	21.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	22.0	5.8	16.3	8.9	64.8	10.8	11.9
Green Ext Time (p_c), s	0.0	21.8	0.1	3.6	0.0	0.0	0.2	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	68.9
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	16	49	0	11	24	1684	118	25	1480	43
Future Volume (veh/h)	56	0	16	49	0	11	24	1684	118	25	1480	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	0	17	53	0	12	26	1830	128	27	1609	47
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
Arrive On Green	0.06	0.00	0.05	0.06	0.00	0.03	0.04	0.72	0.72	0.04	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	61	0	17	53	0	12	26	1830	128	27	1609	47
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.4	1.3	1.9	15.3	1.1
Cycle Q Clear(g_c), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.4	1.3	1.9	15.3	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
V/C Ratio(X)	0.62	0.00	0.25	0.54	0.00	0.17	0.44	0.71	0.12	0.45	0.44	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2564	1057	82	3687	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	41.1	54.8	0.0	55.9	56.7	9.4	0.9	56.6	6.6	4.7
Incr Delay (d2), s/veh	6.2	0.0	2.0	4.6	0.0	1.1	5.1	1.7	0.2	5.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	1.8	0.0	0.4	0.9	17.6	0.6	1.0	7.1	0.5
LnGrp Delay(d),s/veh	61.2	0.0	43.1	59.4	0.0	57.0	61.8	11.2	1.1	61.9	7.0	4.8
LnGrp LOS	E		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		78			65			1984			1683	
Approach Delay, s/veh		57.2			59.0			11.2			7.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	90.9	11.2	9.5	8.3	91.0	11.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	37.4	5.8	3.2	3.9	17.3	6.4	2.9
Green Ext Time (p_c), s	0.0	14.5	0.0	0.0	0.0	28.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	182	1487	107	75	1095
Future Volume (veh/h)	392	182	1487	107	75	1095
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	426	198	1616	116	82	1190
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1232	965	121	1433
Arrive On Green	0.16	0.16	0.66	0.66	0.15	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	426	198	1616	116	82	1190
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	15.8	79.4	3.5	5.7	0.0
Cycle Q Clear(g_c), s	19.7	15.8	79.4	3.5	5.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1232	965	121	1433
V/C Ratio(X)	1.59	0.83	1.31	0.12	0.67	0.83
Avail Cap(c_a), veh/h	268	239	1232	965	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	0.26	0.26
Uniform Delay (d), s/veh	50.2	48.5	20.3	7.5	49.7	0.0
Incr Delay (d2), s/veh	277.6	16.3	146.1	0.3	2.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.6	7.4	90.4	1.5	2.6	0.6
LnGrp Delay(d),s/veh	327.8	64.8	166.4	7.7	52.0	1.6
LnGrp LOS	F	E	F	A	D	A
Approach Vol, veh/h	624		1732			1272
Approach Delay, s/veh	244.3		155.8			4.8
Approach LOS	F		F			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.9	83.4				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.5	81.4				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				55.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	118.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	66	178	124	100	89	71	423	29	36	862	40
Future Volume (veh/h)	98	66	178	124	100	89	71	423	29	36	862	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	72	193	135	109	97	77	460	32	39	937	43
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	86	230	144	137	122	120	1819	126	74	1770	81
Arrive On Green	0.13	0.19	0.18	0.09	0.15	0.14	0.15	1.00	1.00	0.09	1.00	0.99
Sat Flow, veh/h	1634	448	1202	1634	910	810	1634	3358	233	1634	3446	158
Grp Volume(v), veh/h	107	0	265	135	0	206	77	242	250	39	481	499
Grp Sat Flow(s),veh/h/ln	1634	0	1651	1634	0	1720	1634	1770	1822	1634	1770	1835
Q Serve(g_s), s	7.3	0.0	18.6	9.9	0.0	13.9	5.3	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	18.6	9.9	0.0	13.9	5.3	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	211	0	316	144	0	259	120	958	987	74	909	942
V/C Ratio(X)	0.51	0.00	0.84	0.94	0.00	0.80	0.64	0.25	0.25	0.52	0.53	0.53
Avail Cap(c_a), veh/h	211	0	418	144	0	381	218	958	987	163	909	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.96	0.00	0.96	1.00	0.00	1.00	0.92	0.92	0.92	0.91	0.91	0.91
Uniform Delay (d), s/veh	48.7	0.0	47.4	54.4	0.0	49.6	49.7	0.0	0.0	53.3	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	10.7	55.6	0.0	7.1	5.1	0.6	0.6	5.1	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	9.4	6.7	0.0	7.1	2.6	0.2	0.2	1.3	0.5	0.5
LnGrp Delay(d),s/veh	50.6	0.0	58.0	110.0	0.0	56.7	54.8	0.6	0.6	58.4	2.0	1.9
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		372			341			569			1019	
Approach Delay, s/veh		55.9			77.8			7.9			4.1	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	69.0	14.6	26.9	12.8	65.6	19.5	22.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.7	2.0	11.9	20.6	7.3	2.0	9.3	15.9
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	6.4	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	56	2	653	0	279	664	0	0	0	1001	690
Future Vol, veh/h	0	0	0	0	0	56	2	653	0	279	664	0	0	0	1001	690
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	61	2	710	0	303	722	0	0	0	1088	750
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66	58.7	68.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	664	58	653	1001	690
LT Vol	279	0	56	0	0	0
Through Vol	0	664	2	0	1001	0
RT Vol	0	0	0	653	0	690
Lane Flow Rate	303	722	63	710	1088	750
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.716	1	0.159	1	1	1
Departure Headway (Hd)	8.501	8.001	9.091	7.909	7.874	7.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	462	393	461	468	510
Service Time	6.218	5.718	6.869	5.687	5.61	4.911
HCM Lane V/C Ratio	0.708	1.563	0.16	1.54	2.325	1.471
HCM Control Delay	29.9	70.8	13.6	70.6	70.3	66.9
HCM Lane LOS	D	F	B	F	F	F
HCM 95th-tile Q	5.5	13	0.6	13	13.1	13.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	531	195	364	147	529	0	0	692	212
Future Volume (veh/h)	0	0	0	531	195	364	147	529	0	0	692	212
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				577	212	396	160	575	0	0	752	230
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1004	572	448	559	2187	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				577	212	396	160	575	0	0	752	230
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.8	10.7	31.0	5.3	8.9	0.0	0.0	8.5	5.3
Cycle Q Clear(g_c), s				17.8	10.7	31.0	5.3	8.9	0.0	0.0	8.5	5.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1004	572	448	559	2187	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.29	0.26	0.00	0.00	0.53	0.39
Avail Cap(c_a), veh/h				1185	675	529	559	2187	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.35	0.35	0.35	0.95	0.95	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				35.0	32.5	39.5	42.9	10.5	0.0	0.0	7.7	7.4
Incr Delay (d2), s/veh				0.2	0.1	5.9	0.3	0.3	0.0	0.0	1.1	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	5.5	13.2	2.3	4.4	0.0	0.0	4.2	2.3
LnGrp Delay(d),s/veh				35.2	32.6	45.4	43.1	10.7	0.0	0.0	8.8	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1185			735			982	
Approach Delay, s/veh					38.1			17.8			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.6			25.6	53.0		41.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.9			7.3	10.5		33.0
Green Ext Time (p_c), s		3.3			1.9	4.6		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	261	466	185	331	819	0	0	1639	645
Future Volume (veh/h)	0	0	0	261	466	185	331	819	0	0	1639	645
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				284	507	201	360	890	0	0	1782	701
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				591	660	272	340	2644	0	0	1788	737
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				284	507	201	360	890	0	0	1782	701
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.2	55.0
Cycle Q Clear(g_c), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.2	55.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				591	660	272	340	2644	0	0	1788	737
V/C Ratio(X)				0.48	0.77	0.74	1.06	0.34	0.00	0.00	1.00	0.95
Avail Cap(c_a), veh/h				822	917	378	340	2644	0	0	1788	737
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.6	46.4	46.1	43.4	0.1	0.0	0.0	29.6	28.3
Incr Delay (d2), s/veh				0.6	2.6	4.8	60.1	0.3	0.0	0.0	5.6	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.2	6.7	16.9	0.2	0.0	0.0	30.6	22.8
LnGrp Delay(d),s/veh				44.2	49.0	50.9	103.4	0.4	0.0	0.0	35.2	32.0
LnGrp LOS				D	D	D	F	A			D	C
Approach Vol, veh/h					992			1250			2483	
Approach Delay, s/veh					48.0			30.1			34.3	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			29.0	64.6		26.4
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.3			27.0	62.2		18.3
Green Ext Time (p_c), s		40.6			0.0	0.0		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		36.1
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	206	1	88	0	0	0	0	0	0	549	109	0	422	353	0
Future Vol, veh/h	0	206	1	88	0	0	0	0	0	0	549	109	0	422	353	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	224	1	96	0	0	0	0	0	0	597	118	0	459	384	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	17.4	57.5	39.3
HCM LOS	C	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	549	109	207	88	422	353
LT Vol	0	0	206	0	422	0
Through Vol	549	0	1	0	0	353
RT Vol	0	109	0	88	0	0
Lane Flow Rate	597	118	225	96	459	384
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.212	0.518	0.191	0.927	0.722
Departure Headway (Hd)	7.162	6.444	8.417	7.191	7.275	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	558	432	500	500	537
Service Time	4.893	4.176	6.117	4.921	4.988	4.487
HCM Lane V/C Ratio	1.178	0.211	0.521	0.192	0.918	0.715
HCM Control Delay	66.8	10.9	19.8	11.6	51.1	25.2
HCM Lane LOS	F	B	C	B	F	D
HCM 95th-tile Q	13.7	0.8	2.9	0.7	11	5.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	116	219	0	0	0	0	596	481	310	885	0
Future Volume (veh/h)	184	116	219	0	0	0	0	596	481	310	885	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	200	126	238				0	648	523	337	962	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	316	685	282				0	2888	828	440	2619	0
Arrive On Green	0.19	0.19	0.19				0.00	0.57	0.57	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	200	126	238				0	648	523	337	962	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	13.5	3.6	18.9				0.0	7.6	29.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	13.5	3.6	18.9				0.0	7.6	29.0	11.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	685	282				0	2888	828	440	2619	0
V/C Ratio(X)	0.63	0.18	0.84				0.00	0.22	0.63	0.77	0.37	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2888	828	660	2619	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	44.5	40.5	46.6				0.0	12.8	17.5	41.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	10.8				0.0	0.2	3.6	2.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.8	8.5				0.0	3.6	12.5	5.2	0.1	0.0
LnGrp Delay(d),s/veh	46.6	40.6	57.5				0.0	13.0	21.1	44.1	0.3	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		564						1171			1299	
Approach Delay, s/veh		49.8						16.6			11.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.6	72.1		27.2		92.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.7	31.0		20.9		2.0		
Green Ext Time (p_c), s	0.9	9.4		1.7		14.8		

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	461	124	0	0	0	0	849	519	743	1253	0
Future Volume (veh/h)	172	461	124	0	0	0	0	849	519	743	1253	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	187	501	135				0	923	564	808	1362	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	531	593	244				0	1708	704	792	2710	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	187	501	135				0	923	564	808	1362	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	531	593	244				0	1708	704	792	2710	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.54	0.80	1.02	0.50	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1708	704	792	2710	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.84	0.84	0.84				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.2	48.4	45.8				0.0	21.7	26.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.1	1.7				0.0	1.2	9.4	15.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	4.2				0.0	10.9	17.5	14.6	0.0	0.0
LnGrp Delay(d),s/veh	44.5	56.6	47.6				0.0	23.0	35.6	45.0	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		823						1487			2170	
Approach Delay, s/veh		52.4						27.7			16.8	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.9		24.1		95.9		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	41.2		18.5		2.0		
Green Ext Time (p_c), s	0.0	10.1		1.0		28.0		

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	75	0	0	104
Future Vol, veh/h	0	0	75	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	82	0	0	82	0
Stage 1	82	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	794	978	-	-	1515	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	978	-	-	1515	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1515	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	276	114	0	0	0
Future Vol, veh/h	0	276	114	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	124	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	424	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	587	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	587	927
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	14	104	82	91	128
Future Vol, veh/h	12	14	104	82	91	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	113	89	99	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	567	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	529	940	-	-	1476	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	529	940	1476	-
HCM Lane V/C Ratio	-	-	0.025	0.016	0.067	-
HCM Control Delay (s)	-	-	12	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	18	121	94	96	133
Future Vol, veh/h	16	18	121	94	96	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	20	132	102	104	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	485	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	541	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	502	917	-	-	1453	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	502	917	1453	-
HCM Lane V/C Ratio	-	-	0.035	0.021	0.072	-
HCM Control Delay (s)	-	-	12.4	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	121	71	0	133
Future Vol, veh/h	0	21	121	71	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	132	77	0	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	713	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	917	-	-	1453	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	882	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	917	1453	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	80	71	50	13	14
Future Vol, veh/h	74	80	71	50	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	87	77	54	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	325	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	669	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	634	984
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1522	-	-	-	634	984
HCM Lane V/C Ratio	0.053	-	-	-	0.022	0.015
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	73	75	61	65	10	9
Future Vol, veh/h	73	75	61	65	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	82	66	71	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	306	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	686	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	651	998
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	651	998
HCM Lane V/C Ratio	0.052	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.6	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	50	75	65	54	4	5
Future Vol, veh/h	50	75	65	54	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	82	71	59	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	261	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1529	-	-	-	728	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	702	991
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1529	-	-	-	702	991
HCM Lane V/C Ratio	0.036	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10.2	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

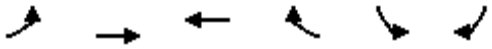
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	71	25	36	57	6	10
Future Vol, veh/h	71	25	36	57	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	27	39	62	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	217	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	771	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	751	984
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	864	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	984	-	-	1522	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.026	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	184	197	0	266	58
Future Volume (veh/h)	0	184	197	0	266	58
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	200	214	0	289	63
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	336	336	0	2552	1174
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	200	214	0	289	63
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.5	7.0	0.0	2.3	1.1
Cycle Q Clear(g_c), s	0.0	6.5	7.0	0.0	2.3	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	336	336	0	2552	1174
V/C Ratio(X)	0.00	0.60	0.64	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2552	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.1	52.3	0.0	2.5	2.4
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	3.5	0.0	1.0	0.4
LnGrp Delay(d),s/veh	0.0	53.8	53.7	0.0	2.6	2.5
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		200	214		352	
Approach Delay, s/veh		53.8	53.7		2.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.4		102.6		17.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.5		4.3		9.0
Green Ext Time (p_c), s				2.4		1.2		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	430	0	0	486	345	36	0	316	0	0	0
Future Volume (veh/h)	27	430	0	0	486	345	36	0	316	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	29	467	0	0	528	375	39	0	343			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	35	1338	0	0	1099	453	1679	0	772			
Arrive On Green	0.02	0.38	0.00	0.00	0.31	0.31	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	29	467	0	0	528	375	39	0	343			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.3	12.3	0.0	0.0	15.7	31.0	0.8	0.0	18.8			
Cycle Q Clear(g_c), s	2.3	12.3	0.0	0.0	15.7	31.0	0.8	0.0	18.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	35	1338	0	0	1099	453	1679	0	772			
V/C Ratio(X)	0.83	0.35	0.00	0.00	0.48	0.83	0.02	0.00	0.44			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1679	0	772			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.20	0.20	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	29.0	0.0	0.0	36.3	41.6	14.6	0.0	18.8			
Incr Delay (d2), s/veh	49.0	0.2	0.0	0.0	0.1	1.5	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.1	0.0	0.0	7.7	12.7	0.3	0.0	7.6			
LnGrp Delay(d),s/veh	112.4	29.1	0.0	0.0	36.4	43.1	14.6	0.0	19.2			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		496			903			382				
Approach Delay, s/veh		34.0			39.2			18.7				
Approach LOS		C			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		74.9		55.1			8.8	46.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		20.8		14.3			4.3	33.0
Green Ext Time (p_c), s		0.0		8.5			0.0	7.3

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	74	189	14	0	8	286	27	0	63	10	19	0	75	11	168
Future Vol, veh/h	0	74	189	14	0	8	286	27	0	63	10	19	0	75	11	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	205	15	0	9	311	29	0	68	11	21	0	82	12	183
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.3	12.4	11.1	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	82%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	18%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	74	126	77	8	191	122	75	7	172
LT Vol	63	0	74	0	0	8	0	0	75	0	0
Through Vol	0	10	0	126	63	0	191	95	0	7	4
RT Vol	0	19	0	0	14	0	0	27	0	0	168
Lane Flow Rate	68	32	80	137	84	9	207	133	82	8	187
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.145	0.058	0.16	0.254	0.152	0.017	0.378	0.237	0.165	0.015	0.317
Departure Headway (Hd)	7.63	6.672	7.173	6.668	6.54	7.076	6.571	6.415	7.307	6.806	6.119
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	468	533	498	536	546	504	545	557	489	523	584
Service Time	5.414	4.456	4.946	4.441	4.312	4.847	4.342	4.186	5.081	4.579	3.892
HCM Lane V/C Ratio	0.145	0.06	0.161	0.256	0.154	0.018	0.38	0.239	0.168	0.015	0.32
HCM Control Delay	11.7	9.9	11.3	11.7	10.5	10	13.3	11.2	11.5	9.7	11.7
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1	0.5	0.1	1.8	0.9	0.6	0	1.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	276	114	0	0	0
Future Vol, veh/h	0	276	114	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	124	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	424	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	587	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	587	927
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	75	0	0	104
Future Vol, veh/h	0	0	75	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	82	0	0	82	0
Stage 1	82	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	794	978	-	-	1515	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	978	-	-	1515	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1515	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	37	16	35	18	73	21	524	91	101	551	7
Future Volume (veh/h)	5	37	16	35	18	73	21	524	91	101	551	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	5	40	17	38	20	79	23	570	99	110	599	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	708	711	302	750	189	746	36	728	126	140	1092	15
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.02	0.24	0.24	0.09	0.31	0.30
Sat Flow, veh/h	1189	1242	528	1235	330	1303	1634	3018	523	1634	3576	48
Grp Volume(v), veh/h	5	0	57	38	0	99	23	334	335	110	296	311
Grp Sat Flow(s),veh/h/ln	1189	0	1770	1235	0	1633	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.2	0.0	1.7	1.7	0.0	3.3	1.7	21.1	21.3	7.9	16.8	16.8
Cycle Q Clear(g_c), s	3.6	0.0	1.7	3.4	0.0	3.3	1.7	21.1	21.3	7.9	16.8	16.8
Prop In Lane	1.00		0.30	1.00		0.80	1.00		0.30	1.00		0.03
Lane Grp Cap(c), veh/h	708	0	1013	750	0	935	36	427	427	140	540	566
V/C Ratio(X)	0.01	0.00	0.06	0.05	0.00	0.11	0.64	0.78	0.78	0.78	0.55	0.55
Avail Cap(c_a), veh/h	708	0	1013	750	0	935	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	11.4	12.1	0.0	11.8	58.2	42.6	42.7	53.7	34.8	34.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	17.3	3.1	3.2	9.1	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.9	0.6	0.0	1.6	0.9	10.8	10.8	3.9	8.3	8.7
LnGrp Delay(d),s/veh	12.5	0.0	11.5	12.2	0.0	12.0	75.5	45.7	45.9	62.9	35.6	35.6
LnGrp LOS	B		B	B		B	E	D	D	E	D	D
Approach Vol, veh/h		62			137			692			717	
Approach Delay, s/veh		11.5			12.0			46.8			39.8	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	33.0		72.7	6.6	40.6		72.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	9.9	23.3		5.6	3.7	18.8		5.4
Green Ext Time (p_c), s	0.2	5.2		0.5	0.0	5.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	10	50	317	32	18
Future Vol, veh/h	232	10	50	317	32	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	252	11	54	345	35	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	711	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	400	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	380	781
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	1301	-
HCM Lane V/C Ratio	0.117	-	-	0.042	-
HCM Control Delay (s)	13.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	47.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	189	62	0	374	296	18	0	77	24	378
Future Vol, veh/h	0	6	189	62	0	374	296	18	0	77	24	378
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	7	205	67	0	407	322	20	0	84	26	411
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	17.6	66	39.3
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	74%	44%	0%	80%
Vol Right, %	79%	24%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	479	257	670	18	30
LT Vol	77	6	374	0	3
Through Vol	24	189	296	0	24
RT Vol	378	62	0	18	3
Lane Flow Rate	521	279	728	20	33
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.886	0.534	1	0.034	0.073
Departure Headway (Hd)	6.124	6.878	7.254	6.252	8.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	594	522	503	569	442
Service Time	4.164	4.933	5.037	4.034	6.164
HCM Lane V/C Ratio	0.877	0.534	1.447	0.035	0.075
HCM Control Delay	39.3	17.6	67.5	9.3	11.8
HCM Lane LOS	E	C	F	A	B
HCM 95th-tile Q	10.4	3.1	13.6	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	24	3
Future Vol, veh/h	0	3	24	3
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	26	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	22.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	259	380	456	51	57	179
Future Vol, veh/h	259	380	456	51	57	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	413	496	55	62	195

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	551	0	-	0	1499	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1019	-	-	-	135	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1019	-	-	-	87	554
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	SB
HCM Control Delay, s	4	0	120.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1019	-	-	-	241
HCM Lane V/C Ratio	0.276	-	-	-	1.064
HCM Control Delay (s)	9.9	0	-	-	120.2
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	10.8

Intersection	
Int Delay, s/veh	32.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	0	20	8	120	0	784	9	106	1199	4
Future Vol, veh/h	0	20	0	20	8	120	0	784	9	106	1199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	0	22	9	130	0	852	10	115	1303	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1966	2398	654	1750	2395	431	1308	0	0	862	0	0
Stage 1	1536	1536	-	857	857	-	-	-	-	-	-	-
Stage 2	430	862	-	893	1538	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	33	409	55	33	573	525	-	-	776	-	-
Stage 1	121	176	-	318	372	-	-	-	-	-	-	-
Stage 2	574	370	-	303	176	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	28	409	~ 18	28	573	525	-	-	776	-	-
Mov Cap-2 Maneuver	19	28	-	~ 18	28	-	-	-	-	-	-	-
Stage 1	121	150	-	318	372	-	-	-	-	-	-	-
Stage 2	433	370	-	221	150	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 301.1	$ 455.8	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	28	92	776	-	-
HCM Lane V/C Ratio	-	-	-	0.776	1.749	0.148	-	-
HCM Control Delay (s)	0	-	-	$ 301.1	$ 455.8	10.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.5	13.2	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	5	2	138	2	0
Future Vol, veh/h	182	5	2	138	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	5	2	150	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	355	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1369	-	643	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	642	840
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1369	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	114	0	0	146	0	0
Future Vol, veh/h	114	0	0	146	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	124	0	0	159	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	124	0	283	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1463	-	707	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1463	-	707	927
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	870	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1463	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	517.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	152	672	104	139	769	10	140	0	64	8	2	12
Future Vol, veh/h	152	672	104	139	769	10	140	0	64	8	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	165	730	113	151	836	11	152	0	70	9	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	847	0	0	843	0	0	2268	2266	787	2295	2317	841
Stage 1	-	-	-	-	-	-	1117	1117	-	1143	1143	-
Stage 2	-	-	-	-	-	-	1151	1149	-	1152	1174	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	790	-	-	793	-	-	~ 29	41	392	27	38	365
Stage 1	-	-	-	-	-	-	252	283	-	243	275	-
Stage 2	-	-	-	-	-	-	241	273	-	241	266	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	790	-	-	793	-	-	~ 13	16	392	11	15	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 13	16	-	11	15	-
Stage 1	-	-	-	-	-	-	~ 150	169	-	145	176	-
Stage 2	-	-	-	-	-	-	~ 147	175	-	118	159	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	1.6	$ 5195.2	$ 388.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	790	-	-	793	-	-	25
HCM Lane V/C Ratio	11.67	0.209	-	-	0.191	-	-	0.957
HCM Control Delay (s)	$ 5195.2	10.8	0	-	10.6	0	-	$ 388.4
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	28.3	0.8	-	-	0.7	-	-	2.9

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	208	0	0
Future Vol, veh/h	104	0	0	208	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	0	226	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	339	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	657	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	657	940
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	812	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1476	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	69	0	0	138	0	0
Future Vol, veh/h	69	0	0	138	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	0	0	150	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	225	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	763	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	763	986
Mov Cap-2 Maneuver	-	-	-	-	763	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	878	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1524	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	104	0	0	208	0	0
Future Vol, veh/h	104	0	0	208	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	0	226	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	113	113	226	113
Stage 1	-	-	0	0	113	-
Stage 2	-	-	113	113	113	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	884	777	762	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	912	802	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	884	0	762	940
Mov Cap-2 Maneuver	-	-	884	0	762	-
Stage 1	-	-	-	0	912	-
Stage 2	-	-	912	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	34	67	117	138	173
Future Vol, veh/h	92	34	67	117	138	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	37	73	127	150	188

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	391	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	613	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	580	934
Mov Cap-2 Maneuver	-	-	-	-	580	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1447	-
HCM Lane V/C Ratio	0.46	-	-	0.05	-
HCM Control Delay (s)	14	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	50	56	81	374	295	109
Future Vol, veh/h	50	56	81	374	295	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	61	88	407	321	118

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	963	380	439	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	667	1121	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	255	667	1121	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1121	-	379	-	-
HCM Lane V/C Ratio	0.079	-	0.304	-	-
HCM Control Delay (s)	8.5	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	71	0	0	110
Future Vol, veh/h	0	0	71	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	984	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	792	984	-	-	1522	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1522	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	209	80	0
Future Vol, veh/h	0	0	0	209	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	227	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	201	43	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	769	1018	1507	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	769	1018	1507	-	-	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	898	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	100	416	50	40	296
Future Vol, veh/h	79	100	416	50	40	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	109	452	54	43	322

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	861	452	0	0	452	0
Stage 1	452	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	326	608	-	-	1109	-
Stage 1	641	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	608	-	-	1109	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	311	608	1109	-
HCM Lane V/C Ratio	-	-	0.276	0.179	0.039	-
HCM Control Delay (s)	-	-	20.9	12.2	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.6	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	71	0	0	110
Future Vol, veh/h	0	0	71	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	984	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	792	984	-	-	1522	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1522	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	21	0	14	0	0	144	64
Future Vol, veh/h	0	0	0	0	0	21	0	14	0	0	144	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	23	0	15	0	0	157	70
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.2	8.1
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	96	112	0	0	21	14	13	34	34
LT Vol	0	0	0	0	0	21	0	13	0	0
Through Vol	0	96	48	0	0	0	0	0	34	34
RT Vol	0	0	64	0	0	0	14	0	0	0
Lane Flow Rate	0	104	122	0	0	23	15	14	36	36
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.137	0.146	0	0	0.037	0.019	0.022	0.051	0.034
Departure Headway (Hd)	4.722	4.722	4.321	5.371	5.371	5.78	4.58	5.568	5.067	3.328
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	749	818	0	0	622	785	646	710	1081
Service Time	2.513	2.513	2.113	3.081	3.081	3.488	2.287	3.272	2.771	1.032
HCM Lane V/C Ratio	0	0.139	0.149	0	0	0.037	0.019	0.022	0.051	0.033
HCM Control Delay	7.5	8.3	7.9	8.1	8.1	8.7	7.4	8.4	8	6.1
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.5	0.5	0	0	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	67	0
Future Vol, veh/h	0	13	67	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	73	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	406	0	0	0	424	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	406	0	0	0	424	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	441	0	0	0	461	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	14.5	15.2
HCM LOS	-	-	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	406	0	0	0	0	424	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	406	0	0	0	0	424	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	441	0	0	0	0	461	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.596	0	0	0	0	0.621	0
Departure Headway (Hd)	4.861	4.861	4.861	6.628	6.628	4.848	4.848	4.848
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	746	0	0	0	0	747	0
Service Time	2.568	2.568	2.568	4.37	4.37	2.555	2.555	2.555
HCM Lane V/C Ratio	0	0.591	0	0	0	0	0.617	0
HCM Control Delay	7.6	14.5	7.6	9.4	9.4	7.6	15.2	7.6
HCM Lane LOS	N	B	N	N	N	N	C	N
HCM 95th-tile Q	0	4	0	0	0	0	4.4	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	71	0	0	110	0
Future Vol, veh/h	0	0	0	0	0	0	0	71	0	0	110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	77	0	0	120	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	197	197	120	197	197	77	120	0	0	77	0	0
Stage 1	120	120	-	77	77	-	-	-	-	-	-	-
Stage 2	77	77	-	120	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	762	699	931	762	699	984	1468	-	-	1522	-	-
Stage 1	884	796	-	932	831	-	-	-	-	-	-	-
Stage 2	932	831	-	884	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	762	699	931	762	699	984	1468	-	-	1522	-	-
Mov Cap-2 Maneuver	762	699	-	762	699	-	-	-	-	-	-	-
Stage 1	884	796	-	932	831	-	-	-	-	-	-	-
Stage 2	932	831	-	884	796	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	-	-	-	-	-	-	1522	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	18	30	209	80	8
Future Vol, veh/h	6	18	30	209	80	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	20	33	227	87	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	270	48	96	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	697	1011	1496	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	1011	1496	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1496	-	901	-	-
HCM Lane V/C Ratio	0.022	-	0.029	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	882	173	108	1073	21	130	0	44	12	8	56
Future Volume (veh/h)	310	882	173	108	1073	21	130	0	44	12	8	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	337	959	188	117	1166	23	141	0	48	13	9	61
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1124	463	189	1124	22	462	0	157	19	13	88
Arrive On Green	0.12	0.32	0.32	0.12	0.32	0.30	0.36	0.00	0.36	0.07	0.07	0.07
Sat Flow, veh/h	1634	3539	1458	1634	3550	70	1284	0	437	256	178	1203
Grp Volume(v), veh/h	337	959	188	117	581	608	189	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1850	1721	0	0	1638	0	0
Q Serve(g_s), s	14.0	30.4	12.1	8.2	38.0	38.0	9.5	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	14.0	30.4	12.1	8.2	38.0	38.0	9.5	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.16		0.73
Lane Grp Cap(c), veh/h	191	1124	463	189	560	586	620	0	0	120	0	0
V/C Ratio(X)	1.77	0.85	0.41	0.62	1.04	1.04	0.30	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	189	560	586	620	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.3	32.1	50.5	41.0	41.0	27.7	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	364.1	4.6	0.5	3.7	39.6	39.0	1.3	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	15.5	4.9	3.9	24.7	25.7	4.7	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	417.1	43.0	32.6	54.2	80.6	80.1	28.9	0.0	0.0	61.5	0.0	0.0
LnGrp LOS	F	D	C	D	F	F	C			E		
Approach Vol, veh/h		1484			1306			189			83	
Approach Delay, s/veh		126.6			78.0			28.9			61.5	
Approach LOS		F			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.2	17.9	42.1		12.8	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.5	10.2	32.4		7.9	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	3.7		0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	98.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	929	88	8	846	11	121	5	7	5	3	71
Future Volume (veh/h)	51	929	88	8	846	11	121	5	7	5	3	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	55	1010	96	9	920	12	132	5	8	5	3	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1175	112	41	1086	14	635	304	486	18	5	140
Arrive On Green	0.08	0.36	0.34	0.03	0.30	0.29	0.39	0.47	0.47	0.01	0.09	0.09
Sat Flow, veh/h	1774	3265	310	1634	3577	47	1634	645	1032	1774	59	1507
Grp Volume(v), veh/h	55	547	559	9	455	477	132	0	13	5	0	80
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1677	1774	0	1566
Q Serve(g_s), s	3.5	34.4	34.5	0.6	28.9	28.9	6.4	0.0	0.5	0.3	0.0	5.9
Cycle Q Clear(g_c), s	3.5	34.4	34.5	0.6	28.9	28.9	6.4	0.0	0.5	0.3	0.0	5.9
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.62	1.00		0.96
Lane Grp Cap(c), veh/h	144	637	649	41	537	563	635	0	791	18	0	145
V/C Ratio(X)	0.38	0.86	0.86	0.22	0.85	0.85	0.21	0.00	0.02	0.28	0.00	0.55
Avail Cap(c_a), veh/h	177	900	918	82	811	850	635	0	791	136	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.3	35.6	35.8	57.3	39.2	39.2	24.4	0.0	17.0	59.0	0.0	52.3
Incr Delay (d2), s/veh	0.8	3.2	3.2	2.6	5.4	5.1	0.2	0.0	0.0	8.2	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.3	17.7	0.3	15.0	15.6	2.9	0.0	0.2	0.2	0.0	3.1
LnGrp Delay(d),s/veh	53.1	38.9	39.0	59.9	44.5	44.3	24.5	0.0	17.0	67.1	0.0	66.5
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1161			941			145			85	
Approach Delay, s/veh		39.6			44.6			23.9			66.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	60.6	7.0	47.2	50.7	15.1	13.8	40.4
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.5	2.6	36.5	8.4	7.9	5.5	30.9
Green Ext Time (p_c), s	0.0	0.4	0.0	4.7	0.1	0.2	2.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	583	53	35	689	78	102
Future Vol, veh/h	583	53	35	689	78	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	634	58	38	749	85	111

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1114	346
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	900	-	202	650
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	900	-	193	650
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	32.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	900	-
HCM Lane V/C Ratio	0.61	-	-	0.042	-
HCM Control Delay (s)	32.3	-	-	9.2	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	3.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	585	8	18	767	9	19
Future Vol, veh/h	585	8	18	767	9	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	636	9	20	834	10	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	1096	322
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	936	-	208	674
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	936	-	204	674
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	936	-
HCM Lane V/C Ratio	0.048	-	-	0.021	-
HCM Control Delay (s)	11	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	225	123	85	370	47	65	367	48	32	548	216
Future Volume (veh/h)	254	225	123	85	370	47	65	367	48	32	548	216
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	276	245	134	92	402	51	71	399	52	35	596	235
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	983	405	330	955	394	124	1041	429	79	662	261
Arrive On Green	0.21	0.28	0.28	0.20	0.27	0.27	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2482	977
Grp Volume(v), veh/h	276	245	134	92	402	51	71	399	52	35	425	406
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	14.5	4.8	4.7	4.3	8.4	2.4	3.8	8.1	1.2	1.9	20.8	20.9
Cycle Q Clear(g_c), s	14.5	4.8	4.7	4.3	8.4	2.4	3.8	8.1	1.2	1.9	20.8	20.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	343	983	405	330	955	394	124	1041	429	79	472	451
V/C Ratio(X)	0.80	0.25	0.33	0.28	0.42	0.13	0.57	0.38	0.12	0.44	0.90	0.90
Avail Cap(c_a), veh/h	436	983	405	330	955	394	163	1041	429	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	25.2	13.1	30.4	27.1	24.9	40.2	25.3	6.4	41.7	31.8	32.4
Incr Delay (d2), s/veh	8.4	0.6	2.2	0.5	1.4	0.7	3.5	0.2	0.1	3.9	20.0	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.4	2.1	2.0	4.3	1.0	1.8	4.0	0.5	0.9	12.8	12.4
LnGrp Delay(d),s/veh	42.2	25.8	15.2	30.8	28.4	25.5	43.7	25.5	6.5	45.6	51.8	53.4
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		655			545			522			866	
Approach Delay, s/veh		30.6			28.6			26.1			52.3	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	30.5	22.2	29.0	10.8	28.0	22.9	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	3.9	10.1	6.3	6.8	5.8	22.9	16.5	10.4
Green Ext Time (p_c), s	0.0	4.2	1.4	1.3	0.0	0.0	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	417	38	17	671	0	9	2	5	3	0	0
Future Vol, veh/h	0	417	38	17	671	0	9	2	5	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	453	41	18	729	0	10	2	5	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	453	0	0	1219	1219	453	1223	1219	729
Stage 1	-	-	-	-	-	-	453	453	-	766	766	-
Stage 2	-	-	-	-	-	-	766	766	-	457	453	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	875	-	-	1108	-	-	157	180	607	156	180	423
Stage 1	-	-	-	-	-	-	586	570	-	395	412	-
Stage 2	-	-	-	-	-	-	395	412	-	583	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	875	-	-	1108	-	-	154	175	607	150	175	423
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	175	-	150	175	-
Stage 1	-	-	-	-	-	-	586	570	-	395	401	-
Stage 2	-	-	-	-	-	-	384	401	-	576	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	24.2	29.5
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	875	-	-	1108	-	-	150
HCM Lane V/C Ratio	0.085	-	-	-	0.017	-	-	0.022
HCM Control Delay (s)	24.2	0	-	-	8.3	0	-	29.5
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	44.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	265	109	0	173	643	6	0	135	61	44
Future Vol, veh/h	0	15	265	109	0	173	643	6	0	135	61	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	288	118	0	188	699	7	0	147	66	48
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	28.7	64.3	17.3
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	44	389	822	141
LT Vol	135	0	15	173	0
Through Vol	61	0	265	643	138
RT Vol	0	44	109	6	3
Lane Flow Rate	213	48	423	893	153
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.49	0.096	0.772	1	0.34
Departure Headway (Hd)	8.277	7.233	6.572	6.642	7.979
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	435	494	545	554	448
Service Time	6.048	5.004	4.652	4.642	6.073
HCM Lane V/C Ratio	0.49	0.097	0.776	1.612	0.342
HCM Control Delay	18.8	10.8	28.7	64.3	15.2
HCM Lane LOS	C	B	D	F	C
HCM 95th-tile Q	2.6	0.3	7	14.3	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	138	3
Future Vol, veh/h	0	0	138	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	150	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	15.2
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	302	13	10	143	0	5	0	3	0	0	0
Future Vol, veh/h	0	302	13	10	143	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	328	14	11	155	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	342	0	0	512	512	335	514	519	155
Stage 1	-	-	-	-	-	-	335	335	-	177	177	-
Stage 2	-	-	-	-	-	-	177	177	-	337	342	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1425	-	-	1217	-	-	472	465	707	471	461	891
Stage 1	-	-	-	-	-	-	679	643	-	825	753	-
Stage 2	-	-	-	-	-	-	825	753	-	677	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1425	-	-	1217	-	-	468	460	707	465	456	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	460	-	465	456	-
Stage 1	-	-	-	-	-	-	679	643	-	825	745	-
Stage 2	-	-	-	-	-	-	817	745	-	674	638	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	11.8	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1425	-	-	1217	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	0.009	-	-	-
HCM Control Delay (s)	11.8	0	-	-	8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	185	76	583	117	0	26	0	18	0	0	0
Future Vol, veh/h	0	185	76	583	117	0	26	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	201	83	634	127	0	28	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	284	0	0	1637	1637	242	1647	1679	127
Stage 1	-	-	-	-	-	-	242	242	-	1395	1395	-
Stage 2	-	-	-	-	-	-	1395	1395	-	252	284	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1459	-	-	1278	-	-	81	101	797	79	95	923
Stage 1	-	-	-	-	-	-	762	705	-	175	208	-
Stage 2	-	-	-	-	-	-	175	208	-	752	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1278	-	-	47	47	797	45	44	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	47	-	45	44	-
Stage 1	-	-	-	-	-	-	762	705	-	175	97	-
Stage 2	-	-	-	-	-	-	82	97	-	734	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.8	111.7	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	76	1459	-	-	1278	-	-	-
HCM Lane V/C Ratio	0.629	-	-	-	0.496	-	-	-
HCM Control Delay (s)	111.7	0	-	-	10.6	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	2.8	0	-	-	2.9	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	185	678	0	0	0
Future Vol, veh/h	0	185	678	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	201	737	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	737	0	-	0	938	737
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	869	-	-	-	293	418
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	869	-	-	-	293	418
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	833	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	869	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	320	29	290	714	75	65	120	117	20	161	40
Future Volume (veh/h)	62	320	29	290	714	75	65	120	117	20	161	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	67	348	32	315	776	82	71	130	127	22	175	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	415	323	445	829	647	116	1195	489	56	1063	435
Arrive On Green	0.05	0.22	0.22	0.27	0.45	0.45	0.02	0.11	0.11	0.03	0.30	0.30
Sat Flow, veh/h	1634	1863	1449	1634	1863	1453	1634	3539	1448	1634	3539	1446
Grp Volume(v), veh/h	67	348	32	315	776	82	71	130	127	22	175	43
Grp Sat Flow(s),veh/h/ln	1634	1863	1449	1634	1863	1453	1634	1770	1448	1634	1770	1446
Q Serve(g_s), s	4.9	21.4	1.6	20.9	47.5	4.0	5.2	4.0	4.2	1.6	4.4	2.6
Cycle Q Clear(g_c), s	4.9	21.4	1.6	20.9	47.5	4.0	5.2	4.0	4.2	1.6	4.4	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	415	323	445	829	647	116	1195	489	56	1063	435
V/C Ratio(X)	0.82	0.84	0.10	0.71	0.94	0.13	0.61	0.11	0.26	0.40	0.16	0.10
Avail Cap(c_a), veh/h	82	761	591	445	885	690	177	1195	489	109	1063	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	44.6	22.5	39.4	31.7	19.6	56.9	37.1	7.6	56.8	30.9	30.3
Incr Delay (d2), s/veh	46.0	4.6	0.1	5.1	16.3	0.1	4.8	0.2	1.2	4.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	11.5	0.7	10.1	28.1	1.6	2.5	2.0	1.9	0.8	2.2	1.1
LnGrp Delay(d),s/veh	102.4	49.2	22.7	44.5	48.0	19.7	61.8	37.3	8.8	61.3	31.2	30.7
LnGrp LOS	F	D	C	D	D	B	E	D	A	E	C	C
Approach Vol, veh/h		447			1173			328			240	
Approach Delay, s/veh		55.3			45.1			31.6			33.9	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	44.5	36.7	30.7	12.5	40.1	10.0	57.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.6	6.2	22.9	23.4	7.2	6.4	6.9	49.5
Green Ext Time (p_c), s	0.0	1.8	0.0	1.3	0.0	1.8	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	549	36	34	1099	28	24
Future Vol, veh/h	549	36	34	1099	28	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	597	39	37	1195	30	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	636	0	1884	616
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	1268	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	947	-	78	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	265	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	947	-	69	491
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	64.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	114	-	-	947	-
HCM Lane V/C Ratio	0.496	-	-	0.039	-
HCM Control Delay (s)	64.3	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	371	141	381	785	77	75	436	105	49	617	237
Future Volume (veh/h)	164	371	141	381	785	77	75	436	105	49	617	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	178	403	153	414	853	84	82	474	114	53	671	258
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	907	374	521	992	409	125	1104	264	93	925	355
Arrive On Green	0.14	0.26	0.26	0.16	0.28	0.28	0.15	0.78	0.75	0.06	0.37	0.35
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2835	678	1634	2501	962
Grp Volume(v), veh/h	178	403	153	414	853	84	82	295	293	53	475	454
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1693
Q Serve(g_s), s	12.6	11.5	10.5	15.1	27.4	5.3	5.7	6.6	7.1	3.8	27.7	27.9
Cycle Q Clear(g_c), s	12.6	11.5	10.5	15.1	27.4	5.3	5.7	6.6	7.1	3.8	27.7	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	229	907	374	521	992	409	125	689	679	93	654	626
V/C Ratio(X)	0.78	0.44	0.41	0.79	0.86	0.21	0.66	0.43	0.43	0.57	0.73	0.73
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	689	679	136	654	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	37.5	37.1	48.2	41.0	33.0	49.3	8.8	9.4	55.2	32.6	33.1
Incr Delay (d2), s/veh	8.1	0.3	0.7	5.3	6.2	0.2	8.2	1.6	1.7	5.4	6.9	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	5.6	4.3	7.0	14.2	2.2	2.8	3.4	3.5	1.8	14.8	14.3
LnGrp Delay(d),s/veh	57.9	37.8	37.8	53.4	47.1	33.2	57.6	10.5	11.1	60.6	39.5	40.3
LnGrp LOS	E	D	D	D	D	C	E	B	B	E	D	D
Approach Vol, veh/h		734			1351			670			982	
Approach Delay, s/veh		42.7			48.2			16.5			41.0	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	50.7	23.7	34.7	13.2	48.4	20.8	37.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	5.8	9.1	17.1	13.5	7.7	29.9	14.6	29.4
Green Ext Time (p_c), s	0.0	6.4	0.7	6.6	0.0	2.4	0.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	372	122	162	409	66	65	367	54	81	349	58
Future Volume (veh/h)	128	372	122	162	409	66	65	367	54	81	349	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	139	404	133	176	445	72	71	399	59	88	379	63
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	547	225	257	687	283	1292	1786	736	158	520	214
Arrive On Green	0.12	0.15	0.15	0.16	0.19	0.19	0.41	0.50	0.50	0.05	0.15	0.15
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	139	404	133	176	445	72	71	399	59	88	379	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	9.8	13.1	10.2	12.2	13.9	5.0	1.6	7.6	1.2	3.3	12.3	3.4
Cycle Q Clear(g_c), s	9.8	13.1	10.2	12.2	13.9	5.0	1.6	7.6	1.2	3.3	12.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	547	225	257	687	283	1292	1786	736	158	520	214
V/C Ratio(X)	0.72	0.74	0.59	0.68	0.65	0.25	0.05	0.22	0.08	0.56	0.73	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1292	1786	736	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	48.4	47.2	47.7	44.6	41.0	21.5	16.6	3.5	55.7	48.9	25.3
Incr Delay (d2), s/veh	4.6	2.3	2.2	3.2	1.0	0.5	0.0	0.3	0.2	4.2	8.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.6	4.3	5.8	6.9	2.1	0.7	3.7	0.5	1.5	6.6	1.6
LnGrp Delay(d),s/veh	55.7	50.7	49.4	50.9	45.6	41.4	21.5	16.9	3.7	59.9	57.6	28.8
LnGrp LOS	E	D	D	D	D	D	C	B	A	E	E	C
Approach Vol, veh/h		676			693			529			530	
Approach Delay, s/veh		51.5			46.5			16.0			54.5	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	64.6	22.9	22.5	52.9	21.6	18.1	27.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	9.6	14.2	15.1	3.6	14.3	11.8	15.9
Green Ext Time (p_c), s	0.0	2.0	2.7	1.5	0.9	1.4	0.4	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	6	46	0	258	43	96	0	69	101	91	0	19	265	48
Future Vol, veh/h	0	11	6	46	0	258	43	96	0	69	101	91	0	19	265	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	7	50	0	280	47	104	0	75	110	99	0	21	288	52
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.5	15.5	14.1	16.9
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	17%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	73%	0%	69%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	63	258	139	332
LT Vol	69	11	258	0	19
Through Vol	101	6	0	43	265
RT Vol	91	46	0	96	48
Lane Flow Rate	284	68	280	151	361
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.464	0.124	0.546	0.252	0.585
Departure Headway (Hd)	5.893	6.529	7.012	6.01	5.831
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	607	553	513	594	613
Service Time	3.983	4.529	4.791	3.789	3.912
HCM Lane V/C Ratio	0.468	0.123	0.546	0.254	0.589
HCM Control Delay	14.1	10.5	18	10.8	16.9
HCM Lane LOS	B	B	C	B	C
HCM 95th-tile Q	2.4	0.4	3.2	1	3.8

Intersection	
Int Delay, s/veh	128

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	210	13	73	352	32	8	239	69	51	22	46
Future Vol, veh/h	25	210	13	73	352	32	8	239	69	51	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	228	14	79	383	35	9	260	75	55	24	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	242	0	0	652	866	121	857	856	209
Stage 1	-	-	-	-	-	-	290	290	-	559	559	-
Stage 2	-	-	-	-	-	-	362	576	-	298	297	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1138	-	-	1322	-	-	353	290	908	251	294	797
Stage 1	-	-	-	-	-	-	694	671	-	481	509	-
Stage 2	-	-	-	-	-	-	629	500	-	686	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1322	-	-	289	266	908	~ 22	270	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	266	-	~ 22	270	-
Stage 1	-	-	-	-	-	-	678	655	-	470	479	-
Stage 2	-	-	-	-	-	-	527	470	-	371	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.3	102.5	$ 947.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	316	1138	-	-	1322	-	-	48
HCM Lane V/C Ratio	0.03	1.059	0.024	-	-	0.06	-	-	2.695
HCM Control Delay (s)	17.8	104.7	8.2	-	-	7.9	-	-	$ 947.5
HCM Lane LOS	C	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	12.4	0.1	-	-	0.2	-	-	13.7

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	96	343	364	275	51	147	294	141	23	805	55
Future Volume (veh/h)	28	96	343	364	275	51	147	294	141	23	805	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	30	104	373	396	299	55	160	320	153	25	875	60
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	92	331	177	506	93	203	865	677	58	700	548
Arrive On Green	0.04	0.26	0.24	0.11	0.33	0.32	0.25	0.93	0.93	0.04	0.38	0.38
Sat Flow, veh/h	1634	357	1280	1634	1531	282	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	30	0	477	396	0	354	160	320	153	25	875	60
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.2	0.0	31.0	13.0	0.0	19.5	11.0	2.2	0.7	1.8	45.1	3.2
Cycle Q Clear(g_c), s	2.2	0.0	31.0	13.0	0.0	19.5	11.0	2.2	0.7	1.8	45.1	3.2
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	423	177	0	599	203	865	677	58	700	548
V/C Ratio(X)	0.51	0.00	1.13	2.24	0.00	0.59	0.79	0.37	0.23	0.43	1.25	0.11
Avail Cap(c_a), veh/h	144	0	423	177	0	599	204	865	677	82	700	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.8	0.0	45.2	53.5	0.0	33.5	43.6	2.4	0.9	56.7	37.5	24.4
Incr Delay (d2), s/veh	6.6	0.0	83.5	574.5	0.0	1.5	17.9	1.2	0.8	4.5	123.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	23.8	34.1	0.0	10.0	5.9	1.3	0.4	0.9	47.1	1.4
LnGrp Delay(d),s/veh	63.4	0.0	128.7	628.0	0.0	35.1	61.5	3.5	1.6	61.2	160.8	24.8
LnGrp LOS	E		F	F		D	E	A	A	E	F	C
Approach Vol, veh/h		507			750			633			960	
Approach Delay, s/veh		124.8			348.1			17.7			149.7	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	59.7	17.0	35.0	18.9	49.1	8.3	43.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	3.8	4.2	15.0	33.0	13.0	47.1	4.2	21.5
Green Ext Time (p_c), s	0.0	7.1	0.0	0.0	0.0	0.0	0.0	2.2

Intersection Summary		
HCM 2010 Ctrl Delay		168.2
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Future Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	286	138	0	25	439	25	0	118	25	28	0	87	199	192
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.4	21.1	18.2	69.7
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	22	175	215	23	269	158	440
LT Vol	109	22	0	0	23	0	0	80
Through Vol	23	0	175	88	0	269	135	183
RT Vol	26	0	0	127	0	0	23	177
Lane Flow Rate	172	24	191	233	25	293	171	478
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.427	0.058	0.433	0.503	0.06	0.657	0.38	1
Departure Headway (Hd)	8.948	8.712	8.188	7.754	8.602	8.079	7.972	7.78
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	412	440	464	418	448	451	469
Service Time	6.648	6.442	5.943	5.53	6.332	5.833	5.731	5.488
HCM Lane V/C Ratio	0.425	0.058	0.434	0.502	0.06	0.654	0.379	1.019
HCM Control Delay	18.2	12	17.1	18.2	11.9	25.1	15.6	69.7
HCM Lane LOS	C	B	C	C	B	D	C	F
HCM 95th-tile Q	2.1	0.2	2.1	2.8	0.2	4.6	1.8	13.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	97	51	186	174	21	78	710	141	30	794	51
Future Volume (veh/h)	39	97	51	186	174	21	78	710	141	30	794	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	105	55	202	189	23	85	772	153	33	863	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	175	137	142	252	197	132	1900	377	66	2045	130
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.08	0.65	0.63	0.08	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2946	584	1634	3379	215
Grp Volume(v), veh/h	42	105	55	202	189	23	85	464	461	33	452	466
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	3.0	6.5	4.3	10.4	11.7	1.7	6.1	15.1	15.3	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.0	6.5	4.3	10.4	11.7	1.7	6.1	15.1	15.3	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	75	175	137	142	252	197	132	1142	1135	66	1071	1104
V/C Ratio(X)	0.56	0.60	0.40	1.43	0.75	0.12	0.64	0.41	0.41	0.50	0.42	0.42
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1142	1135	82	1071	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	0.65	0.65	0.65
Uniform Delay (d), s/veh	56.1	52.2	51.2	54.8	49.9	45.6	53.5	10.2	10.4	53.9	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.2	1.9	227.7	5.2	0.3	3.9	0.8	0.8	3.7	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	1.8	13.6	6.4	0.7	2.9	7.6	7.6	1.1	0.2	0.2
LnGrp Delay(d),s/veh	62.5	55.4	53.0	282.5	55.2	45.9	57.4	11.1	11.3	57.6	0.8	0.8
LnGrp LOS	E	E	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		202			414			1010			951	
Approach Delay, s/veh		56.2			165.6			15.0			2.8	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	81.4	14.4	15.3	13.7	76.6	9.5	20.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.3	17.3	12.4	8.5	8.1	2.0	5.0	13.7
Green Ext Time (p_c), s	0.0	9.1	0.0	0.9	0.1	9.2	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	114	155	93	103	87	238	800	139	196	878	110
Future Volume (veh/h)	45	114	155	93	103	87	238	800	139	196	878	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	124	168	101	112	95	259	870	151	213	954	120
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
Arrive On Green	0.05	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	49	124	168	101	112	95	259	870	151	213	954	120
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.1	23.5	5.7
Cycle Q Clear(g_c), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.1	23.5	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
V/C Ratio(X)	0.56	0.22	0.74	1.06	0.20	0.41	0.86	0.50	0.21	0.82	0.57	0.18
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1748	720	259	1660	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	55.4	44.3	48.3	56.5	43.7	45.2	47.6	20.4	17.1	48.9	23.2	18.4
Incr Delay (d2), s/veh	5.4	0.2	4.6	90.9	0.1	0.7	22.2	1.0	0.7	11.7	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.6	5.6	1.6	2.9	10.2	9.9	2.9	7.6	11.6	2.4
LnGrp Delay(d),s/veh	60.8	44.5	52.9	148.1	43.8	46.0	69.7	21.4	17.8	60.6	24.0	18.8
LnGrp LOS	E	D	D	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		341			308			1280			1287	
Approach Delay, s/veh		51.0			78.7			30.7			29.6	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	63.3	11.0	22.7	26.0	60.3	10.5	23.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.7	21.8	9.0	15.2	20.5	25.5	5.5	9.0
Green Ext Time (p_c), s	0.0	11.1	0.0	1.5	0.0	9.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	122	107	97	256	71	265	687	112	56	816	139
Future Volume (veh/h)	31	122	107	97	256	71	265	687	112	56	816	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	34	133	116	105	278	77	288	747	122	61	887	151
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	229	185	82	464	191	123	787	616	443	1153	902
Arrive On Green	0.04	0.12	0.11	0.05	0.13	0.13	0.15	0.84	0.84	0.27	0.62	0.62
Sat Flow, veh/h	1634	1863	1504	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	34	126	123	105	278	77	288	747	122	61	887	151
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	8.1	8.9	6.0	8.9	3.3	9.0	37.8	1.4	3.4	41.6	5.3
Cycle Q Clear(g_c), s	2.4	8.1	8.9	6.0	8.9	3.3	9.0	37.8	1.4	3.4	41.6	5.3
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	218	196	82	464	191	123	787	616	443	1153	902
V/C Ratio(X)	0.50	0.58	0.63	1.29	0.60	0.40	2.35	0.95	0.20	0.14	0.77	0.17
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	443	1153	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.91	0.91	0.91	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	49.7	50.9	57.0	49.2	15.7	51.0	8.3	3.0	33.1	16.7	9.7
Incr Delay (d2), s/veh	4.9	2.2	2.9	189.5	1.1	1.2	609.8	3.4	0.1	0.1	5.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	4.1	7.0	4.4	1.4	24.8	18.6	0.5	1.5	22.8	2.2
LnGrp Delay(d),s/veh	61.2	51.8	53.9	246.5	50.3	16.9	660.8	11.7	3.1	33.2	21.6	10.1
LnGrp LOS	E	D	D	F	D	B	F	B	A	C	C	B
Approach Vol, veh/h		283			460			1157			1099	
Approach Delay, s/veh		53.8			89.5			172.4			20.7	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	51.8	10.0	18.8	13.0	78.2	9.0	19.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	5.4	39.8	8.0	10.9	11.0	43.6	4.4	10.9
Green Ext Time (p_c), s	3.7	3.1	0.0	1.9	0.0	4.8	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	92.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	170	45	116	238	79	166	312	78	290	601	128
Future Volume (veh/h)	42	170	45	116	238	79	166	312	78	290	601	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	46	185	49	126	259	86	180	339	85	315	653	139
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	317	131	174	514	212	226	1617	666	349	1884	777
Arrive On Green	0.05	0.09	0.09	0.11	0.15	0.15	0.28	0.91	0.91	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	46	185	49	126	259	86	180	339	85	315	653	139
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.2	6.0	2.8	9.0	8.1	6.4	12.3	1.2	0.4	21.6	0.0	0.0
Cycle Q Clear(g_c), s	3.2	6.0	2.8	9.0	8.1	6.4	12.3	1.2	0.4	21.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	317	131	174	514	212	226	1617	666	349	1884	777
V/C Ratio(X)	0.32	0.58	0.38	0.72	0.50	0.41	0.80	0.21	0.13	0.90	0.35	0.18
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1617	666	354	1884	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.71	0.71	0.71	0.96	0.96	0.96	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.1	52.5	28.1	51.9	47.3	46.6	41.9	2.9	1.1	33.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.7	9.7	0.5	0.9	8.2	0.3	0.4	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	1.2	4.5	4.0	2.6	6.0	0.6	0.2	9.9	0.0	0.0
LnGrp Delay(d),s/veh	54.3	54.1	29.8	61.6	47.8	47.5	50.1	3.1	1.5	36.5	0.0	0.0
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		280			471			604			1107	
Approach Delay, s/veh		49.9			51.4			16.9			10.4	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.6	58.8	16.8	14.7	20.6	67.9	10.1	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	23.6	3.2	11.0	8.0	14.3	2.0	5.2	10.1
Green Ext Time (p_c), s	0.1	5.7	0.0	0.7	0.3	5.7	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	418	133	97	287	63	89	874	85	191	1858	537
Future Volume (veh/h)	221	418	133	97	287	63	89	874	85	191	1858	537
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	240	454	145	105	312	68	97	950	92	208	2020	584
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	674	278	205	521	215	144	1928	795	109	1853	764
Arrive On Green	0.11	0.19	0.19	0.06	0.15	0.15	0.09	0.54	0.54	0.07	0.52	0.52
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	240	454	145	105	312	68	97	950	92	208	2020	584
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.8	14.3	10.7	3.8	9.9	5.0	6.9	20.0	3.7	8.0	62.8	38.2
Cycle Q Clear(g_c), s	8.8	14.3	10.7	3.8	9.9	5.0	6.9	20.0	3.7	8.0	62.8	38.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	674	278	205	521	215	144	1928	795	109	1853	764
V/C Ratio(X)	0.70	0.67	0.52	0.51	0.60	0.32	0.67	0.49	0.12	1.91	1.09	0.76
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1928	795	109	1853	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.94	0.94	0.94	0.79	0.79	0.79
Uniform Delay (d), s/veh	51.6	45.1	43.7	54.3	47.9	45.8	53.1	17.0	13.3	56.0	28.6	22.7
Incr Delay (d2), s/veh	3.6	0.9	1.2	2.0	1.1	0.8	10.2	0.8	0.3	435.0	48.3	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.1	4.4	1.7	4.9	2.1	3.5	10.0	1.5	16.8	42.8	16.5
LnGrp Delay(d),s/veh	55.3	46.0	44.9	56.2	49.0	46.6	63.2	17.8	13.5	491.0	76.9	28.5
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	C
Approach Vol, veh/h		839			485			1139			2812	
Approach Delay, s/veh		48.5			50.2			21.4			97.5	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.4	11.8	26.8	14.6	66.8	17.0	21.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	22.0	5.8	16.3	8.9	64.8	10.8	11.9
Green Ext Time (p_c), s	0.0	21.8	0.1	3.6	0.0	0.0	0.2	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	68.9
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	16	49	0	11	24	1684	118	25	1480	43
Future Volume (veh/h)	56	0	16	49	0	11	24	1684	118	25	1480	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	0	17	53	0	12	26	1830	128	27	1609	47
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
Arrive On Green	0.06	0.00	0.05	0.06	0.00	0.03	0.04	0.72	0.72	0.04	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	61	0	17	53	0	12	26	1830	128	27	1609	47
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.4	1.3	1.9	15.3	1.1
Cycle Q Clear(g_c), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.4	1.3	1.9	15.3	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
V/C Ratio(X)	0.62	0.00	0.25	0.54	0.00	0.17	0.44	0.71	0.12	0.45	0.44	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2564	1057	82	3687	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	41.1	54.8	0.0	55.9	56.7	9.4	0.9	56.6	6.6	4.7
Incr Delay (d2), s/veh	6.2	0.0	2.0	4.6	0.0	1.1	5.1	1.7	0.2	5.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	1.8	0.0	0.4	0.9	17.6	0.6	1.0	7.1	0.5
LnGrp Delay(d),s/veh	61.2	0.0	43.1	59.4	0.0	57.0	61.8	11.2	1.1	61.9	7.0	4.8
LnGrp LOS	E		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		78			65			1984			1683	
Approach Delay, s/veh		57.2			59.0			11.2			7.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	90.9	11.2	9.5	8.3	91.0	11.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	37.4	5.8	3.2	3.9	17.3	6.4	2.9
Green Ext Time (p_c), s	0.0	14.5	0.0	0.0	0.0	28.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	182	1487	107	75	1095
Future Volume (veh/h)	392	182	1487	107	75	1095
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	426	198	1616	116	82	1190
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1232	965	121	1433
Arrive On Green	0.16	0.16	0.66	0.66	0.15	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	426	198	1616	116	82	1190
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	15.8	79.4	3.5	5.7	0.0
Cycle Q Clear(g_c), s	19.7	15.8	79.4	3.5	5.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1232	965	121	1433
V/C Ratio(X)	1.59	0.83	1.31	0.12	0.67	0.83
Avail Cap(c_a), veh/h	268	239	1232	965	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	0.26	0.26
Uniform Delay (d), s/veh	50.2	48.5	20.3	7.5	49.7	0.0
Incr Delay (d2), s/veh	277.6	16.3	146.1	0.3	2.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.6	7.4	90.4	1.5	2.6	0.6
LnGrp Delay(d),s/veh	327.8	64.8	166.4	7.7	52.0	1.6
LnGrp LOS	F	E	F	A	D	A
Approach Vol, veh/h	624		1732			1272
Approach Delay, s/veh	244.3		155.8			4.8
Approach LOS	F		F			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.9	83.4				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	7.5	81.4				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				55.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	118.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	66	178	124	100	89	71	423	29	36	862	40
Future Volume (veh/h)	98	66	178	124	100	89	71	423	29	36	862	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	72	193	135	109	97	77	460	32	39	937	43
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	86	230	144	137	122	120	1819	126	74	1770	81
Arrive On Green	0.13	0.19	0.18	0.09	0.15	0.14	0.15	1.00	1.00	0.09	1.00	0.99
Sat Flow, veh/h	1634	448	1202	1634	910	810	1634	3358	233	1634	3446	158
Grp Volume(v), veh/h	107	0	265	135	0	206	77	242	250	39	481	499
Grp Sat Flow(s),veh/h/ln	1634	0	1651	1634	0	1720	1634	1770	1822	1634	1770	1835
Q Serve(g_s), s	7.3	0.0	18.6	9.9	0.0	13.9	5.3	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	18.6	9.9	0.0	13.9	5.3	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	211	0	316	144	0	259	120	958	987	74	909	942
V/C Ratio(X)	0.51	0.00	0.84	0.94	0.00	0.80	0.64	0.25	0.25	0.52	0.53	0.53
Avail Cap(c_a), veh/h	211	0	418	144	0	381	218	958	987	163	909	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.96	0.00	0.96	1.00	0.00	1.00	0.92	0.92	0.92	0.91	0.91	0.91
Uniform Delay (d), s/veh	48.7	0.0	47.4	54.4	0.0	49.6	49.7	0.0	0.0	53.3	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	10.7	55.6	0.0	7.1	5.1	0.6	0.6	5.1	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	9.4	6.7	0.0	7.1	2.6	0.2	0.2	1.3	0.5	0.5
LnGrp Delay(d),s/veh	50.6	0.0	58.0	110.0	0.0	56.7	54.8	0.6	0.6	58.4	2.0	1.9
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		372			341			569			1019	
Approach Delay, s/veh		55.9			77.8			7.9			4.1	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	69.0	14.6	26.9	12.8	65.6	19.5	22.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.7	2.0	11.9	20.6	7.3	2.0	9.3	15.9
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	6.4	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	56	2	653	0	279	664	0	0	0	1001	690
Future Vol, veh/h	0	0	0	0	0	56	2	653	0	279	664	0	0	0	1001	690
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	61	2	710	0	303	722	0	0	0	1088	750
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66	58.7	68.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	664	58	653	1001	690
LT Vol	279	0	56	0	0	0
Through Vol	0	664	2	0	1001	0
RT Vol	0	0	0	653	0	690
Lane Flow Rate	303	722	63	710	1088	750
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.716	1	0.159	1	1	1
Departure Headway (Hd)	8.501	8.001	9.091	7.909	7.874	7.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	462	393	461	468	510
Service Time	6.218	5.718	6.869	5.687	5.61	4.911
HCM Lane V/C Ratio	0.708	1.563	0.16	1.54	2.325	1.471
HCM Control Delay	29.9	70.8	13.6	70.6	70.3	66.9
HCM Lane LOS	D	F	B	F	F	F
HCM 95th-tile Q	5.5	13	0.6	13	13.1	13.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	531	195	364	147	529	0	0	692	212
Future Volume (veh/h)	0	0	0	531	195	364	147	529	0	0	692	212
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				577	212	396	160	575	0	0	752	230
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1004	572	448	559	2187	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.18	0.62	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				577	212	396	160	575	0	0	752	230
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.8	10.7	31.0	5.3	8.9	0.0	0.0	8.5	5.3
Cycle Q Clear(g_c), s				17.8	10.7	31.0	5.3	8.9	0.0	0.0	8.5	5.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1004	572	448	559	2187	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.88	0.29	0.26	0.00	0.00	0.53	0.39
Avail Cap(c_a), veh/h				1185	675	529	559	2187	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.35	0.35	0.35	0.95	0.95	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				35.0	32.5	39.5	42.9	10.5	0.0	0.0	7.7	7.4
Incr Delay (d2), s/veh				0.2	0.1	5.9	0.3	0.3	0.0	0.0	1.1	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	5.5	13.2	2.3	4.4	0.0	0.0	4.2	2.3
LnGrp Delay(d),s/veh				35.2	32.6	45.4	43.1	10.7	0.0	0.0	8.8	8.9
LnGrp LOS				D	C	D	D	B			A	A
Approach Vol, veh/h					1185			735			982	
Approach Delay, s/veh					38.1			17.8			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.6			25.6	53.0		41.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		10.9			7.3	10.5		33.0
Green Ext Time (p_c), s		3.3			1.9	4.6		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	261	466	185	331	819	0	0	1639	645
Future Volume (veh/h)	0	0	0	261	466	185	331	819	0	0	1639	645
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				284	507	201	360	890	0	0	1782	701
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				591	660	272	340	2644	0	0	1788	737
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				284	507	201	360	890	0	0	1782	701
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.2	55.0
Cycle Q Clear(g_c), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.2	55.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				591	660	272	340	2644	0	0	1788	737
V/C Ratio(X)				0.48	0.77	0.74	1.06	0.34	0.00	0.00	1.00	0.95
Avail Cap(c_a), veh/h				822	917	378	340	2644	0	0	1788	737
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.82	0.82	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.6	46.4	46.1	43.4	0.1	0.0	0.0	29.6	28.3
Incr Delay (d2), s/veh				0.6	2.6	4.8	60.1	0.3	0.0	0.0	5.6	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.2	6.7	16.9	0.2	0.0	0.0	30.6	22.8
LnGrp Delay(d),s/veh				44.2	49.0	50.9	103.4	0.4	0.0	0.0	35.2	32.0
LnGrp LOS				D	D	D	F	A			D	C
Approach Vol, veh/h					992			1250			2483	
Approach Delay, s/veh					48.0			30.1			34.3	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			29.0	64.6		26.4
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.3			27.0	62.2		18.3
Green Ext Time (p_c), s		40.6			0.0	0.0		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		36.1
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	42.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	206	1	88	0	0	0	0	0	0	549	109	0	422	353	0
Future Vol, veh/h	0	206	1	88	0	0	0	0	0	0	549	109	0	422	353	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	224	1	96	0	0	0	0	0	0	597	118	0	459	384	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	17.4	57.5	39.3
HCM LOS	C	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	549	109	207	88	422	353
LT Vol	0	0	206	0	422	0
Through Vol	549	0	1	0	0	353
RT Vol	0	109	0	88	0	0
Lane Flow Rate	597	118	225	96	459	384
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.212	0.518	0.191	0.927	0.722
Departure Headway (Hd)	7.162	6.444	8.417	7.191	7.275	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	558	432	500	500	537
Service Time	4.893	4.176	6.117	4.921	4.988	4.487
HCM Lane V/C Ratio	1.178	0.211	0.521	0.192	0.918	0.715
HCM Control Delay	66.8	10.9	19.8	11.6	51.1	25.2
HCM Lane LOS	F	B	C	B	F	D
HCM 95th-tile Q	13.7	0.8	2.9	0.7	11	5.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	116	219	0	0	0	0	596	481	310	885	0
Future Volume (veh/h)	184	116	219	0	0	0	0	596	481	310	885	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	200	126	238				0	648	523	337	962	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	316	685	282				0	2888	828	440	2619	0
Arrive On Green	0.19	0.19	0.19				0.00	0.57	0.57	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	200	126	238				0	648	523	337	962	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	13.5	3.6	18.9				0.0	7.6	29.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	13.5	3.6	18.9				0.0	7.6	29.0	11.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	685	282				0	2888	828	440	2619	0
V/C Ratio(X)	0.63	0.18	0.84				0.00	0.22	0.63	0.77	0.37	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2888	828	660	2619	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	44.5	40.5	46.6				0.0	12.8	17.5	41.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	10.8				0.0	0.2	3.6	2.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.8	8.5				0.0	3.6	12.5	5.2	0.1	0.0
LnGrp Delay(d),s/veh	46.6	40.6	57.5				0.0	13.0	21.1	44.1	0.3	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		564						1171			1299	
Approach Delay, s/veh		49.8						16.6			11.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.6	72.1		27.2		92.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	13.7	31.0		20.9		2.0		
Green Ext Time (p_c), s	0.9	9.4		1.7		14.8		

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	461	124	0	0	0	0	849	519	743	1253	0
Future Volume (veh/h)	172	461	124	0	0	0	0	849	519	743	1253	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	187	501	135				0	923	564	808	1362	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	531	593	244				0	1708	704	792	2710	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	187	501	135				0	923	564	808	1362	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	531	593	244				0	1708	704	792	2710	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.54	0.80	1.02	0.50	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1708	704	792	2710	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.84	0.84	0.84				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.2	48.4	45.8				0.0	21.7	26.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.1	1.7				0.0	1.2	9.4	15.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	4.2				0.0	10.9	17.5	14.6	0.0	0.0
LnGrp Delay(d),s/veh	44.5	56.6	47.6				0.0	23.0	35.6	45.0	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		823						1487			2170	
Approach Delay, s/veh		52.4						27.7			16.8	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.9		24.1		95.9		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	41.2		18.5		2.0		
Green Ext Time (p_c), s	0.0	10.1		1.0		28.0		

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	75	0	0	104
Future Vol, veh/h	0	0	75	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	82	0	0	82	0
Stage 1	82	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	794	978	-	-	1515	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	978	-	-	1515	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1515	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	276	114	0	0	0
Future Vol, veh/h	0	276	114	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	124	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	424	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	587	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	587	927
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	14	104	82	91	128
Future Vol, veh/h	12	14	104	82	91	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	113	89	99	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	567	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	529	940	-	-	1476	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	529	940	1476	-
HCM Lane V/C Ratio	-	-	0.025	0.016	0.067	-
HCM Control Delay (s)	-	-	12	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	18	121	94	96	133
Future Vol, veh/h	16	18	121	94	96	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	20	132	102	104	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	485	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	541	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	502	917	-	-	1453	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	502	917	1453	-
HCM Lane V/C Ratio	-	-	0.035	0.021	0.072	-
HCM Control Delay (s)	-	-	12.4	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	121	71	0	133
Future Vol, veh/h	0	21	121	71	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	132	77	0	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	713	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	917	-	-	1453	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	882	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	917	1453	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	80	71	50	13	14
Future Vol, veh/h	74	80	71	50	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	87	77	54	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	325	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	669	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	634	984
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1522	-	-	-	634	984
HCM Lane V/C Ratio	0.053	-	-	-	0.022	0.015
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	73	75	61	65	10	9
Future Vol, veh/h	73	75	61	65	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	82	66	71	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	306	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	686	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	651	998
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	651	998
HCM Lane V/C Ratio	0.052	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.6	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	50	75	65	54	4	5
Future Vol, veh/h	50	75	65	54	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	82	71	59	4	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	261	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1529	-	-	-	728	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	702	991
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1529	-	-	-	702	991
HCM Lane V/C Ratio	0.036	-	-	-	0.006	0.005
HCM Control Delay (s)	7.4	-	-	-	10.2	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

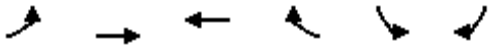
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	71	25	36	57	6	10
Future Vol, veh/h	71	25	36	57	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	27	39	62	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	217	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	771	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	751	984
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	864	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	984	-	-	1522	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.026	-
HCM Control Delay (s)	9.8	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	184	197	0	266	58
Future Volume (veh/h)	0	184	197	0	266	58
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	200	214	0	289	63
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	336	336	0	2552	1174
Arrive On Green	0.00	0.09	0.09	0.00	0.81	0.81
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	200	214	0	289	63
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.5	7.0	0.0	2.3	1.1
Cycle Q Clear(g_c), s	0.0	6.5	7.0	0.0	2.3	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	336	336	0	2552	1174
V/C Ratio(X)	0.00	0.60	0.64	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2552	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.1	52.3	0.0	2.5	2.4
Incr Delay (d2), s/veh	0.0	1.7	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	3.5	0.0	1.0	0.4
LnGrp Delay(d),s/veh	0.0	53.8	53.7	0.0	2.6	2.5
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		200	214		352	
Approach Delay, s/veh		53.8	53.7		2.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				17.4		102.6		17.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.5		4.3		9.0
Green Ext Time (p_c), s				2.4		1.2		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	430	0	0	486	345	36	0	316	0	0	0
Future Volume (veh/h)	27	430	0	0	486	345	36	0	316	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	29	467	0	0	528	375	39	0	343			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	35	1338	0	0	1099	453	1679	0	772			
Arrive On Green	0.02	0.38	0.00	0.00	0.31	0.31	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	29	467	0	0	528	375	39	0	343			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.3	12.3	0.0	0.0	15.7	31.0	0.8	0.0	18.8			
Cycle Q Clear(g_c), s	2.3	12.3	0.0	0.0	15.7	31.0	0.8	0.0	18.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	35	1338	0	0	1099	453	1679	0	772			
V/C Ratio(X)	0.83	0.35	0.00	0.00	0.48	0.83	0.02	0.00	0.44			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1679	0	772			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.20	0.20	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	29.0	0.0	0.0	36.3	41.6	14.6	0.0	18.8			
Incr Delay (d2), s/veh	49.0	0.2	0.0	0.0	0.1	1.5	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.1	0.0	0.0	7.7	12.7	0.3	0.0	7.6			
LnGrp Delay(d),s/veh	112.4	29.1	0.0	0.0	36.4	43.1	14.6	0.0	19.2			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		496			903			382				
Approach Delay, s/veh		34.0			39.2			18.7				
Approach LOS		C			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		74.9		55.1			8.8	46.4
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		20.8		14.3			4.3	33.0
Green Ext Time (p_c), s		0.0		8.5			0.0	7.3

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	74	189	14	0	8	286	27	0	63	10	19	0	75	11	168
Future Vol, veh/h	0	74	189	14	0	8	286	27	0	63	10	19	0	75	11	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	205	15	0	9	311	29	0	68	11	21	0	82	12	183
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.3	12.4	11.1	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	82%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	18%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	74	126	77	8	191	122	75	7	172
LT Vol	63	0	74	0	0	8	0	0	75	0	0
Through Vol	0	10	0	126	63	0	191	95	0	7	4
RT Vol	0	19	0	0	14	0	0	27	0	0	168
Lane Flow Rate	68	32	80	137	84	9	207	133	82	8	187
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.145	0.058	0.16	0.254	0.152	0.017	0.378	0.237	0.165	0.015	0.317
Departure Headway (Hd)	7.63	6.672	7.173	6.668	6.54	7.076	6.571	6.415	7.307	6.806	6.119
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	468	533	498	536	546	504	545	557	489	523	584
Service Time	5.414	4.456	4.946	4.441	4.312	4.847	4.342	4.186	5.081	4.579	3.892
HCM Lane V/C Ratio	0.145	0.06	0.161	0.256	0.154	0.018	0.38	0.239	0.168	0.015	0.32
HCM Control Delay	11.7	9.9	11.3	11.7	10.5	10	13.3	11.2	11.5	9.7	11.7
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1	0.5	0.1	1.8	0.9	0.6	0	1.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	276	114	0	0	0
Future Vol, veh/h	0	276	114	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	124	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	424	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	587	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	587	927
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	752	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	75	0	0	104
Future Vol, veh/h	0	0	75	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	82	0	0	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	82	0	0	82	0
Stage 1	82	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	794	978	-	-	1515	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	978	-	-	1515	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	912	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1515	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	45	17	58	24	88	21	1347	127	136	1028	9
Future Volume (veh/h)	12	45	17	58	24	88	21	1347	127	136	1028	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	13	49	18	63	26	96	23	1464	138	148	1117	10
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	300	345	127	350	93	342	36	1716	161	180	2202	20
Arrive On Green	0.27	0.27	0.26	0.27	0.27	0.26	0.02	0.52	0.52	0.11	0.61	0.61
Sat Flow, veh/h	1164	1301	478	1224	349	1287	1634	3272	306	1634	3594	32
Grp Volume(v), veh/h	13	0	67	63	0	122	23	787	815	148	550	577
Grp Sat Flow(s),veh/h/ln	1164	0	1778	1224	0	1636	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.1	0.0	3.5	5.0	0.0	7.1	1.7	45.7	46.8	10.6	21.0	21.0
Cycle Q Clear(g_c), s	8.2	0.0	3.5	8.4	0.0	7.1	1.7	45.7	46.8	10.6	21.0	21.0
Prop In Lane	1.00		0.27	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	300	0	472	350	0	434	36	928	949	180	1084	1138
V/C Ratio(X)	0.04	0.00	0.14	0.18	0.00	0.28	0.64	0.85	0.86	0.82	0.51	0.51
Avail Cap(c_a), veh/h	300	0	472	350	0	434	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	33.7	36.9	0.0	35.2	58.2	24.4	24.7	52.2	13.1	13.1
Incr Delay (d2), s/veh	0.3	0.0	0.6	1.1	0.0	1.6	17.3	5.9	6.4	14.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.8	1.8	0.0	3.4	0.9	23.8	25.0	5.6	10.3	10.9
LnGrp Delay(d),s/veh	38.5	0.0	34.3	38.0	0.0	36.8	75.5	30.4	31.1	67.1	13.4	13.4
LnGrp LOS	D		C	D		D	E	C	C	E	B	B
Approach Vol, veh/h		80			185			1625			1275	
Approach Delay, s/veh		35.0			37.2			31.4			19.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	66.9		35.9	6.6	77.5		35.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	12.6	48.8		10.2	3.7	23.0		10.4
Green Ext Time (p_c), s	0.2	13.7		0.5	0.0	20.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	336	30	52	255	27	80
Future Vol, veh/h	336	30	52	255	27	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	365	33	57	277	29	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	398	0	772	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1161	-	368	665
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1161	-	347	665
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1161	-
HCM Lane V/C Ratio	0.215	-	-	0.049	-
HCM Control Delay (s)	13.5	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	54.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	373	79	0	391	232	6	0	60	14	315
Future Vol, veh/h	0	10	373	79	0	391	232	6	0	60	14	315
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	11	405	86	0	425	252	7	0	65	15	342
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	57.7	69.3	31.5
HCM LOS	F	F	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	2%	63%	0%	21%
Vol Thru, %	4%	81%	37%	0%	58%
Vol Right, %	81%	17%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	389	462	623	6	52
LT Vol	60	10	391	0	11
Through Vol	14	373	232	0	30
RT Vol	315	79	0	6	11
Lane Flow Rate	423	502	677	7	57
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.795	0.966	1	0.012	0.14
Departure Headway (Hd)	6.894	6.925	7.804	6.76	8.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	529	527	467	531	403
Service Time	4.894	4.932	5.528	4.484	6.947
HCM Lane V/C Ratio	0.8	0.953	1.45	0.013	0.141
HCM Control Delay	31.5	57.7	69.9	9.6	13.4
HCM Lane LOS	D	F	F	A	B
HCM 95th-tile Q	7.5	12.7	13.1	0	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	30	11
Future Vol, veh/h	0	11	30	11
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	33	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	30.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	186	578	366	37	72	238
Future Vol, veh/h	186	578	366	37	72	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	628	398	40	78	259

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	438	0	-	0	1451	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	1033	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1122	-	-	-	144	635
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	343	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1122	-	-	-	104	635
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	248	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	140.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1122	-	-	-	291
HCM Lane V/C Ratio	0.18	-	-	-	1.158
HCM Control Delay (s)	8.9	0	-	-	140.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	14.5

Intersection	
Int Delay, s/veh	30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	9	4	14	3	74	2	1191	63	132	1015	9
Future Vol, veh/h	4	9	4	14	3	74	2	1191	63	132	1015	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	4	15	3	80	2	1295	68	143	1103	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2048	2762	557	2176	2733	682	1113	0	0	1363	0	0
Stage 1	1395	1395	-	1333	1333	-	-	-	-	-	-	-
Stage 2	653	1367	-	843	1400	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	32	19	474	26	20	392	623	-	-	500	-	-
Stage 1	149	207	-	162	221	-	-	-	-	-	-	-
Stage 2	423	213	-	325	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	14	474	~ 9	14	392	623	-	-	500	-	-
Mov Cap-2 Maneuver	16	14	-	~ 9	14	-	-	-	-	-	-	-
Stage 1	149	148	-	161	220	-	-	-	-	-	-	-
Stage 2	330	212	-	215	146	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 476.3	$ 719.8	0	1.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	623	-	-	19	46	500	-	-
HCM Lane V/C Ratio	0.003	-	-	0.973	2.15	0.287	-	-
HCM Control Delay (s)	10.8	-	-	$ 476.3	$ 719.8	15.1	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	10.2	1.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	0	0	90	0	1
Future Vol, veh/h	285	0	0	90	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	0	0	98	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	408	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1250	-	599	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	599	730
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	730	-	-	1250	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	0	0	95	0	1
Future Vol, veh/h	182	0	0	95	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	198	0	0	103	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	198	0	301	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1375	-	691	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1375	-	691	843
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	921	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	843	-	-	1375	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	232	43	33	96	10	33	100	60	11	63	0
Future Vol, veh/h	5	232	43	33	96	10	33	100	60	11	63	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	252	47	36	104	11	36	109	65	12	68	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	299	0	0	502	473	276	555	492	110
Stage 1	-	-	-	-	-	-	286	286	-	182	182	-
Stage 2	-	-	-	-	-	-	216	187	-	373	310	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1262	-	-	480	490	763	442	478	943
Stage 1	-	-	-	-	-	-	721	675	-	820	749	-
Stage 2	-	-	-	-	-	-	786	745	-	648	659	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1262	-	-	414	473	763	324	461	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	473	-	324	461	-
Stage 1	-	-	-	-	-	-	718	672	-	817	726	-
Stage 2	-	-	-	-	-	-	690	722	-	495	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.9	16.5	15.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	1474	-	-	1262	-	-	434
HCM Lane V/C Ratio	0.402	0.004	-	-	0.028	-	-	0.185
HCM Control Delay (s)	16.5	7.5	0	-	7.9	0	-	15.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	260	25	53	123	12	36
Future Vol, veh/h	260	25	53	123	12	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	27	58	134	13	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	545	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1250	-	499	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	474	743
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	1250	-
HCM Lane V/C Ratio	0.08	-	-	0.046	-
HCM Control Delay (s)	11	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	25	27	117	30	6
Future Vol, veh/h	189	25	27	117	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	27	29	127	33	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	233	0	405	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1335	-	602	821
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1335	-	588	821
Mov Cap-2 Maneuver	-	-	-	-	588	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1335	-
HCM Lane V/C Ratio	0.063	-	-	0.022	-
HCM Control Delay (s)	11.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	266	0	7	181	3	26
Future Vol, veh/h	266	0	7	181	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	289	0	8	197	3	28

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	303	289	387	289
Stage 1	-	-	0	0	289	-
Stage 2	-	-	303	289	98	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	689	621	616	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	749	673	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	689	0	616	750
Mov Cap-2 Maneuver	-	-	689	0	616	-
Stage 1	-	-	-	0	760	-
Stage 2	-	-	749	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12.4	10.1
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	733	-	-	689
HCM Lane V/C Ratio	0.043	-	-	0.297
HCM Control Delay (s)	10.1	-	-	12.4
HCM Lane LOS	B	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	24.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	306	67	104	111	163	278
Future Vol, veh/h	306	67	104	111	163	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	73	113	121	177	302

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	405	0	716	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1154	-	397	677
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1154	-	355	677
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	56.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	507	-	-	1154	-
HCM Lane V/C Ratio	0.945	-	-	0.098	-
HCM Control Delay (s)	56.1	-	-	8.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	11.8	-	-	0.3	-

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	76	228	145	276	383	60
Future Vol, veh/h	76	228	145	276	383	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	248	158	300	416	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1064	449	482	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	247	610	1081	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	204	610	1081	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.4	3.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1081	-	407	-	-
HCM Lane V/C Ratio	0.146	-	0.812	-	-
HCM Control Delay (s)	8.9	0	42.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.5	-	7.3	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	4	145	47	8	101
Future Vol, veh/h	37	4	145	47	8	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	158	51	9	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	310	183	0	0	209	0
Stage 1	183	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	682	859	-	-	1362	-
Stage 1	848	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	677	859	-	-	1362	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1362	-
HCM Lane V/C Ratio	-	-	0.064	0.006	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	127	117	96
Demand Flow Rate, veh/h	95	130	120	98
Vehicles Circulating, veh/h	116	106	100	125
Vehicles Exiting, veh/h	107	114	111	111
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.5	4.8	4.7	4.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	95	130	120	98
Cap Entry Lane, veh/h	1006	1016	1022	997
Entry HV Adj Factor	0.981	0.977	0.976	0.981
Flow Entry, veh/h	93	127	117	96
Cap Entry, veh/h	986	992	997	978
V/C Ratio	0.094	0.128	0.117	0.098
Control Delay, s/veh	4.5	4.8	4.7	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	99	81	58	75
Demand Flow Rate, veh/h	102	82	59	77
Vehicles Circulating, veh/h	58	88	95	107
Vehicles Exiting, veh/h	125	66	65	63
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.3	4.2	4.1	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	102	82	59	77
Cap Entry Lane, veh/h	1066	1035	1028	1015
Entry HV Adj Factor	0.972	0.985	0.977	0.980
Flow Entry, veh/h	99	81	58	75
Cap Entry, veh/h	1036	1019	1003	994
V/C Ratio	0.096	0.079	0.057	0.076
Control Delay, s/veh	4.3	4.2	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	47	43	35
Demand Flow Rate, veh/h	90	48	43	35
Vehicles Circulating, veh/h	44	29	84	60
Vehicles Exiting, veh/h	51	98	50	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.7	3.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	90	48	43	35
Cap Entry Lane, veh/h	1081	1098	1039	1064
Entry HV Adj Factor	0.986	0.984	0.995	0.990
Flow Entry, veh/h	89	47	43	35
Cap Entry, veh/h	1066	1080	1033	1053
V/C Ratio	0.083	0.044	0.041	0.033
Control Delay, s/veh	4.1	3.7	3.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	99	66	190	172	7
Future Vol, veh/h	10	99	66	190	172	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	72	207	187	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	97	195	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	547	940	1375	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	515	940	1375	-	-	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	874	-	-
HCM Lane V/C Ratio	0.052	-	0.136	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	84	344	129	106	453
Future Vol, veh/h	53	84	344	129	106	453
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	91	374	140	115	492

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1097	374	0	0	374	0
Stage 1	374	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	236	672	-	-	1184	-
Stage 1	696	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	204	672	-	-	1184	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	204	672	1184	-
HCM Lane V/C Ratio	-	-	0.282	0.136	0.097	-
HCM Control Delay (s)	-	-	29.4	11.2	8.4	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.5	0.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	11	174	37	11	125
Future Vol, veh/h	29	11	174	37	11	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	189	40	12	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	369	209	0	0	229	0
Stage 1	209	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	631	831	-	-	1339	-
Stage 1	826	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	625	831	-	-	1339	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1339	-
HCM Lane V/C Ratio	-	-	0.065	0.009	-
HCM Control Delay (s)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Future Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	14	0	0	0	47	14	0	1	30	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	67%	0%	19%
Vol Thru, %	97%	33%	77%	44%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	56	43
LT Vol	1	26	0	8
Through Vol	28	13	43	19
RT Vol	0	0	13	16
Lane Flow Rate	32	42	61	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.05	0.067	0.051
Departure Headway (Hd)	4.157	4.251	3.964	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	839	899	899
Service Time	2.213	2.295	2.007	2.007
HCM Lane V/C Ratio	0.037	0.05	0.068	0.052
HCM Control Delay	7.4	7.5	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	19	16
Future Vol, veh/h	0	8	19	16
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	21	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	65	190	60
Demand Flow Rate, veh/h	20	67	194	61
Vehicles Circulating, veh/h	85	142	26	79
Vehicles Exiting, veh/h	55	78	79	130
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.4	4.9	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	67	194	61
Cap Entry Lane, veh/h	1038	980	1101	1044
Entry HV Adj Factor	0.996	0.970	0.981	0.988
Flow Entry, veh/h	20	65	190	60
Cap Entry, veh/h	1033	950	1079	1031
V/C Ratio	0.019	0.068	0.176	0.058
Control Delay, s/veh	3.6	4.4	4.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	21	63	53	7	19	19
Future Vol, veh/h	21	63	53	7	19	19
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	68	58	8	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	180	71
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	810	991
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	790	983
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	27	86	0	49	12	16	0	44	201	44
Future Vol, veh/h	0	7	27	86	0	49	12	16	0	44	201	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	93	0	53	13	17	0	48	218	48
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	10.2	10.2	10.2
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	60%	0%	24%	0%	43%	0%	100%	95%
Vol Right, %	0%	0%	40%	0%	76%	0%	57%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	134	111	7	113	49	28	26	161	84
LT Vol	44	0	0	7	0	49	0	26	0	0
Through Vol	0	134	67	0	27	0	12	0	161	80
RT Vol	0	0	44	0	86	0	16	0	0	4
Lane Flow Rate	48	146	121	8	123	53	30	28	175	92
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.086	0.242	0.191	0.015	0.203	0.105	0.052	0.051	0.291	0.152
Departure Headway (Hd)	6.482	5.978	5.698	6.986	5.951	7.083	6.181	6.508	6.003	5.97
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	600	630	512	602	505	579	551	599	600
Service Time	4.219	3.714	3.434	4.73	3.695	4.831	3.928	4.245	3.741	3.707
HCM Lane V/C Ratio	0.087	0.243	0.192	0.016	0.204	0.105	0.052	0.051	0.292	0.153
HCM Control Delay	9.8	10.6	9.8	9.8	10.2	10.7	9.3	9.6	11.2	9.8
HCM Lane LOS	A	B	A	A	B	B	A	A	B	A
HCM 95th-tile Q	0.3	0.9	0.7	0	0.8	0.3	0.2	0.2	1.2	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	26	241	4
Future Vol, veh/h	0	26	241	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	28	262	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.6
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	24.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	479	0	0	0	577	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	479	0	0	0	577	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	521	0	0	0	627	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	19.5	29.2
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	479	0	0	0	0	577	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	479	0	0	0	0	577	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	521	0	0	0	0	627	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.721	0	0	0	0	0.854	0
Departure Headway (Hd)	5.485	4.982	4.982	7.134	7.134	4.901	4.901	4.901
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	655	729	0	0	0	0	740	0
Service Time	3.197	2.694	2.694	4.898	4.898	2.612	2.612	2.612
HCM Lane V/C Ratio	0.002	0.715	0	0	0	0	0.847	0
HCM Control Delay	8.2	19.5	7.7	9.9	9.9	7.6	29.2	7.6
HCM Lane LOS	A	C	N	N	N	N	D	N
HCM 95th-tile Q	0	6.2	0	0	0	0	10	0

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	37	76	300	37	18	41	187	302	18	109	17
Future Vol, veh/h	37	37	76	300	37	18	41	187	302	18	109	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	40	83	326	40	20	45	203	328	20	118	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	471	450	118	470	450	203	118	0	0	203	0	0
Stage 1	158	158	-	292	292	-	-	-	-	-	-	-
Stage 2	313	292	-	178	158	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	503	504	934	504	504	838	1470	-	-	1369	-	-
Stage 1	844	767	-	716	671	-	-	-	-	-	-	-
Stage 2	698	671	-	824	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	444	481	934	416	481	838	1470	-	-	1369	-	-
Mov Cap-2 Maneuver	444	481	-	416	481	-	-	-	-	-	-	-
Stage 1	818	756	-	694	650	-	-	-	-	-	-	-
Stage 2	620	650	-	701	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	34.5	0.6	1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	444	481	934	416	481	838	1369	-	-
HCM Lane V/C Ratio	0.03	-	-	0.091	0.084	0.088	0.784	0.084	0.023	0.014	-	-
HCM Control Delay (s)	7.5	-	-	13.9	13.2	9.2	38.6	13.2	9.4	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	E	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.3	6.8	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Future Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	3	0	1	3	16	0	2	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	74%	5%	19%
Vol Thru, %	85%	13%	16%	51%
Vol Right, %	9%	13%	79%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	23	19	47
LT Vol	2	17	1	9
Through Vol	28	3	3	24
RT Vol	3	3	15	14
Lane Flow Rate	36	25	21	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.029	0.021	0.055
Departure Headway (Hd)	4.008	4.169	3.639	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	856	978	918
Service Time	2.036	2.207	1.68	1.925
HCM Lane V/C Ratio	0.04	0.029	0.021	0.056
HCM Control Delay	7.2	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	24	14
Future Vol, veh/h	0	9	24	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	26	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	93	63	97
Demand Flow Rate, veh/h	51	95	64	99
Vehicles Circulating, veh/h	76	84	78	56
Vehicles Exiting, veh/h	79	58	49	123
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.3	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	51	95	64	99
Cap Entry Lane, veh/h	1047	1039	1045	1068
Entry HV Adj Factor	0.992	0.981	0.984	0.982
Flow Entry, veh/h	51	93	63	97
Cap Entry, veh/h	1038	1019	1029	1049
V/C Ratio	0.049	0.091	0.061	0.093
Control Delay, s/veh	3.9	4.3	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	64	53	0
Demand Flow Rate, veh/h	91	66	54	0
Vehicles Circulating, veh/h	25	15	65	80
Vehicles Exiting, veh/h	55	104	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.8	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	66	54	0
Cap Entry Lane, veh/h	1102	1113	1059	1043
Entry HV Adj Factor	0.975	0.973	0.981	1.000
Flow Entry, veh/h	89	64	53	0
Cap Entry, veh/h	1074	1082	1039	1042
V/C Ratio	0.083	0.059	0.051	0.000
Control Delay, s/veh	4.1	3.8	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	77	68	305	373	3
Future Vol, veh/h	5	77	68	305	373	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	84	74	332	405	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	721	204	409	0	-	0
Stage 1	407	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	362	803	1146	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	333	803	1146	-	-	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1146	-	739	-	-
HCM Lane V/C Ratio	0.064	-	0.121	-	-
HCM Control Delay (s)	8.4	0.2	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1290	167	117	998	9	134	1	70	124	8	292
Future Volume (veh/h)	194	1290	167	117	998	9	134	1	70	124	8	292
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	211	1402	182	127	1085	10	146	1	76	135	9	317
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1138	10	177	1	92	132	9	310
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	1458	1634	3593	33	1116	8	581	480	32	1128
Grp Volume(v), veh/h	211	1402	182	127	534	561	223	0	0	461	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1704	0	0	1640	0	0
Q Serve(g_s), s	14.0	44.0	10.8	8.0	35.5	35.5	15.2	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	10.8	8.0	35.5	35.5	15.2	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.65		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	535	109	560	588	270	0	0	451	0	0
V/C Ratio(X)	1.11	1.08	0.34	1.17	0.95	0.95	0.83	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	270	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.71	0.71	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	27.5	56.0	40.1	40.2	49.0	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	91.3	48.0	0.3	124.1	21.4	20.7	24.2	0.0	0.0	48.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	30.1	4.4	7.4	20.7	21.6	9.0	0.0	0.0	20.9	0.0	0.0
LnGrp Delay(d),s/veh	144.3	86.0	27.8	180.1	61.5	60.9	73.2	0.0	0.0	91.9	0.0	0.0
LnGrp LOS	F	F	C	F	E	E	E			F		
Approach Vol, veh/h		1795			1222			223			461	
Approach Delay, s/veh		86.9			73.6			73.2			91.9	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		17.2	10.0	46.0		35.0	16.0	37.5
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.3
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1317	237	29	776	16	129	20	52	39	18	76
Future Volume (veh/h)	63	1317	237	29	776	16	129	20	52	39	18	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	68	1432	258	32	843	17	140	22	57	42	20	83
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	1519	269	66	1006	20	354	131	339	63	32	135
Arrive On Green	0.26	0.51	0.49	0.04	0.28	0.27	0.22	0.29	0.28	0.04	0.10	0.10
Sat Flow, veh/h	1774	3003	532	1634	3547	72	1634	458	1187	1774	313	1298
Grp Volume(v), veh/h	68	834	856	32	421	439	140	0	79	42	0	103
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1634	1770	1849	1634	0	1646	1774	0	1610
Q Serve(g_s), s	3.5	52.8	55.9	2.3	26.8	26.8	8.8	0.0	4.3	2.8	0.0	7.4
Cycle Q Clear(g_c), s	3.5	52.8	55.9	2.3	26.8	26.8	8.8	0.0	4.3	2.8	0.0	7.4
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.72	1.00		0.81
Lane Grp Cap(c), veh/h	466	895	893	66	502	524	354	0	469	63	0	167
V/C Ratio(X)	0.15	0.93	0.96	0.49	0.84	0.84	0.39	0.00	0.17	0.67	0.00	0.62
Avail Cap(c_a), veh/h	466	900	898	82	811	848	354	0	469	136	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	27.7	28.7	56.4	40.4	40.4	40.2	0.0	32.4	57.2	0.0	51.7
Incr Delay (d2), s/veh	0.0	2.0	3.3	5.5	4.3	4.1	0.7	0.0	0.8	11.7	0.0	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	26.2	27.9	1.1	13.7	14.3	4.0	0.0	2.1	1.6	0.0	4.0
LnGrp Delay(d),s/veh	33.9	29.7	32.0	61.9	44.7	44.6	41.0	0.0	33.1	68.9	0.0	67.6
LnGrp LOS	C	C	C	E	D	D	D		C	E		E
Approach Vol, veh/h		1758			892			219			145	
Approach Delay, s/veh		31.0			45.3			38.1			68.0	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	38.2	8.8	64.7	30.0	16.4	35.5	38.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	4.8	6.3	4.3	57.9	10.8	9.4	5.5	28.8
Green Ext Time (p_c), s	0.0	0.7	0.0	0.8	0.0	0.3	3.1	3.2

Intersection Summary		
HCM 2010 Ctrl Delay		37.5
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	27.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	847	106	153	672	56	178
Future Vol, veh/h	847	106	153	672	56	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	921	115	166	730	61	193

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1036	0	1676	518
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	698	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	667	-	86	502
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	667	-	65	502
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	342	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	225.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	192	-	-	667	-
HCM Lane V/C Ratio	1.325	-	-	0.249	-
HCM Control Delay (s)	225.3	-	-	12.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	14.4	-	-	1	-

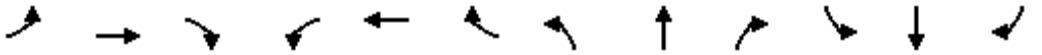
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	942	7	33	896	14	63
Future Vol, veh/h	942	7	33	896	14	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1024	8	36	974	15	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1032	0	1587	516
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	669	-	99	504
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	669	-	94	504
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	517	-	-	669	-
HCM Lane V/C Ratio	0.162	-	-	0.054	-
HCM Control Delay (s)	13.3	-	-	10.7	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	576	127	126	464	105	102	567	86	66	525	228
Future Volume (veh/h)	290	576	127	126	464	105	102	567	86	66	525	228
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	315	626	138	137	504	114	111	616	93	72	571	248
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	983	405	290	791	326	163	1027	423	125	641	278
Arrive On Green	0.23	0.28	0.28	0.18	0.22	0.22	0.10	0.29	0.29	0.08	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2405	1043
Grp Volume(v), veh/h	315	626	138	137	504	114	111	616	93	72	420	399
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	16.5	14.0	4.6	6.8	11.6	5.9	5.9	13.5	2.4	3.8	20.5	20.6
Cycle Q Clear(g_c), s	16.5	14.0	4.6	6.8	11.6	5.9	5.9	13.5	2.4	3.8	20.5	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	379	983	405	290	791	326	163	1027	423	125	472	448
V/C Ratio(X)	0.83	0.64	0.34	0.47	0.64	0.35	0.68	0.60	0.22	0.58	0.89	0.89
Avail Cap(c_a), veh/h	436	983	405	290	791	326	163	1027	423	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	28.5	11.9	33.2	31.6	29.4	39.1	27.4	7.6	40.2	31.7	32.4
Incr Delay (d2), s/veh	11.5	3.1	2.3	1.2	3.9	2.9	8.3	0.7	0.2	4.1	18.5	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	7.2	2.1	3.1	6.1	2.6	3.0	6.7	1.0	1.9	12.5	12.0
LnGrp Delay(d),s/veh	44.3	31.7	14.2	34.4	35.5	32.4	47.4	28.2	7.8	44.3	50.2	52.0
LnGrp LOS	D	C	B	C	D	C	D	C	A	D	D	D
Approach Vol, veh/h		1079			755			820			891	
Approach Delay, s/veh		33.1			34.9			28.5			50.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	30.1	20.0	29.0	13.0	28.0	24.9	24.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.8	15.5	8.8	16.0	7.9	22.6	18.5	13.6
Green Ext Time (p_c), s	0.0	3.5	1.5	2.0	0.0	0.0	0.4	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1066	12	14	616	7	48	0	38	7	0	0
Future Vol, veh/h	0	1066	12	14	616	7	48	0	38	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1159	13	15	670	8	52	0	41	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1159	0	0	1863	1867	1159	1883	1863	673
Stage 1	-	-	-	-	-	-	1159	1159	-	704	704	-
Stage 2	-	-	-	-	-	-	704	708	-	1179	1159	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	915	-	-	603	-	-	56	73	238	54	73	455
Stage 1	-	-	-	-	-	-	238	270	-	428	440	-
Stage 2	-	-	-	-	-	-	428	438	-	232	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	603	-	-	54	70	238	43	70	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	70	-	43	70	-
Stage 1	-	-	-	-	-	-	238	270	-	428	422	-
Stage 2	-	-	-	-	-	-	411	420	-	192	270	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	233.7	105.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	82	915	-	-	603	-	-	43
HCM Lane V/C Ratio	1.14	-	-	-	0.025	-	-	0.177
HCM Control Delay (s)	233.7	0	-	-	11.1	0	-	105.9
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	6.7	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	978	0	7	688	6	0	0	7	4	0	0
Future Vol, veh/h	0	978	0	7	688	6	0	0	7	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1063	0	8	748	7	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	754	0	0	1063	0	0	1829	1833	1063	1833	1829	751
Stage 1	-	-	-	-	-	-	1063	1063	-	766	766	-
Stage 2	-	-	-	-	-	-	766	770	-	1067	1063	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	856	-	-	655	-	-	59	76	271	59	77	411
Stage 1	-	-	-	-	-	-	270	300	-	395	412	-
Stage 2	-	-	-	-	-	-	395	410	-	269	300	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	856	-	-	655	-	-	58	74	271	56	75	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	74	-	56	75	-
Stage 1	-	-	-	-	-	-	270	300	-	395	403	-
Stage 2	-	-	-	-	-	-	387	401	-	261	300	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	18.7	74.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	856	-	-	655	-	-	56
HCM Lane V/C Ratio	0.028	-	-	-	0.012	-	-	0.078
HCM Control Delay (s)	18.7	0	-	-	10.6	0	-	74.6
HCM Lane LOS	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	74.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	54	872	143	0	208	575	214	0	115	375	272
Future Vol, veh/h	0	54	872	143	0	208	575	214	0	115	375	272
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	948	155	0	226	625	233	0	125	408	296
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78.1	78.1	62.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	0%	5%	21%	33%
Vol Thru, %	77%	0%	82%	58%	56%
Vol Right, %	0%	100%	13%	21%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	490	272	1069	997	409
LT Vol	115	0	54	208	133
Through Vol	375	0	872	575	227
RT Vol	0	272	143	214	49
Lane Flow Rate	533	296	1162	1084	445
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.742	1	1	1
Departure Headway (Hd)	9.848	9.031	9.558	9.541	9.721
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	373	402	395	390	378
Service Time	7.548	6.731	7.558	7.541	7.721
HCM Lane V/C Ratio	1.429	0.736	2.942	2.779	1.177
HCM Control Delay	79.1	33.6	78.1	78.1	78.9
HCM Lane LOS	F	D	F	F	F
HCM 95th-tile Q	11.7	5.9	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	133	227	49
Future Vol, veh/h	0	133	227	49
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	145	247	53
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	13631.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	134	1150	15	14	1013	232	9	16	7	242	17	143
Future Vol, veh/h	134	1150	15	14	1013	232	9	16	7	242	17	143
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	1250	16	15	1101	252	10	17	8	263	18	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1353	0	0	1266	0	0	2894	2933	1258	2820	2816	1227
Stage 1	-	-	-	-	-	-	1549	1549	-	1258	1258	-
Stage 2	-	-	-	-	-	-	1345	1384	-	1562	1558	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	509	-	-	549	-	-	10	~ 15	209	~ 11	~ 18	217
Stage 1	-	-	-	-	-	-	143	175	-	~ 209	242	-
Stage 2	-	-	-	-	-	-	187	211	-	~ 140	173	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	509	-	-	549	-	-	0	0	209	~ 1	0	217
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 4	~ 5	-	~ 6	212	-
Stage 2	-	-	-	-	-	-	42	185	-	-	~ 5	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	25.6	$ 101446.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	509	-	-	549	-	-	2
HCM Lane V/C Ratio	0.166	0.286	-	-	0.028	-	-	218.478
HCM Control Delay (s)	25.6	14.9	0	-	11.7	0	-	$ 101446.3
HCM Lane LOS	D	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.6	1.2	-	-	0.1	-	-	57.2

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	942	211	225	1189	89	114	34	83	65	22	13
Future Vol, veh/h	20	942	211	225	1189	89	114	34	83	65	22	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1024	229	245	1292	97	124	37	90	71	24	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1389	0	0	1253	0	0	3031	3060	1139	3076	3127	1341
Stage 1	-	-	-	-	-	-	1182	1182	-	1830	1830	-
Stage 2	-	-	-	-	-	-	1849	1878	-	1246	1297	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	493	-	-	555	-	-	~ 8	~ 12	245	~ 7	~ 11	186
Stage 1	-	-	-	-	-	-	231	263	-	98	127	-
Stage 2	-	-	-	-	-	-	~ 95	120	-	213	232	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	493	-	-	555	-	-	-	~ 10	245	-	~ 9	186
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 10	-	-	~ 9	-
Stage 1	-	-	-	-	-	-	194	221	-	82	127	-
Stage 2	-	-	-	-	-	-	~ 71	120	-	94	195	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.5		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	493	-	-	555	-	-	-
HCM Lane V/C Ratio	-	0.044	-	-	0.441	-	-	-
HCM Control Delay (s)	-	12.6	0	-	16.5	0	-	-
HCM Lane LOS	-	B	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	2.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	1374	1223	134	0	25
Future Vol, veh/h	44	1374	1223	134	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	1493	1329	146	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1475	0	-	0	2991	1402
Stage 1	-	-	-	-	1402	-
Stage 2	-	-	-	-	1589	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	457	-	-	-	15	171
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	184	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	457	-	-	-	6	171
Mov Cap-2 Maneuver	-	-	-	-	6	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	70	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	30
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	457	-	-	-	171
HCM Lane V/C Ratio	0.105	-	-	-	0.159
HCM Control Delay (s)	13.8	0	-	-	30
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1161	430	313	854	112	495	195	265	194	210	113
Future Volume (veh/h)	69	1161	430	313	854	112	495	195	265	194	210	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	75	1262	467	340	928	122	538	212	288	211	228	123
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	75	1262	467	340	928	122	538	212	288	211	228	123
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	5.5	49.0	21.8	14.0	57.0	5.8	13.0	6.7	16.3	8.0	6.3	8.6
Cycle Q Clear(g_c), s	5.5	49.0	21.8	14.0	57.0	5.8	13.0	6.7	16.3	8.0	6.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
V/C Ratio(X)	0.92	1.66	0.79	1.78	1.05	0.18	3.04	0.22	0.72	1.94	0.28	0.37
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	35.5	13.0	53.0	31.5	18.1	57.9	42.6	24.6	56.0	37.7	38.6
Incr Delay (d2), s/veh	72.5	302.5	7.0	372.9	43.9	0.1	922.1	0.1	3.4	453.4	0.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	89.0	9.8	26.0	40.0	2.3	51.2	3.3	6.9	17.3	3.2	3.7
LnGrp Delay(d),s/veh	129.3	338.0	20.0	425.9	75.4	18.2	979.9	42.7	28.0	509.4	38.5	41.6
LnGrp LOS	F	F	B	F	F	B	F	D	C	F	D	D
Approach Vol, veh/h		1804			1390			1038			562	
Approach Delay, s/veh		247.0			156.1			524.4			216.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	18.3	16.0	51.0	15.0	10.6	7.5	59.0
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	3.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	277.1
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	1277.2

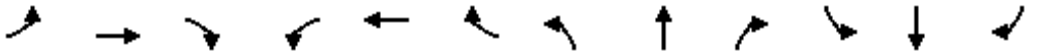
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1650	146	61	1170	103	49
Future Vol, veh/h	1650	146	61	1170	103	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1793	159	66	1272	112	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1952	0	3277	1873
Stage 1	-	-	-	-	1873	-
Stage 2	-	-	-	-	1404	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	299	-	~ 10	90
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	227	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	299	-	~ 2	90
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	~ 56	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	$ 26703.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	3	-	-	299	-
HCM Lane V/C Ratio	55.072	-	-	0.222	-
HCM Control Delay (s)	$ 26703.9	-	-	20.4	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	23	-	-	0.8	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	1096	244	660	924	82	177	617	227	138	657	164
Future Volume (veh/h)	350	1096	244	660	924	82	177	617	227	138	657	164
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	380	1191	265	717	1004	89	192	671	247	150	714	178
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1032	425	608	1032	425	136	760	280	136	843	210
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2535	933	1634	2809	700
Grp Volume(v), veh/h	380	1191	265	717	1004	89	192	468	450	150	450	442
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1698	1634	1770	1739
Q Serve(g_s), s	23.0	35.0	18.9	23.0	33.7	5.5	10.0	30.2	30.3	10.0	28.6	28.7
Cycle Q Clear(g_c), s	23.0	35.0	18.9	23.0	33.7	5.5	10.0	30.2	30.3	10.0	28.6	28.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.40
Lane Grp Cap(c), veh/h	313	1032	425	608	1032	425	136	531	509	136	531	522
V/C Ratio(X)	1.21	1.15	0.62	1.18	0.97	0.21	1.41	0.88	0.88	1.10	0.85	0.85
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	531	509	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	0.42	0.42	0.42	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	42.5	36.8	48.5	42.0	32.1	55.0	40.0	40.5	55.0	39.4	39.8
Incr Delay (d2), s/veh	121.8	80.4	2.8	91.3	15.6	0.1	202.0	9.1	9.5	107.0	15.4	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.9	28.6	7.9	17.7	18.7	2.2	12.1	16.1	15.5	8.5	16.3	16.0
LnGrp Delay(d),s/veh	170.3	122.9	39.6	139.8	57.6	32.2	257.0	49.1	50.0	162.0	54.8	55.4
LnGrp LOS	F	F	D	F	E	C	F	D	D	F	D	E
Approach Vol, veh/h		1836			1810			1110			1042	
Approach Delay, s/veh		120.7			88.9			85.5			70.5	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	32.3	25.0	37.0	12.0	30.7	25.0	35.7
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	95.0
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	581	213	526	642	130	253	739	104	102	589	104
Future Volume (veh/h)	391	581	213	526	642	130	253	739	104	102	589	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	425	632	232	572	698	141	275	803	113	111	640	113
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	738	304	558	932	384	323	943	389	158	759	313
Arrive On Green	0.29	0.21	0.21	0.34	0.26	0.26	0.10	0.27	0.27	0.05	0.21	0.21
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	425	632	232	572	698	141	275	803	113	111	640	113
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	30.1	20.6	18.0	41.0	21.7	9.5	10.2	25.8	2.9	4.1	20.8	4.0
Cycle Q Clear(g_c), s	30.1	20.6	18.0	41.0	21.7	9.5	10.2	25.8	2.9	4.1	20.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	738	304	558	932	384	323	943	389	158	759	313
V/C Ratio(X)	0.91	0.86	0.76	1.02	0.75	0.37	0.85	0.85	0.29	0.70	0.84	0.36
Avail Cap(c_a), veh/h	490	752	310	558	932	384	323	943	389	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	45.8	44.7	39.5	40.6	36.0	53.0	41.8	5.5	56.1	45.2	10.3
Incr Delay (d2), s/veh	2.5	1.0	1.0	44.5	3.4	0.6	19.1	9.6	1.9	12.8	11.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	10.2	7.3	25.4	11.0	3.9	5.3	13.9	1.4	2.1	11.3	1.9
LnGrp Delay(d),s/veh	43.7	46.7	45.7	84.0	44.0	36.6	72.1	51.3	7.4	69.0	56.2	13.5
LnGrp LOS	D	D	D	F	D	D	E	D	A	E	E	B
Approach Vol, veh/h		1289			1411			1191			864	
Approach Delay, s/veh		45.6			59.4			52.0			52.2	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	36.0	45.0	29.0	16.2	29.7	38.4	35.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	27.8	43.0	22.6	12.2	22.8	32.1	23.7
Green Ext Time (p_c), s	0.0	0.9	0.0	0.4	0.0	0.9	0.3	2.6

Intersection Summary		
HCM 2010 Ctrl Delay		52.5
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	60.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	90	88	187	0	89	17	128	0	33	541	139	0	78	416	16
Future Vol, veh/h	0	90	88	187	0	89	17	128	0	33	541	139	0	78	416	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	98	96	203	0	97	18	139	0	36	588	151	0	85	452	17
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	52.2	16.8	71.6	72.2
HCM LOS	F	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	5%	25%	100%	0%	15%
Vol Thru, %	76%	24%	0%	12%	82%
Vol Right, %	19%	51%	0%	88%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	713	365	89	145	510
LT Vol	33	90	89	0	78
Through Vol	541	88	0	17	416
RT Vol	139	187	0	128	16
Lane Flow Rate	775	397	97	158	554
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.907	0.267	0.386	1
Departure Headway (Hd)	8.134	8.23	9.937	8.82	8.254
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	457	440	360	407	443
Service Time	6.134	6.3	7.736	6.619	6.254
HCM Lane V/C Ratio	1.696	0.902	0.269	0.388	1.251
HCM Control Delay	71.6	52.2	16.4	17.1	72.2
HCM Lane LOS	F	F	C	C	F
HCM 95th-tile Q	12.9	9.9	1.1	1.8	12.8

Intersection	
Int Delay, s/veh	27.2

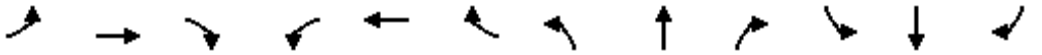
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	53	403	8	87	247	83	6	168	67	37	11	19
Future Vol, veh/h	53	403	8	87	247	83	6	168	67	37	11	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	438	9	95	268	90	7	183	73	40	12	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	447	0	0	887	1106	223	929	1065	179
Stage 1	-	-	-	-	-	-	558	558	-	503	503	-
Stage 2	-	-	-	-	-	-	329	548	-	426	562	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1196	-	-	1110	-	-	239	209	780	222	221	833
Stage 1	-	-	-	-	-	-	482	510	-	519	540	-
Stage 2	-	-	-	-	-	-	658	515	-	577	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1196	-	-	1110	-	-	200	~ 182	780	-	192	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	~ 182	-	-	192	-
Stage 1	-	-	-	-	-	-	459	485	-	494	494	-
Stage 2	-	-	-	-	-	-	573	471	-	310	483	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.8	129.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	233	1196	-	-	1110	-	-	-
HCM Lane V/C Ratio	0.033	1.096	0.048	-	-	0.085	-	-	-
HCM Control Delay (s)	23.6	132.1	8.2	-	-	8.5	-	-	-
HCM Lane LOS	C	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	11.3	0.2	-	-	0.3	-	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	219	315	233	189	54	293	728	384	66	743	77
Future Volume (veh/h)	76	219	315	233	189	54	293	728	384	66	743	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	83	238	342	253	205	59	318	791	417	72	808	84
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	179	257	177	404	116	204	838	656	82	699	547
Arrive On Green	0.08	0.26	0.24	0.11	0.29	0.28	0.13	0.45	0.45	0.07	0.50	0.50
Sat Flow, veh/h	1634	692	995	1634	1392	401	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	83	0	580	253	0	264	318	791	417	72	808	84
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1792	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.9	0.0	31.0	13.0	0.0	14.7	15.0	48.7	16.4	5.2	45.0	3.8
Cycle Q Clear(g_c), s	5.9	0.0	31.0	13.0	0.0	14.7	15.0	48.7	16.4	5.2	45.0	3.8
Prop In Lane	1.00		0.59	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	436	177	0	520	204	838	656	82	699	547
V/C Ratio(X)	0.67	0.00	1.33	1.43	0.00	0.51	1.56	0.94	0.64	0.88	1.16	0.15
Avail Cap(c_a), veh/h	144	0	436	177	0	520	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.71	0.23	0.23	0.23
Uniform Delay (d), s/veh	53.9	0.0	45.0	53.5	0.0	35.6	52.5	31.5	9.8	55.7	30.1	19.7
Incr Delay (d2), s/veh	9.1	0.0	163.9	222.6	0.0	0.8	267.0	15.7	3.3	21.5	74.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	34.3	16.8	0.0	7.4	21.9	28.5	7.2	2.9	37.5	1.5
LnGrp Delay(d),s/veh	63.0	0.0	208.9	276.1	0.0	36.4	319.5	47.3	13.1	77.1	104.7	19.9
LnGrp LOS	E		F	F		D	F	D	B	E	F	B
Approach Vol, veh/h		663			517			1526			964	
Approach Delay, s/veh		190.6			153.7			94.7			95.2	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	13.1	38.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	7.2	50.7	15.0	33.0	17.0	47.0	7.9	16.7
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	120.5
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	39.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	116	493	215	0	25	305	51	0	99	34	20	0	76	201	90
Future Vol, veh/h	0	116	493	215	0	25	305	51	0	99	34	20	0	76	201	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	126	536	234	0	27	332	55	0	108	37	22	0	83	218	98
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	41.5	19.7	20.4	63.6
HCM LOS	E	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	116	329	379	25	203	153	367
LT Vol	99	116	0	0	25	0	0	76
Through Vol	34	0	329	164	0	203	102	201
RT Vol	20	0	0	215	0	0	51	90
Lane Flow Rate	166	126	357	412	27	221	166	399
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.452	0.31	0.827	0.907	0.072	0.551	0.403	0.957
Departure Headway (Hd)	9.793	8.856	8.331	7.915	9.506	8.978	8.732	8.64
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	406	436	458	377	402	413	419
Service Time	7.545	6.605	6.08	5.663	7.255	6.727	6.48	6.383
HCM Lane V/C Ratio	0.451	0.31	0.819	0.9	0.072	0.55	0.402	0.952
HCM Control Delay	20.4	15.6	40.2	50.5	13	22.3	17.3	63.6
HCM Lane LOS	C	C	E	F	B	C	C	F
HCM 95th-tile Q	2.3	1.3	7.8	10	0.2	3.2	1.9	11.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	218	75	132	136	54	96	1241	282	64	908	42
Future Volume (veh/h)	68	218	75	132	136	54	96	1241	282	64	908	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	237	82	143	148	59	104	1349	307	70	987	46
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	293	230	142	334	261	153	1647	368	82	1821	85
Arrive On Green	0.06	0.16	0.16	0.09	0.18	0.18	0.09	0.57	0.56	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2876	643	1634	3444	160
Grp Volume(v), veh/h	74	237	82	143	148	59	104	820	836	70	507	526
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1749	1634	1770	1834
Q Serve(g_s), s	5.3	14.7	6.0	10.4	8.5	4.2	7.4	44.3	47.2	5.1	0.0	0.0
Cycle Q Clear(g_c), s	5.3	14.7	6.0	10.4	8.5	4.2	7.4	44.3	47.2	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	106	293	230	142	334	261	153	1013	1001	82	936	970
V/C Ratio(X)	0.70	0.81	0.36	1.01	0.44	0.23	0.68	0.81	0.83	0.86	0.54	0.54
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1013	1001	82	936	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.26	0.26	0.26
Uniform Delay (d), s/veh	54.9	48.8	45.1	54.8	43.9	42.1	52.6	20.4	21.4	53.6	0.0	0.0
Incr Delay (d2), s/veh	18.0	13.3	0.9	78.2	0.9	0.4	0.5	0.7	0.8	20.4	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.7	2.5	7.8	4.4	1.7	3.4	21.6	22.8	2.7	0.2	0.2
LnGrp Delay(d),s/veh	73.0	62.0	46.1	133.1	44.8	42.6	53.1	21.1	22.2	74.0	0.6	0.6
LnGrp LOS	E	E	D	F	D	D	D	C	C	E	A	A
Approach Vol, veh/h		393			350			1760			1103	
Approach Delay, s/veh		60.8			80.5			23.5			5.2	
Approach LOS		E			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	72.7	14.4	22.9	15.2	67.5	11.8	25.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.1	49.2	12.4	16.7	9.4	2.0	7.3	10.5
Green Ext Time (p_c), s	0.0	10.8	0.0	0.5	0.1	19.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	209	233	86	123	129	254	962	123	197	1117	69
Future Volume (veh/h)	82	209	233	86	123	129	254	962	123	197	1117	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	89	227	253	93	134	140	276	1046	134	214	1214	75
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	746	307	95	659	271	300	1555	641	259	1466	604
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	89	227	253	93	134	140	276	1046	134	214	1214	75
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.3	6.5	19.9	6.8	3.8	10.4	19.9	28.2	6.8	15.2	36.7	3.8
Cycle Q Clear(g_c), s	6.3	6.5	19.9	6.8	3.8	10.4	19.9	28.2	6.8	15.2	36.7	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	746	307	95	659	271	300	1555	641	259	1466	604
V/C Ratio(X)	0.66	0.30	0.82	0.98	0.20	0.52	0.92	0.67	0.21	0.83	0.83	0.12
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1555	641	259	1466	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	53.4	39.9	45.2	56.4	41.3	44.0	48.1	26.8	20.8	48.9	31.3	21.7
Incr Delay (d2), s/veh	5.4	0.2	13.5	78.9	0.1	1.5	32.3	2.3	0.7	12.3	3.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	9.1	5.2	1.9	4.3	11.7	14.3	2.9	7.8	18.5	1.6
LnGrp Delay(d),s/veh	58.8	40.2	58.7	135.3	41.4	45.4	80.4	29.1	21.5	61.2	34.7	22.0
LnGrp LOS	E	D	E	F	D	D	F	C	C	E	C	C
Approach Vol, veh/h		569			367			1456			1503	
Approach Delay, s/veh		51.3			66.7			38.2			37.8	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.7	11.0	29.3	26.0	53.7	14.0	26.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.2	30.2	8.8	21.9	21.9	38.7	8.3	12.4
Green Ext Time (p_c), s	0.0	11.0	0.0	1.4	0.0	4.7	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	342	219	56	219	92	122	755	186	207	1111	108
Future Volume (veh/h)	93	342	219	56	219	92	122	755	186	207	1111	108
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	101	372	238	61	238	100	133	821	202	225	1208	117
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	433	273	82	675	278	123	849	665	250	995	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.61	0.61	0.15	0.53	0.53
Sat Flow, veh/h	1634	2086	1315	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	101	315	295	61	238	100	133	821	202	225	1208	117
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.4	20.6	21.1	4.4	7.0	4.9	9.0	50.3	5.8	16.2	64.1	4.9
Cycle Q Clear(g_c), s	7.4	20.6	21.1	4.4	7.0	4.9	9.0	50.3	5.8	16.2	64.1	4.9
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	338	82	675	278	123	849	665	250	995	779
V/C Ratio(X)	0.93	0.86	0.87	0.75	0.35	0.36	1.09	0.97	0.30	0.90	1.21	0.15
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	250	995	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.90	0.90	0.90	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	45.8	46.8	56.2	42.1	19.9	54.0	22.7	7.6	49.9	28.0	14.2
Incr Delay (d2), s/veh	58.3	15.9	19.0	28.3	0.3	0.7	51.0	4.3	0.1	31.7	105.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.7	11.2	2.6	3.5	2.0	5.8	26.6	2.3	9.5	61.8	2.0
LnGrp Delay(d),s/veh	114.1	61.8	65.8	84.5	42.4	20.6	105.0	27.0	7.7	81.6	133.6	14.6
LnGrp LOS	F	E	E	F	D	C	F	C	A	F	F	B
Approach Vol, veh/h		711			399			1156			1550	
Approach Delay, s/veh		70.9			43.4			32.6			117.1	
Approach LOS		E			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.4	58.7	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	18.2	52.3	6.4	23.1	11.0	66.1	9.4	9.0
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.0	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	372	116	119	190	225	182	858	187	235	580	63
Future Volume (veh/h)	114	372	116	119	190	225	182	858	187	235	580	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	124	404	126	129	207	245	198	933	203	255	630	68
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	544	224	214	712	293	242	1420	585	296	1535	633
Arrive On Green	0.08	0.15	0.15	0.13	0.20	0.20	0.30	0.80	0.80	0.36	0.87	0.87
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	124	404	126	129	207	245	198	933	203	255	630	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.5	13.1	6.8	8.9	6.0	19.4	13.5	13.2	2.8	17.4	4.4	0.8
Cycle Q Clear(g_c), s	8.5	13.1	6.8	8.9	6.0	19.4	13.5	13.2	2.8	17.4	4.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	544	224	214	712	293	242	1420	585	296	1535	633
V/C Ratio(X)	0.63	0.74	0.56	0.60	0.29	0.84	0.82	0.66	0.35	0.86	0.41	0.11
Avail Cap(c_a), veh/h	196	728	300	214	817	337	327	1420	585	354	1535	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.64	0.64	0.64	0.67	0.67	0.67	0.53	0.53	0.53	0.09	0.09	0.09
Uniform Delay (d), s/veh	48.5	48.5	23.5	49.2	40.7	46.0	40.7	8.4	2.9	36.9	4.8	4.5
Incr Delay (d2), s/veh	4.2	1.8	1.4	3.2	0.1	10.4	6.3	1.3	0.9	1.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.5	2.8	4.2	2.9	8.7	6.5	6.5	1.2	7.9	1.9	0.3
LnGrp Delay(d),s/veh	52.7	50.3	24.9	52.4	40.8	56.4	47.0	9.7	3.7	38.8	4.9	4.6
LnGrp LOS	D	D	C	D	D	E	D	A	A	D	A	A
Approach Vol, veh/h		654			581			1334			953	
Approach Delay, s/veh		45.9			50.0			14.3			13.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.7	52.1	19.7	22.4	21.8	56.1	14.0	28.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	19.4	15.2	10.9	15.1	15.5	6.4	10.5	21.4
Green Ext Time (p_c), s	0.4	9.0	0.0	1.4	0.3	10.1	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	621	457	175	150	371	186	183	1903	125	147	1364	470
Future Volume (veh/h)	621	457	175	150	371	186	183	1903	125	147	1364	470
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	675	497	190	163	403	202	199	2068	136	160	1483	511
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	846	349	265	700	288	150	1689	696	109	1601	660
Arrive On Green	0.13	0.24	0.24	0.08	0.20	0.20	0.09	0.48	0.48	0.07	0.45	0.45
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	675	497	190	163	403	202	199	2068	136	160	1483	511
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	14.9	13.7	6.0	12.4	15.5	11.0	57.3	6.5	8.0	47.4	35.5
Cycle Q Clear(g_c), s	15.0	14.9	13.7	6.0	12.4	15.5	11.0	57.3	6.5	8.0	47.4	35.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	846	349	265	700	288	150	1689	696	109	1601	660
V/C Ratio(X)	1.70	0.59	0.54	0.62	0.58	0.70	1.33	1.22	0.20	1.47	0.93	0.77
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1689	696	109	1601	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	0.61	0.61	0.61	0.76	0.76	0.76
Uniform Delay (d), s/veh	52.5	40.4	39.9	53.1	43.6	44.8	54.5	31.4	18.1	56.0	31.0	27.7
Incr Delay (d2), s/veh	324.6	0.5	1.0	2.5	0.8	4.1	173.1	104.3	0.4	244.7	8.5	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.4	7.4	5.6	2.7	6.1	6.6	12.2	52.4	2.7	11.0	25.0	15.4
LnGrp Delay(d),s/veh	377.1	40.9	40.9	55.7	44.3	48.9	227.6	135.7	18.5	300.7	39.5	34.4
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	D	C
Approach Vol, veh/h		1362			768			2403			2154	
Approach Delay, s/veh		207.6			47.9			136.6			57.7	
Approach LOS		F			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	61.3	14.0	32.7	15.0	58.3	19.0	27.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	59.3	8.0	16.9	13.0	49.4	17.0	17.5
Green Ext Time (p_c), s	0.0	0.0	0.1	4.9	0.0	0.0	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	115.5
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	12	100	119	6	15	44	1557	42	29	2036	56
Future Volume (veh/h)	92	12	100	119	6	15	44	1557	42	29	2036	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	13	109	129	7	16	48	1692	46	32	2213	61
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	177	139	136	52	120	82	2293	945	66	3245	931
Arrive On Green	0.08	0.10	0.10	0.08	0.10	0.09	0.05	0.65	0.65	0.04	0.64	0.64
Sat Flow, veh/h	1634	1863	1458	1634	505	1154	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	100	13	109	129	0	23	48	1692	46	32	2213	61
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1659	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	7.2	0.8	7.4	9.4	0.0	1.5	3.5	38.7	0.7	2.3	33.5	1.9
Cycle Q Clear(g_c), s	7.2	0.8	7.4	9.4	0.0	1.5	3.5	38.7	0.7	2.3	33.5	1.9
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	177	139	136	0	172	82	2293	945	66	3245	931
V/C Ratio(X)	0.82	0.07	0.78	0.95	0.00	0.13	0.59	0.74	0.05	0.49	0.68	0.07
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2293	945	82	3245	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	49.5	37.4	54.7	0.0	49.4	55.8	14.3	1.8	56.4	13.9	8.2
Incr Delay (d2), s/veh	33.1	0.2	9.3	61.0	0.0	0.3	10.5	2.2	0.1	5.5	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.4	3.3	6.6	0.0	0.7	1.8	19.5	0.3	1.1	15.9	0.8
LnGrp Delay(d),s/veh	87.8	49.6	46.7	115.8	0.0	49.8	66.3	16.4	1.9	61.9	15.1	8.3
LnGrp LOS	F	D	D	F		D	E	B	A	E	B	A
Approach Vol, veh/h		222			152			1786			2306	
Approach Delay, s/veh		65.4			105.8			17.4			15.6	
Approach LOS		E			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	81.7	14.0	15.4	10.0	80.6	13.0	16.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	11.3	40.7	11.4	9.4	5.5	35.5	9.2	3.5
Green Ext Time (p_c), s	0.0	12.4	0.0	0.4	0.0	16.8	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	177	1227	180	158	1473
Future Volume (veh/h)	143	177	1227	180	158	1473
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	155	192	1334	196	172	1601
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	260	232	1209	947	150	1442
Arrive On Green	0.16	0.16	0.65	0.65	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	155	192	1334	196	172	1601
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	10.6	15.3	77.9	6.5	11.0	92.9
Cycle Q Clear(g_c), s	10.6	15.3	77.9	6.5	11.0	92.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	260	232	1209	947	150	1442
V/C Ratio(X)	0.60	0.83	1.10	0.21	1.15	1.11
Avail Cap(c_a), veh/h	268	239	1209	947	150	1442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	46.9	48.8	21.1	8.5	49.0	0.0
Incr Delay (d2), s/veh	1.9	12.5	59.0	0.5	74.3	50.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.0	59.4	2.7	8.0	20.3
LnGrp Delay(d),s/veh	48.8	61.4	80.0	9.0	123.3	50.7
LnGrp LOS	D	E	F	A	F	F
Approach Vol, veh/h	347		1530			1773
Approach Delay, s/veh	55.8		70.9			57.8
Approach LOS	E		E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.9				96.9		23.1
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	79.9				94.9		17.3
Green Ext Time (p_c), s	0.0	0.0				0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	63.1
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	95	127	72	102	180	107	1083	99	99	751	48
Future Volume (veh/h)	105	95	127	72	102	180	107	1083	99	99	751	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	114	103	138	78	111	196	116	1177	108	108	816	52
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	171	229	119	127	225	161	1521	139	152	1549	99
Arrive On Green	0.10	0.24	0.22	0.07	0.21	0.20	0.20	0.93	0.89	0.19	0.92	0.88
Sat Flow, veh/h	1634	723	969	1634	605	1069	1634	3279	300	1634	3379	215
Grp Volume(v), veh/h	114	0	241	78	0	307	116	634	651	108	427	441
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1674	1634	1770	1810	1634	1770	1825
Q Serve(g_s), s	8.1	0.0	15.3	5.6	0.0	21.3	8.0	11.0	11.8	7.4	4.7	4.9
Cycle Q Clear(g_c), s	8.1	0.0	15.3	5.6	0.0	21.3	8.0	11.0	11.8	7.4	4.7	4.9
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	162	0	400	119	0	352	161	821	840	152	811	836
V/C Ratio(X)	0.70	0.00	0.60	0.66	0.00	0.87	0.72	0.77	0.77	0.71	0.53	0.53
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	821	840	163	811	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.83	0.00	0.83	1.00	0.00	1.00	0.80	0.80	0.80	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.3	0.0	41.2	54.2	0.0	46.4	46.6	2.7	3.0	47.3	2.9	3.0
Incr Delay (d2), s/veh	7.0	0.0	1.7	7.7	0.0	19.2	5.8	5.7	5.6	11.0	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	7.3	2.8	0.0	11.7	3.9	5.5	6.1	3.8	2.4	2.5
LnGrp Delay(d),s/veh	59.4	0.0	43.0	61.9	0.0	65.5	52.4	8.4	8.6	58.3	5.1	5.1
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		355			385			1401			976	
Approach Delay, s/veh		48.2			64.8			12.1			11.0	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	59.7	12.7	32.4	15.9	59.0	15.9	29.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	9.4	13.8	7.6	17.3	10.0	6.9	10.1	23.3
Green Ext Time (p_c), s	0.0	11.5	0.0	1.0	0.1	11.7	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	57.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	102	5	378	0	191	930	0	0	0	1482	337
Future Vol, veh/h	0	0	0	0	0	102	5	378	0	191	930	0	0	0	1482	337
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	111	5	411	0	208	1011	0	0	0	1611	366
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	34.7	61	61
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	930	107	378	1482	337
LT Vol	191	0	102	0	0	0
Through Vol	0	930	5	0	1482	0
RT Vol	0	0	0	378	0	337
Lane Flow Rate	208	1011	116	411	1611	366
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.477	1	0.28	0.854	1	0.706
Departure Headway (Hd)	8.266	7.764	8.654	7.479	7.64	6.939
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	436	475	418	485	499	520
Service Time	6.004	5.502	6.37	5.195	5.378	4.676
HCM Lane V/C Ratio	0.477	2.128	0.278	0.847	3.228	0.704
HCM Control Delay	18.3	69.8	14.7	40.3	69.2	24.7
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	2.5	13.2	1.1	8.8	13.3	5.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	516	139	409	248	879	0	0	1019	184
Future Volume (veh/h)	0	0	0	516	139	409	248	879	0	0	1019	184
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				561	151	445	270	955	0	0	1108	200
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1088	620	485	477	2096	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.20	0.79	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				561	151	445	270	955	0	0	1108	200
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.6	7.1	35.2	9.2	10.7	0.0	0.0	19.3	4.3
Cycle Q Clear(g_c), s				16.6	7.1	35.2	9.2	10.7	0.0	0.0	19.3	4.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1088	620	485	477	2096	0	0	1430	589
V/C Ratio(X)				0.52	0.24	0.92	0.57	0.46	0.00	0.00	0.77	0.34
Avail Cap(c_a), veh/h				1185	675	529	477	2096	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.54	0.54	0.54	0.84	0.84	0.00	0.00	0.81	0.81
Uniform Delay (d), s/veh				32.2	29.1	38.4	44.5	6.3	0.0	0.0	8.7	7.3
Incr Delay (d2), s/veh				0.2	0.1	12.4	1.3	0.6	0.0	0.0	3.4	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	3.7	15.8	4.1	5.3	0.0	0.0	9.6	1.9
LnGrp Delay(d),s/veh				32.4	29.2	50.8	45.8	6.9	0.0	0.0	12.1	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1157			1225			1308	
Approach Delay, s/veh					39.1			15.5			11.5	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		75.6			22.6	53.0		44.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.7			11.2	21.3		37.2
Green Ext Time (p_c), s		6.3			1.8	6.5		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	388	503	330	374	1588	0	0	1523	401
Future Volume (veh/h)	0	0	0	388	503	330	374	1588	0	0	1523	401
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				422	547	359	407	1726	0	0	1655	436
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				422	547	359	407	1726	0	0	1655	436
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.7	16.3	29.0	25.0	0.0	0.0	0.0	51.9	29.0
Cycle Q Clear(g_c), s				13.7	16.3	29.0	25.0	0.0	0.0	0.0	51.9	29.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.51	0.60	0.95	1.20	0.72	0.00	0.00	1.08	0.69
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.48	0.48	0.00	0.00	0.21	0.21
Uniform Delay (d), s/veh				38.0	38.9	43.7	35.0	0.0	0.0	0.0	34.0	27.6
Incr Delay (d2), s/veh				0.5	1.1	33.5	101.5	0.9	0.0	0.0	39.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	8.0	15.2	20.8	0.3	0.0	0.0	33.7	11.9
LnGrp Delay(d),s/veh				38.5	40.0	77.2	136.5	0.9	0.0	0.0	73.6	28.9
LnGrp LOS				D	D	E	F	A			F	C
Approach Vol, veh/h					1328			2133			2091	
Approach Delay, s/veh					49.6			26.8			64.3	
Approach LOS					D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.0
Green Ext Time (p_c), s		50.3			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	58.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	292	1	230	0	0	0	0	0	0	558	81	0	715	512	0
Future Vol, veh/h	0	292	1	230	0	0	0	0	0	0	558	81	0	715	512	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	317	1	250	0	0	0	0	0	0	607	88	0	777	557	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	25.9	63.6	69.8
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	558	81	293	230	715	512
LT Vol	0	0	292	0	715	0
Through Vol	558	0	1	0	0	512
RT Vol	0	81	0	230	0	0
Lane Flow Rate	607	88	318	250	777	557
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.181	0.748	0.504	1	1
Departure Headway (Hd)	8.092	7.391	8.46	7.263	8.018	7.516
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	455	489	427	495	459	490
Service Time	5.792	5.091	6.242	5.045	5.722	5.221
HCM Lane V/C Ratio	1.334	0.18	0.745	0.505	1.693	1.137
HCM Control Delay	71.1	11.7	32.6	17.3	70.8	68.4
HCM Lane LOS	F	B	D	C	F	F
HCM 95th-tile Q	12.9	0.7	6.1	2.8	13	13.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	156	294	0	0	0	0	995	535	475	1056	0
Future Volume (veh/h)	259	156	294	0	0	0	0	995	535	475	1056	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	282	170	320				0	1082	582	516	1148	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	402	871	359				0	2363	678	600	2432	0
Arrive On Green	0.25	0.25	0.25				0.00	0.46	0.46	0.38	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	282	170	320				0	1082	582	516	1148	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	18.9	4.6	25.4				0.0	17.4	42.7	18.0	0.0	0.0
Cycle Q Clear(g_c), s	18.9	4.6	25.4				0.0	17.4	42.7	18.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	402	871	359				0	2363	678	600	2432	0
V/C Ratio(X)	0.70	0.20	0.89				0.00	0.46	0.86	0.86	0.47	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2363	678	660	2432	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	41.2	35.8	43.7				0.0	21.8	28.6	35.8	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.1	20.0				0.0	0.6	13.4	7.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	2.3	12.2				0.0	8.3	19.7	8.4	0.2	0.0
LnGrp Delay(d),s/veh	45.4	35.9	63.7				0.0	22.5	42.0	43.2	0.4	0.0
LnGrp LOS	D	D	E					C	D	D	A	
Approach Vol, veh/h		772						1664			1664	
Approach Delay, s/veh		50.9						29.3			13.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.7	59.8		33.5		86.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	20.9	44.7		27.4		2.0		
Green Ext Time (p_c), s	0.7	3.0		1.5		26.1		

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	556	288	0	0	0	0	1302	451	609	1568	0
Future Volume (veh/h)	367	556	288	0	0	0	0	1302	451	609	1568	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	399	604	313				0	1415	490	662	1704	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1718	708	738	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.49	0.49	0.47	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	399	604	313				0	1415	490	662	1704	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.1	20.2	21.8				0.0	41.1	31.2	23.0	0.0	0.0
Cycle Q Clear(g_c), s	14.1	20.2	21.8				0.0	41.1	31.2	23.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1718	708	738	2660	0
V/C Ratio(X)	0.69	0.94	1.18				0.00	0.82	0.69	0.90	0.64	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1718	708	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.70	0.70	0.70				0.00	1.00	1.00	0.14	0.14	0.00
Uniform Delay (d), s/veh	46.0	48.4	49.1				0.0	26.5	23.9	30.7	0.0	0.0
Incr Delay (d2), s/veh	2.5	16.9	105.6				0.0	4.6	5.5	2.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	11.4	16.5				0.0	21.1	13.6	10.1	0.1	0.0
LnGrp Delay(d),s/veh	48.5	65.4	154.7				0.0	31.1	29.4	32.9	0.2	0.0
LnGrp LOS	D	E	F					C	C	C	A	
Approach Vol, veh/h		1316						1905			2366	
Approach Delay, s/veh		81.5						30.6			9.3	
Approach LOS		F						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.9	62.3		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	25.9	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	25.8	43.1		23.8		2.0		
Green Ext Time (p_c), s	0.9	10.0		0.0		48.0		

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	6	33	14	5	40
Future Vol, veh/h	17	6	33	14	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	36	15	5	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1037	-	-	1575	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1575	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	55	0	69	0	49
Future Vol, veh/h	58	55	0	69	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	60	0	75	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	168	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	822	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	822	964
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1464	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	89	584	81	0	431
Future Vol, veh/h	0	89	584	81	0	431
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	635	88	0	468

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1147	679	0	0	723	0
Stage 1	679	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	220	452	-	-	879	-
Stage 1	504	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	220	452	-	-	879	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	452	879	-
HCM Lane V/C Ratio	-	-	0.214	-	-
HCM Control Delay (s)	-	-	15.1	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1033	863	182	0	126
Future Vol, veh/h	0	1033	863	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1123	938	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1136	0	-	0	2160	1037
Stage 1	-	-	-	-	1037	-
Stage 2	-	-	-	-	1123	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	615	-	-	-	52	281
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	615	-	-	-	52	281
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	311	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	615	-	-	-	281
HCM Lane V/C Ratio	-	-	-	-	0.487
HCM Control Delay (s)	0	-	-	-	29.4
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.5

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	76	68	270	25	29	183
Future Vol, veh/h	76	68	270	25	29	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	74	293	27	32	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	555	293	0	0	293	0
Stage 1	293	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	493	746	-	-	1269	-
Stage 1	757	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	746	-	-	1269	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	481	746	1269	-
HCM Lane V/C Ratio	-	-	0.172	0.099	0.025	-
HCM Control Delay (s)	-	-	14	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	55	45	230	22	21	201
Future Vol, veh/h	55	45	230	22	21	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	49	250	24	23	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	250	0	0	250	0
Stage 1	250	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	521	789	-	-	1316	-
Stage 1	792	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	789	-	-	1316	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	512	789	1316	-
HCM Lane V/C Ratio	-	-	0.117	0.062	0.017	-
HCM Control Delay (s)	-	-	13	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	83	213	31	0	196
Future Vol, veh/h	0	83	213	31	0	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	90	232	34	0	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	445	232	0	0	232	0
Stage 1	232	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	571	807	-	-	1336	-
Stage 1	807	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	571	807	-	-	1336	-
Mov Cap-2 Maneuver	571	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	823	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	807	1336	-
HCM Lane V/C Ratio	-	-	-	0.112	-	-
HCM Control Delay (s)	-	-	0	10	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	157	177	17	37	39
Future Vol, veh/h	15	157	177	17	37	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	171	192	18	40	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	395	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1381	-	-	-	610	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	603	850
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1381	-	-	-	603	850
HCM Lane V/C Ratio	0.012	-	-	-	0.067	0.05
HCM Control Delay (s)	7.6	-	-	-	11.4	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	20	172	166	21	47	51
Future Vol, veh/h	20	172	166	21	47	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	187	180	23	51	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	410	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1396	-	-	-	598	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	589	863
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1396	-	-	-	589	863
HCM Lane V/C Ratio	0.016	-	-	-	0.087	0.064
HCM Control Delay (s)	7.6	-	-	-	11.7	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	188	177	12	31	38
Future Vol, veh/h	19	188	177	12	31	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	204	192	13	34	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	438	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1381	-	-	-	576	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	567	850
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1381	-	-	-	567	850
HCM Lane V/C Ratio	0.015	-	-	-	0.059	0.049
HCM Control Delay (s)	7.6	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

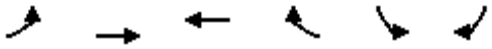
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	170	24	32	144	25	24
Future Vol, veh/h	170	24	32	144	25	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	26	35	157	27	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	185	0	411	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1390	-	597	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	582	857
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	857	-	-	1390	-
HCM Lane V/C Ratio	0.047	0.03	-	-	0.025	-
HCM Control Delay (s)	11.5	9.3	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	329	264	0	340	41
Future Volume (veh/h)	0	329	264	0	340	41
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	358	287	0	370	45
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	515	515	0	2392	1100
Arrive On Green	0.00	0.15	0.15	0.00	0.75	0.75
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	358	287	0	370	45
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	11.5	9.0	0.0	3.9	0.9
Cycle Q Clear(g_c), s	0.0	11.5	9.0	0.0	3.9	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	515	515	0	2392	1100
V/C Ratio(X)	0.00	0.70	0.56	0.00	0.15	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2392	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.7	47.7	0.0	4.1	3.7
Incr Delay (d2), s/veh	0.0	1.7	0.6	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	4.5	0.0	1.7	0.4
LnGrp Delay(d),s/veh	0.0	50.4	48.3	0.0	4.2	3.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		358	287		415	
Approach Delay, s/veh		50.4	48.3		4.2	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				23.5		96.5		23.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				13.5		5.9		11.0
Green Ext Time (p_c), s				3.9		1.4		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	627	0	0	582	303	47	0	297	0	0	0
Future Volume (veh/h)	48	627	0	0	582	303	47	0	297	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	52	682	0	0	633	329	51	0	323			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1328	0	0	1056	435	1688	0	776			
Arrive On Green	0.03	0.38	0.00	0.00	0.30	0.30	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	52	682	0	0	633	329	51	0	323			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	19.4	0.0	0.0	19.9	26.6	1.0	0.0	17.3			
Cycle Q Clear(g_c), s	4.0	19.4	0.0	0.0	19.9	26.6	1.0	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1328	0	0	1056	435	1688	0	776			
V/C Ratio(X)	1.03	0.51	0.00	0.00	0.60	0.76	0.03	0.00	0.42			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1688	0	776			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.14	0.14	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	31.4	0.0	0.0	39.0	41.3	14.4	0.0	18.3			
Incr Delay (d2), s/veh	131.3	0.3	0.0	0.0	0.1	0.5	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	9.5	0.0	0.0	9.7	10.8	0.4	0.0	7.0			
LnGrp Delay(d),s/veh	194.9	31.7	0.0	0.0	39.1	41.8	14.4	0.0	18.6			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		734			962			374				
Approach Delay, s/veh		43.3			40.0			18.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		75.2		54.8			10.0	44.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		19.3		21.4			6.0	28.6
Green Ext Time (p_c), s		0.0		11.1			0.0	10.2

Intersection Summary		
HCM 2010 Ctrl Delay		37.2
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	213	390	57	0	11	286	63	0	41	19	15	0	70	17	160
Future Vol, veh/h	0	213	390	57	0	11	286	63	0	41	19	15	0	70	17	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	232	424	62	0	12	311	68	0	45	21	16	0	76	18	174
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	16.7	15.2	12.4	14.1
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	70%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	30%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	213	260	187	11	191	158	70	11	166
LT Vol	41	0	213	0	0	11	0	0	70	0	0
Through Vol	0	19	0	260	130	0	191	95	0	11	6
RT Vol	0	15	0	0	57	0	0	63	0	0	160
Lane Flow Rate	45	37	232	283	203	12	207	172	76	12	180
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.112	0.084	0.486	0.554	0.386	0.027	0.442	0.353	0.182	0.028	0.372
Departure Headway (Hd)	9.038	8.229	7.56	7.055	6.839	8.179	7.672	7.39	8.623	8.119	7.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	396	435	477	512	526	438	468	487	416	441	483
Service Time	6.802	5.993	5.305	4.8	4.584	5.93	5.424	5.141	6.377	5.873	5.192
HCM Lane V/C Ratio	0.114	0.085	0.486	0.553	0.386	0.027	0.442	0.353	0.183	0.027	0.373
HCM Control Delay	12.9	11.8	17.3	18.3	13.8	11.2	16.4	14.1	13.3	11.1	14.6
HCM Lane LOS	B	B	C	C	B	B	C	B	B	B	B
HCM 95th-tile Q	0.4	0.3	2.6	3.3	1.8	0.1	2.2	1.6	0.7	0.1	1.7

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1130	844	87	0	97
Future Vol, veh/h	0	1130	844	87	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1228	917	95	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1012	0	-	0	2193	965
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	685	-	-	-	50	309
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	277	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	685	-	-	-	50	309
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	685	-	-	-	309
HCM Lane V/C Ratio	-	-	-	-	0.341
HCM Control Delay (s)	0	-	-	-	22.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.5

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	116	12	516	100	12	371
Future Vol, veh/h	116	12	516	100	12	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	13	561	109	13	403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	561	0	0	561	0
Stage 1	561	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	527	-	-	1010	-
Stage 1	571	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	527	-	-	1010	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	269	527	1010	-
HCM Lane V/C Ratio	-	-	0.469	0.025	0.013	-
HCM Control Delay (s)	-	-	29.7	12	8.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	24	70	36
Future Vol, veh/h	0	40	0	24	70	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	26	76	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	58	115	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	877	996	1472	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	996	1472	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	996	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	6	30	13	4	30
Future Vol, veh/h	15	6	30	13	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	33	14	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	40	0	0	47	0
Stage 1	40	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1031	-	-	1560	-
Stage 1	982	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1031	-	-	1560	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	918	1031	1560	-
HCM Lane V/C Ratio	-	-	0.018	0.006	0.003	-
HCM Control Delay (s)	-	-	9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	53	67	12	14	7
Future Vol, veh/h	7	53	67	12	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	73	13	15	8

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	79	120	-	0	86	0
Stage 1	0	34	-	-	-	-
Stage 2	79	86	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	924	770	-	-	1510	-
Stage 1	-	-	-	-	-	-
Stage 2	944	824	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	0	-	-	1510	-
Mov Cap-2 Maneuver	915	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	944	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	915	-	-	1510	-
HCM Lane V/C Ratio	0.071	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	45	17	58	24	88	21	1347	127	136	1028	9
Future Volume (veh/h)	12	45	17	58	24	88	21	1347	127	136	1028	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	13	49	18	63	26	96	23	1464	138	148	1117	10
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	300	345	127	350	93	342	36	1716	161	180	2202	20
Arrive On Green	0.27	0.27	0.26	0.27	0.27	0.26	0.02	0.52	0.52	0.11	0.61	0.61
Sat Flow, veh/h	1164	1301	478	1224	349	1287	1634	3272	306	1634	3594	32
Grp Volume(v), veh/h	13	0	67	63	0	122	23	787	815	148	550	577
Grp Sat Flow(s),veh/h/ln	1164	0	1778	1224	0	1636	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.1	0.0	3.5	5.0	0.0	7.1	1.7	45.7	46.8	10.6	21.0	21.0
Cycle Q Clear(g_c), s	8.2	0.0	3.5	8.4	0.0	7.1	1.7	45.7	46.8	10.6	21.0	21.0
Prop In Lane	1.00		0.27	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	300	0	472	350	0	434	36	928	949	180	1084	1138
V/C Ratio(X)	0.04	0.00	0.14	0.18	0.00	0.28	0.64	0.85	0.86	0.82	0.51	0.51
Avail Cap(c_a), veh/h	300	0	472	350	0	434	101	1062	1085	245	1218	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	33.7	36.9	0.0	35.2	58.2	24.4	24.7	52.2	13.1	13.1
Incr Delay (d2), s/veh	0.3	0.0	0.6	1.1	0.0	1.6	17.3	5.9	6.4	14.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.8	1.8	0.0	3.4	0.9	23.8	25.0	5.6	10.3	10.9
LnGrp Delay(d),s/veh	38.5	0.0	34.3	38.0	0.0	36.8	75.5	30.4	31.1	67.1	13.4	13.4
LnGrp LOS	D		C	D		D	E	C	C	E	B	B
Approach Vol, veh/h		80			185			1625			1275	
Approach Delay, s/veh		35.0			37.2			31.4			19.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	66.9		35.9	6.6	77.5		35.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	12.6	48.8		10.2	3.7	23.0		10.4
Green Ext Time (p_c), s	0.2	13.7		0.5	0.0	20.6		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		27.1
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	336	30	52	255	27	80
Future Vol, veh/h	336	30	52	255	27	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	365	33	57	277	29	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	398	0	772	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1161	-	368	665
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1161	-	347	665
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1161	-
HCM Lane V/C Ratio	0.215	-	-	0.049	-
HCM Control Delay (s)	13.5	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	36.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	373	79	0	391	232	6	0	60	14	315
Future Vol, veh/h	0	10	373	79	0	391	232	6	0	60	14	315
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	11	405	86	0	425	252	7	0	65	15	342
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	17.8	58.1	27.9
HCM LOS	C	F	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	5%	0%	77%	0%	21%
Vol Thru, %	4%	95%	70%	23%	95%	58%
Vol Right, %	81%	0%	30%	0%	5%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	389	197	266	507	122	52
LT Vol	60	10	0	391	0	11
Through Vol	14	187	187	116	116	30
RT Vol	315	0	79	0	6	11
Lane Flow Rate	423	214	289	551	133	57
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.766	0.438	0.573	1	0.263	0.13
Departure Headway (Hd)	6.522	7.386	7.152	7.566	7.134	8.292
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	554	487	502	479	500	430
Service Time	4.571	5.155	4.921	5.363	4.931	6.391
HCM Lane V/C Ratio	0.764	0.439	0.576	1.15	0.266	0.133
HCM Control Delay	27.9	15.8	19.2	69.1	12.5	12.6
HCM Lane LOS	D	C	C	F	B	B
HCM 95th-tile Q	6.9	2.2	3.6	13.3	1	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	30	11
Future Vol, veh/h	0	11	30	11
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	33	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.6
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	186	578	366	37	72	238
Future Vol, veh/h	186	578	366	37	72	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	628	398	40	78	259

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	438	0	-	0	1136	219
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1118	-	-	-	196	785
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1118	-	-	-	142	785
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	321	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	54.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1118	-	-	-	383
HCM Lane V/C Ratio	0.181	-	-	-	0.88
HCM Control Delay (s)	8.9	0.8	-	-	54.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	8.7

Intersection	
Int Delay, s/veh	30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	9	4	14	3	74	2	1191	63	132	1015	9
Future Vol, veh/h	4	9	4	14	3	74	2	1191	63	132	1015	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	4	15	3	80	2	1295	68	143	1103	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2048	2762	557	2176	2733	682	1113	0	0	1363	0	0
Stage 1	1395	1395	-	1333	1333	-	-	-	-	-	-	-
Stage 2	653	1367	-	843	1400	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	32	19	474	26	20	392	623	-	-	500	-	-
Stage 1	149	207	-	162	221	-	-	-	-	-	-	-
Stage 2	423	213	-	325	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	14	474	~ 9	14	392	623	-	-	500	-	-
Mov Cap-2 Maneuver	16	14	-	~ 9	14	-	-	-	-	-	-	-
Stage 1	149	148	-	161	220	-	-	-	-	-	-	-
Stage 2	330	212	-	215	146	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 476.3	$ 719.8	0	1.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	623	-	-	19	46	500	-	-
HCM Lane V/C Ratio	0.003	-	-	0.973	2.15	0.287	-	-
HCM Control Delay (s)	10.8	-	-	$ 476.3	$ 719.8	15.1	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	10.2	1.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	0	0	90	0	1
Future Vol, veh/h	285	0	0	90	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	0	0	98	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	408	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1250	-	599	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	599	730
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	730	-	-	1250	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	0	0	95	0	1
Future Vol, veh/h	182	0	0	95	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	198	0	0	103	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	198	0	301	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1375	-	691	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1375	-	691	843
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	921	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	843	-	-	1375	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	232	43	33	96	10	33	100	60	11	63	0
Future Vol, veh/h	5	232	43	33	96	10	33	100	60	11	63	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	252	47	36	104	11	36	109	65	12	68	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	299	0	0	502	473	276	555	492	110
Stage 1	-	-	-	-	-	-	286	286	-	182	182	-
Stage 2	-	-	-	-	-	-	216	187	-	373	310	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1262	-	-	480	490	763	442	478	943
Stage 1	-	-	-	-	-	-	721	675	-	820	749	-
Stage 2	-	-	-	-	-	-	786	745	-	648	659	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1262	-	-	414	473	763	324	461	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	473	-	324	461	-
Stage 1	-	-	-	-	-	-	718	672	-	817	726	-
Stage 2	-	-	-	-	-	-	690	722	-	495	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.9	16.5	15.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	1474	-	-	1262	-	-	434
HCM Lane V/C Ratio	0.402	0.004	-	-	0.028	-	-	0.185
HCM Control Delay (s)	16.5	7.5	0	-	7.9	0	-	15.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	260	25	53	123	12	36
Future Vol, veh/h	260	25	53	123	12	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	27	58	134	13	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	545	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1250	-	499	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	474	743
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	1250	-
HCM Lane V/C Ratio	0.08	-	-	0.046	-
HCM Control Delay (s)	11	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	189	25	27	117	30	6
Future Vol, veh/h	189	25	27	117	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	27	29	127	33	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	233	0	405	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1335	-	602	821
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1335	-	588	821
Mov Cap-2 Maneuver	-	-	-	-	588	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1335	-
HCM Lane V/C Ratio	0.063	-	-	0.022	-
HCM Control Delay (s)	11.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	266	0	7	181	3	26
Future Vol, veh/h	266	0	7	181	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	289	0	8	197	3	28

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	303	289	387	289
Stage 1	-	-	0	0	289	-
Stage 2	-	-	303	289	98	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	689	621	616	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	749	673	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	689	0	616	750
Mov Cap-2 Maneuver	-	-	689	0	616	-
Stage 1	-	-	-	0	760	-
Stage 2	-	-	749	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12.4	10.1
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	733	-	-	689
HCM Lane V/C Ratio	0.043	-	-	0.297
HCM Control Delay (s)	10.1	-	-	12.4
HCM Lane LOS	B	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.2

Intersection	
Intersection Delay, s/veh	18.4
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	306	67	0	104	111	0	163	278
Future Vol, veh/h	0	306	67	0	104	111	0	163	278
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	333	73	0	113	121	0	177	302
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	18	13.2	21.2
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	37%	0%	48%
Vol Thru, %	0%	82%	52%
Vol Right, %	63%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	441	373	215
LT Vol	163	0	104
Through Vol	0	306	111
RT Vol	278	67	0
Lane Flow Rate	479	405	234
Geometry Grp	1	1	1
Degree of Util (X)	0.72	0.634	0.396
Departure Headway (Hd)	5.404	5.63	6.099
Convergence, Y/N	Yes	Yes	Yes
Cap	666	637	587
Service Time	3.465	3.696	4.176
HCM Lane V/C Ratio	0.719	0.636	0.399
HCM Control Delay	21.2	18	13.2
HCM Lane LOS	C	C	B
HCM 95th-tile Q	6.1	4.5	1.9

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	76	228	0	145	276	0	383	60
Future Vol, veh/h	0	76	228	0	145	276	0	383	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	83	248	0	158	300	0	416	65
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.2	23.7	24.2
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	34%	25%	0%
Vol Thru, %	66%	0%	86%
Vol Right, %	0%	75%	14%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	421	304	443
LT Vol	145	76	0
Through Vol	276	0	383
RT Vol	0	228	60
Lane Flow Rate	458	330	482
Geometry Grp	1	1	1
Degree of Util (X)	0.739	0.549	0.755
Departure Headway (Hd)	5.813	5.977	5.644
Convergence, Y/N	Yes	Yes	Yes
Cap	618	598	636
Service Time	3.893	4.062	3.723
HCM Lane V/C Ratio	0.741	0.552	0.758
HCM Control Delay	23.7	16.2	24.2
HCM Lane LOS	C	C	C
HCM 95th-tile Q	6.4	3.3	6.8

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	4	145	47	8	101
Future Vol, veh/h	37	4	145	47	8	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	158	51	9	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	310	183	0	0	209	0
Stage 1	183	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	682	859	-	-	1362	-
Stage 1	848	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	677	859	-	-	1362	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	691	1362	-
HCM Lane V/C Ratio	-	-	0.064	0.006	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	127	117	96
Demand Flow Rate, veh/h	95	130	120	98
Vehicles Circulating, veh/h	116	106	100	125
Vehicles Exiting, veh/h	107	114	111	111
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.5	4.8	4.7	4.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	95	130	120	98
Cap Entry Lane, veh/h	1006	1016	1022	997
Entry HV Adj Factor	0.981	0.977	0.976	0.981
Flow Entry, veh/h	93	127	117	96
Cap Entry, veh/h	986	992	997	978
V/C Ratio	0.094	0.128	0.117	0.098
Control Delay, s/veh	4.5	4.8	4.7	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	99	81	58	75
Demand Flow Rate, veh/h	102	82	59	77
Vehicles Circulating, veh/h	58	88	95	107
Vehicles Exiting, veh/h	125	66	65	63
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.3	4.2	4.1	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	102	82	59	77
Cap Entry Lane, veh/h	1066	1035	1028	1015
Entry HV Adj Factor	0.972	0.985	0.977	0.980
Flow Entry, veh/h	99	81	58	75
Cap Entry, veh/h	1036	1019	1003	994
V/C Ratio	0.096	0.079	0.057	0.076
Control Delay, s/veh	4.3	4.2	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	47	43	35
Demand Flow Rate, veh/h	90	48	43	35
Vehicles Circulating, veh/h	44	29	84	60
Vehicles Exiting, veh/h	51	98	50	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.7	3.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	90	48	43	35
Cap Entry Lane, veh/h	1081	1098	1039	1064
Entry HV Adj Factor	0.986	0.984	0.995	0.990
Flow Entry, veh/h	89	47	43	35
Cap Entry, veh/h	1066	1080	1033	1053
V/C Ratio	0.083	0.044	0.041	0.033
Control Delay, s/veh	4.1	3.7	3.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	99	66	190	172	7
Future Vol, veh/h	10	99	66	190	172	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	72	207	187	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	97	195	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	547	940	1375	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	515	940	1375	-	-	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	874	-	-
HCM Lane V/C Ratio	0.052	-	0.136	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	53	84	344	129	106	453
Future Vol, veh/h	53	84	344	129	106	453
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	91	374	140	115	492

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1097	374	0	0	374	0
Stage 1	374	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	236	672	-	-	1184	-
Stage 1	696	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	204	672	-	-	1184	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	204	672	1184	-
HCM Lane V/C Ratio	-	-	0.282	0.136	0.097	-
HCM Control Delay (s)	-	-	29.4	11.2	8.4	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.5	0.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	11	174	37	11	125
Future Vol, veh/h	29	11	174	37	11	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	189	40	12	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	369	209	0	0	229	0
Stage 1	209	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	631	831	-	-	1339	-
Stage 1	826	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	625	831	-	-	1339	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1339	-
HCM Lane V/C Ratio	-	-	0.065	0.009	-
HCM Control Delay (s)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Future Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	14	0	0	0	47	14	0	1	30	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	67%	0%	19%
Vol Thru, %	97%	33%	77%	44%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	56	43
LT Vol	1	26	0	8
Through Vol	28	13	43	19
RT Vol	0	0	13	16
Lane Flow Rate	32	42	61	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.05	0.067	0.051
Departure Headway (Hd)	4.157	4.251	3.964	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	839	899	899
Service Time	2.213	2.295	2.007	2.007
HCM Lane V/C Ratio	0.037	0.05	0.068	0.052
HCM Control Delay	7.4	7.5	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	19	16
Future Vol, veh/h	0	8	19	16
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	21	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	65	190	60
Demand Flow Rate, veh/h	20	67	194	61
Vehicles Circulating, veh/h	85	142	26	79
Vehicles Exiting, veh/h	55	78	79	130
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.4	4.9	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	67	194	61
Cap Entry Lane, veh/h	1038	980	1101	1044
Entry HV Adj Factor	0.996	0.970	0.981	0.988
Flow Entry, veh/h	20	65	190	60
Cap Entry, veh/h	1033	950	1079	1031
V/C Ratio	0.019	0.068	0.176	0.058
Control Delay, s/veh	3.6	4.4	4.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	21	63	53	7	19	19
Future Vol, veh/h	21	63	53	7	19	19
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	68	58	8	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	180	71
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	810	991
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	790	983
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	27	86	0	49	12	16	0	44	201	44
Future Vol, veh/h	0	7	27	86	0	49	12	16	0	44	201	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	93	0	53	13	17	0	48	218	48
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	10.2	10.2	10.2
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	60%	0%	24%	0%	43%	0%	100%	95%
Vol Right, %	0%	0%	40%	0%	76%	0%	57%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	134	111	7	113	49	28	26	161	84
LT Vol	44	0	0	7	0	49	0	26	0	0
Through Vol	0	134	67	0	27	0	12	0	161	80
RT Vol	0	0	44	0	86	0	16	0	0	4
Lane Flow Rate	48	146	121	8	123	53	30	28	175	92
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.086	0.242	0.191	0.015	0.203	0.105	0.052	0.051	0.291	0.152
Departure Headway (Hd)	6.482	5.978	5.698	6.986	5.951	7.083	6.181	6.508	6.003	5.97
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	600	630	512	602	505	579	551	599	600
Service Time	4.219	3.714	3.434	4.73	3.695	4.831	3.928	4.245	3.741	3.707
HCM Lane V/C Ratio	0.087	0.243	0.192	0.016	0.204	0.105	0.052	0.051	0.292	0.153
HCM Control Delay	9.8	10.6	9.8	9.8	10.2	10.7	9.3	9.6	11.2	9.8
HCM Lane LOS	A	B	A	A	B	B	A	A	B	A
HCM 95th-tile Q	0.3	0.9	0.7	0	0.8	0.3	0.2	0.2	1.2	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	26	241	4
Future Vol, veh/h	0	26	241	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	28	262	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.6
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	24.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	1	479	0	0	0	577	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	1	479	0	0	0	577	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	1	521	0	0	0	627	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	19.5	29.2
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	479	0	0	0	0	577	0
LT Vol	1	0	0	0	0	0	0	0
Through Vol	0	479	0	0	0	0	577	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	1	521	0	0	0	0	627	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.721	0	0	0	0	0.854	0
Departure Headway (Hd)	5.485	4.982	4.982	7.134	7.134	4.901	4.901	4.901
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	655	729	0	0	0	0	740	0
Service Time	3.197	2.694	2.694	4.898	4.898	2.612	2.612	2.612
HCM Lane V/C Ratio	0.002	0.715	0	0	0	0	0.847	0
HCM Control Delay	8.2	19.5	7.7	9.9	9.9	7.6	29.2	7.6
HCM Lane LOS	A	C	N	N	N	N	D	N
HCM 95th-tile Q	0	6.2	0	0	0	0	10	0

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	37	76	300	37	18	41	187	302	18	109	17
Future Vol, veh/h	37	37	76	300	37	18	41	187	302	18	109	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	40	83	326	40	20	45	203	328	20	118	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	471	450	118	470	450	203	118	0	0	203	0	0
Stage 1	158	158	-	292	292	-	-	-	-	-	-	-
Stage 2	313	292	-	178	158	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	503	504	934	504	504	838	1470	-	-	1369	-	-
Stage 1	844	767	-	716	671	-	-	-	-	-	-	-
Stage 2	698	671	-	824	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	444	481	934	416	481	838	1470	-	-	1369	-	-
Mov Cap-2 Maneuver	444	481	-	416	481	-	-	-	-	-	-	-
Stage 1	818	756	-	694	650	-	-	-	-	-	-	-
Stage 2	620	650	-	701	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	34.5	0.6	1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	444	481	934	416	481	838	1369	-	-
HCM Lane V/C Ratio	0.03	-	-	0.091	0.084	0.088	0.784	0.084	0.023	0.014	-	-
HCM Control Delay (s)	7.5	-	-	13.9	13.2	9.2	38.6	13.2	9.4	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	E	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.3	6.8	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Future Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	3	0	1	3	16	0	2	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	74%	5%	19%
Vol Thru, %	85%	13%	16%	51%
Vol Right, %	9%	13%	79%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	23	19	47
LT Vol	2	17	1	9
Through Vol	28	3	3	24
RT Vol	3	3	15	14
Lane Flow Rate	36	25	21	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.029	0.021	0.055
Departure Headway (Hd)	4.008	4.169	3.639	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	856	978	918
Service Time	2.036	2.207	1.68	1.925
HCM Lane V/C Ratio	0.04	0.029	0.021	0.056
HCM Control Delay	7.2	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	24	14
Future Vol, veh/h	0	9	24	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	26	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	93	63	97
Demand Flow Rate, veh/h	51	95	64	99
Vehicles Circulating, veh/h	76	84	78	56
Vehicles Exiting, veh/h	79	58	49	123
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.3	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	51	95	64	99
Cap Entry Lane, veh/h	1047	1039	1045	1068
Entry HV Adj Factor	0.992	0.981	0.984	0.982
Flow Entry, veh/h	51	93	63	97
Cap Entry, veh/h	1038	1019	1029	1049
V/C Ratio	0.049	0.091	0.061	0.093
Control Delay, s/veh	3.9	4.3	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	64	53	0
Demand Flow Rate, veh/h	91	66	54	0
Vehicles Circulating, veh/h	25	15	65	80
Vehicles Exiting, veh/h	55	104	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.8	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	66	54	0
Cap Entry Lane, veh/h	1102	1113	1059	1043
Entry HV Adj Factor	0.975	0.973	0.981	1.000
Flow Entry, veh/h	89	64	53	0
Cap Entry, veh/h	1074	1082	1039	1042
V/C Ratio	0.083	0.059	0.051	0.000
Control Delay, s/veh	4.1	3.8	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	77	68	305	373	3
Future Vol, veh/h	5	77	68	305	373	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	84	74	332	405	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	721	204	409	0	-	0
Stage 1	407	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	362	803	1146	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	333	803	1146	-	-	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1146	-	739	-	-
HCM Lane V/C Ratio	0.064	-	0.121	-	-
HCM Control Delay (s)	8.4	0.2	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1290	167	117	998	9	134	1	70	124	8	292
Future Volume (veh/h)	194	1290	167	117	998	9	134	1	70	124	8	292
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	211	1402	182	127	1085	10	146	1	76	135	9	317
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1138	10	177	1	92	132	9	310
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	2567	1634	3593	33	1116	8	581	480	32	1128
Grp Volume(v), veh/h	211	1402	182	127	534	561	223	0	0	461	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1857	1704	0	0	1640	0	0
Q Serve(g_s), s	14.0	44.0	5.8	8.0	35.5	35.5	15.2	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	5.8	8.0	35.5	35.5	15.2	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.65		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	941	109	560	588	270	0	0	451	0	0
V/C Ratio(X)	1.11	1.08	0.19	1.17	0.95	0.95	0.83	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	588	270	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.71	0.71	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	25.9	56.0	40.1	40.2	49.0	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	91.3	48.0	0.1	124.1	21.4	20.7	24.2	0.0	0.0	48.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	30.1	2.1	7.4	20.7	21.6	9.0	0.0	0.0	20.9	0.0	0.0
LnGrp Delay(d),s/veh	144.3	86.0	26.0	180.1	61.5	60.9	73.2	0.0	0.0	91.9	0.0	0.0
LnGrp LOS	F	F	C	F	E	E	E			F		
Approach Vol, veh/h		1795			1222			223			461	
Approach Delay, s/veh		86.7			73.6			73.2			91.9	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		17.2	10.0	46.0		35.0	16.0	37.5
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1317	237	29	776	16	129	20	52	39	18	76
Future Volume (veh/h)	63	1317	237	29	776	16	129	20	52	39	18	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	68	1432	258	32	843	17	140	22	57	42	20	83
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	1519	269	66	1006	20	354	131	339	63	32	135
Arrive On Green	0.26	0.51	0.49	0.04	0.28	0.27	0.22	0.29	0.28	0.04	0.10	0.10
Sat Flow, veh/h	1774	3003	532	1634	3547	72	1634	458	1187	1774	313	1298
Grp Volume(v), veh/h	68	834	856	32	421	439	140	0	79	42	0	103
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1634	1770	1849	1634	0	1646	1774	0	1610
Q Serve(g_s), s	3.5	52.8	55.9	2.3	26.8	26.8	8.8	0.0	4.3	2.8	0.0	7.4
Cycle Q Clear(g_c), s	3.5	52.8	55.9	2.3	26.8	26.8	8.8	0.0	4.3	2.8	0.0	7.4
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.72	1.00		0.81
Lane Grp Cap(c), veh/h	466	895	893	66	502	524	354	0	469	63	0	167
V/C Ratio(X)	0.15	0.93	0.96	0.49	0.84	0.84	0.39	0.00	0.17	0.67	0.00	0.62
Avail Cap(c_a), veh/h	466	900	898	82	811	848	354	0	469	136	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	27.7	28.7	56.4	40.4	40.4	40.2	0.0	32.4	57.2	0.0	51.7
Incr Delay (d2), s/veh	0.0	2.0	3.3	5.5	4.3	4.1	0.7	0.0	0.8	11.7	0.0	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	26.2	27.9	1.1	13.7	14.3	4.0	0.0	2.1	1.6	0.0	4.0
LnGrp Delay(d),s/veh	33.9	29.7	32.0	61.9	44.7	44.6	41.0	0.0	33.1	68.9	0.0	67.6
LnGrp LOS	C	C	C	E	D	D	D		C	E		E
Approach Vol, veh/h		1758			892			219			145	
Approach Delay, s/veh		31.0			45.3			38.1			68.0	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	38.2	8.8	64.7	30.0	16.4	35.5	38.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	4.8	6.3	4.3	57.9	10.8	9.4	5.5	28.8
Green Ext Time (p_c), s	0.0	0.7	0.0	0.8	0.0	0.3	3.1	3.2

Intersection Summary		
HCM 2010 Ctrl Delay	37.5	
HCM 2010 LOS	D	

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	847	106	153	672	56	178
Future Vol, veh/h	847	106	153	672	56	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	921	115	166	730	61	193

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1036	0	1676	518
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	698	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	667	-	86	502
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	667	-	65	502
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	342	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	60.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	502	-	-	667	-
HCM Lane V/C Ratio	0.936	0.385	-	-	0.249	-
HCM Control Delay (s)	199.5	16.6	-	-	12.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	4.5	1.8	-	-	1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	942	7	33	896	14	63
Future Vol, veh/h	942	7	33	896	14	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1024	8	36	974	15	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1032	0	1587	516
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	669	-	99	504
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	669	-	94	504
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	517	-	-	669	-
HCM Lane V/C Ratio	0.162	-	-	0.054	-
HCM Control Delay (s)	13.3	-	-	10.7	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	576	127	126	464	105	102	567	86	66	525	228
Future Volume (veh/h)	290	576	127	126	464	105	102	567	86	66	525	228
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	315	626	138	137	504	114	111	616	93	72	571	248
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	983	405	290	791	326	163	1027	423	125	641	278
Arrive On Green	0.23	0.28	0.28	0.18	0.22	0.22	0.10	0.29	0.29	0.08	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2405	1043
Grp Volume(v), veh/h	315	626	138	137	504	114	111	616	93	72	420	399
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	16.5	14.0	4.6	6.8	11.6	5.9	5.9	13.5	2.4	3.8	20.5	20.6
Cycle Q Clear(g_c), s	16.5	14.0	4.6	6.8	11.6	5.9	5.9	13.5	2.4	3.8	20.5	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	379	983	405	290	791	326	163	1027	423	125	472	448
V/C Ratio(X)	0.83	0.64	0.34	0.47	0.64	0.35	0.68	0.60	0.22	0.58	0.89	0.89
Avail Cap(c_a), veh/h	436	983	405	290	791	326	163	1027	423	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	28.5	11.9	33.2	31.6	29.4	39.1	27.4	7.6	40.2	31.7	32.4
Incr Delay (d2), s/veh	11.5	3.1	2.3	1.2	3.9	2.9	8.3	0.7	0.2	4.1	18.5	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	7.2	2.1	3.1	6.1	2.6	3.0	6.7	1.0	1.9	12.5	12.0
LnGrp Delay(d),s/veh	44.3	31.7	14.2	34.4	35.5	32.4	47.4	28.2	7.8	44.3	50.2	52.0
LnGrp LOS	D	C	B	C	D	C	D	C	A	D	D	D
Approach Vol, veh/h		1079			755			820			891	
Approach Delay, s/veh		33.1			34.9			28.5			50.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	30.1	20.0	29.0	13.0	28.0	24.9	24.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.8	15.5	8.8	16.0	7.9	22.6	18.5	13.6
Green Ext Time (p_c), s	0.0	3.5	1.5	2.0	0.0	0.0	0.4	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1066	12	14	616	7	48	0	38	7	0	0
Future Vol, veh/h	0	1066	12	14	616	7	48	0	38	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1159	13	15	670	8	52	0	41	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1159	0	0	1863	1867	1159	1883	1863	673
Stage 1	-	-	-	-	-	-	1159	1159	-	704	704	-
Stage 2	-	-	-	-	-	-	704	708	-	1179	1159	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	915	-	-	603	-	-	56	73	238	54	73	455
Stage 1	-	-	-	-	-	-	238	270	-	428	440	-
Stage 2	-	-	-	-	-	-	428	438	-	232	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	603	-	-	54	70	238	43	70	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	70	-	43	70	-
Stage 1	-	-	-	-	-	-	238	270	-	428	422	-
Stage 2	-	-	-	-	-	-	411	420	-	192	270	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	233.7	105.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	82	915	-	-	603	-	-	43
HCM Lane V/C Ratio	1.14	-	-	-	0.025	-	-	0.177
HCM Control Delay (s)	233.7	0	-	-	11.1	0	-	105.9
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	6.7	0	-	-	0.1	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	978	0	7	688	6	0	0	7	4	0	0
Future Volume (veh/h)	0	978	0	7	688	6	0	0	7	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	1063	0	8	748	7	0	0	8	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	682	534	13	781	7	2	785	615	7	886	694
Arrive On Green	0.00	0.37	0.00	0.01	0.42	0.42	0.00	0.00	0.42	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1842	17	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	1063	0	8	0	755	0	0	8	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1860	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	32.9	0.0	0.4	0.0	35.4	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	32.9	0.0	0.4	0.0	35.4	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	682	534	13	0	789	2	785	615	7	886	694
V/C Ratio(X)	0.00	1.56	0.00	0.61	0.00	0.96	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	682	534	354	0	827	73	785	615	73	886	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.55	0.00	0.55	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	28.5	0.0	44.5	0.0	25.1	0.0	0.0	15.1	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	258.7	0.0	22.2	0.0	14.0	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	65.9	0.0	0.3	0.0	21.1	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	287.2	0.0	66.7	0.0	39.1	0.0	0.0	15.2	103.7	0.0	0.0
LnGrp LOS		F		E		D			B	F		
Approach Vol, veh/h		1063			763			8			4	
Approach Delay, s/veh		287.2			39.4			15.2			103.7	
Approach LOS		F			D			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	42.4	5.2	37.4	0.0	47.3	0.0	42.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	2.4	34.9	0.0	0.0	0.0	37.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		182.7
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	872	143	208	575	214	115	375	272	133	227	49
Future Volume (veh/h)	54	872	143	208	575	214	115	375	272	133	227	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	948	155	226	625	233	125	408	296	145	247	53
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	466	365	253	671	525	155	643	503	82	559	437
Arrive On Green	0.01	0.08	0.08	0.31	0.72	0.72	0.03	0.11	0.11	0.05	0.30	0.30
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	59	948	155	226	625	233	125	408	296	145	247	53
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	22.5	9.1	11.9	25.7	5.9	6.8	18.8	17.3	4.5	9.6	2.4
Cycle Q Clear(g_c), s	3.2	22.5	9.1	11.9	25.7	5.9	6.8	18.8	17.3	4.5	9.6	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	466	365	253	671	525	155	643	503	82	559	437
V/C Ratio(X)	0.80	2.04	0.43	0.89	0.93	0.44	0.80	0.63	0.59	1.77	0.44	0.12
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	643	503	82	559	437
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	41.3	35.1	30.3	11.7	8.9	42.8	34.5	33.8	42.8	25.4	22.9
Incr Delay (d2), s/veh	4.8	466.7	0.1	26.4	19.1	0.6	8.8	3.3	3.5	393.4	2.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	72.0	3.7	7.1	16.1	2.4	3.5	10.3	7.5	10.9	5.3	1.0
LnGrp Delay(d),s/veh	48.8	508.0	35.2	56.7	30.8	9.5	51.6	37.7	37.3	436.1	27.9	23.4
LnGrp LOS	D	F	D	E	C	A	D	D	D	F	C	C
Approach Vol, veh/h		1162			1084			829			445	
Approach Delay, s/veh		421.6			31.6			39.7			160.4	
Approach LOS		F			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	35.6	18.4	27.0	13.1	31.5	8.5	36.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	20.8	13.9	24.5	8.8	11.6	5.2	27.7
Green Ext Time (p_c), s	0.0	2.7	0.1	0.0	0.1	2.9	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	178.5
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	1150	15	14	1013	232	9	16	7	242	17	143
Future Volume (veh/h)	134	1150	15	14	1013	232	9	16	7	242	17	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	146	1250	16	15	1101	252	10	17	8	263	18	155
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	702	550	23	528	413	372	462	362	263	744	582
Arrive On Green	0.11	0.38	0.38	0.00	0.09	0.09	0.01	0.25	0.25	0.16	0.40	0.40
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	146	1250	16	15	1101	252	10	17	8	263	18	155
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.9	33.9	0.6	0.8	25.5	15.0	0.4	0.6	0.4	14.5	0.5	6.4
Cycle Q Clear(g_c), s	7.9	33.9	0.6	0.8	25.5	15.0	0.4	0.6	0.4	14.5	0.5	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	702	550	23	528	413	372	462	362	263	744	582
V/C Ratio(X)	0.83	1.78	0.03	0.66	2.09	0.61	0.03	0.04	0.02	1.00	0.02	0.27
Avail Cap(c_a), veh/h	209	702	550	118	528	413	474	462	362	263	744	582
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	28.0	17.7	44.6	40.8	36.0	24.9	25.7	25.6	37.7	16.4	18.2
Incr Delay (d2), s/veh	20.8	356.6	0.0	2.9	489.3	0.2	0.0	0.1	0.1	55.2	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	86.9	0.3	0.4	84.9	6.1	0.2	0.3	0.2	10.5	0.3	2.8
LnGrp Delay(d),s/veh	60.2	384.7	17.7	47.5	530.1	36.2	25.0	25.8	25.7	92.9	16.5	19.3
LnGrp LOS	E	F	B	D	F	D	C	C	C	F	B	B
Approach Vol, veh/h		1412			1368			35			436	
Approach Delay, s/veh		347.0			433.9			25.6			63.6	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	26.8	5.8	38.4	5.4	40.4	14.2	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	10.5	2.6	2.8	35.9	2.4	8.4	9.9	27.5
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	342.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	942	211	225	1189	89	114	34	83	65	22	13
Future Volume (veh/h)	20	942	211	225	1189	89	114	34	83	65	22	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	22	1024	229	245	1292	97	124	37	90	71	24	14
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	609	477	286	900	705	107	472	370	73	433	339
Arrive On Green	0.03	0.44	0.44	0.18	0.48	0.48	0.07	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	22	1024	229	245	1292	97	124	37	90	71	24	14
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	29.4	10.1	13.1	43.5	3.3	5.9	1.4	4.4	3.9	0.9	0.7
Cycle Q Clear(g_c), s	1.2	29.4	10.1	13.1	43.5	3.3	5.9	1.4	4.4	3.9	0.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	609	477	286	900	705	107	472	370	73	433	339
V/C Ratio(X)	0.72	1.68	0.48	0.86	1.44	0.14	1.16	0.08	0.24	0.98	0.06	0.04
Avail Cap(c_a), veh/h	73	609	477	536	900	705	107	472	370	73	433	339
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	25.4	20.0	36.0	23.2	12.9	42.0	25.6	26.7	43.0	26.9	26.8
Incr Delay (d2), s/veh	2.8	306.9	0.1	7.3	202.2	0.1	134.3	0.3	1.5	97.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	67.0	4.0	6.5	72.8	1.4	6.6	0.7	1.9	3.7	0.5	0.3
LnGrp Delay(d),s/veh	46.4	332.3	20.0	43.3	225.4	13.0	176.3	25.9	28.2	140.6	27.1	27.0
LnGrp LOS	D	F	C	D	F	B	F	C	C	F	C	C
Approach Vol, veh/h		1275			1634			251			109	
Approach Delay, s/veh		271.3			185.5			101.1			101.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	27.3	20.3	33.9	10.4	25.4	6.2	48.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	5.9	6.4	15.1	31.4	7.9	2.9	3.2	45.5
Green Ext Time (p_c), s	0.0	0.4	0.7	0.0	0.0	0.4	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	209.7	
HCM 2010 LOS	F	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	1374	1223	134	0	25
Future Vol, veh/h	44	1374	1223	134	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	1493	1329	146	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1475	0	-	0	2991	1402
Stage 1	-	-	-	-	1402	-
Stage 2	-	-	-	-	1589	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	457	-	-	-	15	171
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	184	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	457	-	-	-	6	171
Mov Cap-2 Maneuver	-	-	-	-	6	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	70	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	30
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	457	-	-	-	171
HCM Lane V/C Ratio	0.105	-	-	-	0.159
HCM Control Delay (s)	13.8	0	-	-	30
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1161	430	313	854	112	495	195	265	194	210	113
Future Volume (veh/h)	69	1161	430	313	854	112	495	195	265	194	210	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	75	1262	467	340	928	122	538	212	288	211	228	123
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1426	526	191	1615	663	177	1039	426	109	892	364
Arrive On Green	0.05	0.39	0.39	0.12	0.46	0.46	0.04	0.10	0.10	0.07	0.25	0.25
Sat Flow, veh/h	1634	3660	1349	1634	3539	1454	1634	3539	1451	1634	3539	1444
Grp Volume(v), veh/h	75	1169	560	340	928	122	538	212	288	211	228	123
Grp Sat Flow(s),veh/h/ln	1634	1695	1619	1634	1770	1454	1634	1770	1451	1634	1770	1444
Q Serve(g_s), s	5.5	38.5	38.8	14.0	23.2	6.0	13.0	6.6	16.0	8.0	6.2	8.4
Cycle Q Clear(g_c), s	5.5	38.5	38.8	14.0	23.2	6.0	13.0	6.6	16.0	8.0	6.2	8.4
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	1321	631	191	1615	663	177	1039	426	109	892	364
V/C Ratio(X)	0.92	0.88	0.89	1.78	0.57	0.18	3.04	0.20	0.68	1.94	0.26	0.34
Avail Cap(c_a), veh/h	82	1384	661	191	1681	690	177	1039	426	109	892	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	0.46	0.46	0.46	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	34.1	34.2	53.0	24.0	19.4	57.9	41.3	23.4	56.0	35.9	36.7
Incr Delay (d2), s/veh	72.5	7.0	13.6	362.2	0.2	0.1	924.6	0.2	3.9	453.4	0.7	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	19.3	19.7	25.5	11.4	2.4	51.3	3.3	6.9	17.3	3.1	3.6
LnGrp Delay(d),s/veh	129.3	41.1	47.8	415.2	24.2	19.4	982.5	41.5	27.3	509.4	36.6	39.2
LnGrp LOS	F	D	D	F	C	B	F	D	C	F	D	D
Approach Vol, veh/h		1804			1390			1038			562	
Approach Delay, s/veh		46.8			119.4			525.3			214.7	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	39.2	18.0	50.8	17.0	34.2	10.0	58.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	18.0	16.0	40.8	15.0	10.4	7.5	25.2
Green Ext Time (p_c), s	0.0	3.0	0.0	4.0	0.0	3.2	0.0	6.7

Intersection Summary		
HCM 2010 Ctrl Delay		191.2
HCM 2010 LOS		F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1650	146	61	1170	103	49
Future Volume (veh/h)	1650	146	61	1170	103	49
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	1793	159	66	1272	112	53
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2360	972	82	1678	381	340
Arrive On Green	0.67	0.67	0.67	0.67	0.23	0.23
Sat Flow, veh/h	3632	1458	56	2601	1634	1458
Grp Volume(v), veh/h	1793	159	585	753	112	53
Grp Sat Flow(s),veh/h/ln	1770	1458	962	1610	1634	1458
Q Serve(g_s), s	30.8	3.7	21.2	26.3	5.1	2.6
Cycle Q Clear(g_c), s	30.8	3.7	52.0	26.3	5.1	2.6
Prop In Lane		1.00	0.11		1.00	1.00
Lane Grp Cap(c), veh/h	2360	972	686	1074	381	340
V/C Ratio(X)	0.76	0.16	0.85	0.70	0.29	0.16
Avail Cap(c_a), veh/h	2379	980	692	1083	381	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.51	0.51	1.00	1.00
Uniform Delay (d), s/veh	10.1	5.6	10.5	9.4	28.4	27.5
Incr Delay (d2), s/veh	0.4	0.0	5.4	1.0	2.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	1.5	8.0	11.8	2.5	1.1
LnGrp Delay(d),s/veh	10.5	5.6	16.0	10.4	30.4	28.4
LnGrp LOS	B	A	B	B	C	C
Approach Vol, veh/h	1952			1338	165	
Approach Delay, s/veh	10.1			12.9	29.7	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.5		64.5				64.5
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		7.1		32.8				54.0
Green Ext Time (p_c), s		0.4		21.7				6.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.1
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	1096	244	660	924	82	177	617	227	138	657	164
Future Volume (veh/h)	350	1096	244	660	924	82	177	617	227	138	657	164
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	380	1191	265	717	1004	89	192	671	247	150	714	178
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	1214	270	608	1564	138	136	760	280	136	843	210
Arrive On Green	0.15	0.29	0.29	0.19	0.33	0.33	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	3170	4163	926	3170	4758	421	1634	2535	933	1634	2809	700
Grp Volume(v), veh/h	380	970	486	717	715	378	192	468	450	150	450	442
Grp Sat Flow(s),veh/h/ln	1585	1695	1699	1585	1695	1788	1634	1770	1698	1634	1770	1739
Q Serve(g_s), s	13.8	34.1	34.1	23.0	21.5	21.6	10.0	30.2	30.3	10.0	28.6	28.7
Cycle Q Clear(g_c), s	13.8	34.1	34.1	23.0	21.5	21.6	10.0	30.2	30.3	10.0	28.6	28.7
Prop In Lane	1.00		0.55	1.00		0.24	1.00		0.55	1.00		0.40
Lane Grp Cap(c), veh/h	490	989	496	608	1114	588	136	531	509	136	531	522
V/C Ratio(X)	0.78	0.98	0.98	1.18	0.64	0.64	1.41	0.88	0.88	1.10	0.85	0.85
Avail Cap(c_a), veh/h	608	989	496	608	1114	588	136	531	509	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.59	0.59	0.59	0.42	0.42	0.42	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	42.2	42.2	48.5	34.3	34.3	55.0	40.0	40.5	55.0	39.4	39.8
Incr Delay (d2), s/veh	2.9	17.4	26.0	91.3	0.7	1.4	202.0	9.1	9.5	107.0	15.4	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	18.3	19.5	17.7	10.1	10.8	12.1	16.1	15.5	8.5	16.3	16.0
LnGrp Delay(d),s/veh	51.7	59.5	68.2	139.8	35.0	35.7	257.0	49.1	50.0	162.0	54.8	55.4
LnGrp LOS	D	E	E	F	D	D	F	D	D	F	D	E
Approach Vol, veh/h		1836			1810			1110			1042	
Approach Delay, s/veh		60.2			76.7			85.5			70.5	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	22.6	43.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	32.3	25.0	36.1	12.0	30.7	15.8	23.6
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	2.2	0.7	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	72.0
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	581	213	526	642	130	253	739	104	102	589	104
Future Volume (veh/h)	391	581	213	526	642	130	253	739	104	102	589	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	425	632	232	572	698	141	275	803	113	111	640	113
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	738	304	558	932	384	323	943	389	158	759	313
Arrive On Green	0.29	0.21	0.21	0.34	0.26	0.26	0.10	0.27	0.27	0.05	0.21	0.21
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	425	632	232	572	698	141	275	803	113	111	640	113
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	30.1	20.6	18.0	41.0	21.7	9.5	10.2	25.8	2.9	4.1	20.8	4.0
Cycle Q Clear(g_c), s	30.1	20.6	18.0	41.0	21.7	9.5	10.2	25.8	2.9	4.1	20.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	738	304	558	932	384	323	943	389	158	759	313
V/C Ratio(X)	0.91	0.86	0.76	1.02	0.75	0.37	0.85	0.85	0.29	0.70	0.84	0.36
Avail Cap(c_a), veh/h	490	752	310	558	932	384	323	943	389	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	45.8	44.7	39.5	40.6	36.0	53.0	41.8	5.5	56.1	45.2	10.3
Incr Delay (d2), s/veh	2.5	1.0	1.0	44.5	3.4	0.6	19.1	9.6	1.9	12.8	11.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	10.2	7.3	25.4	11.0	3.9	5.3	13.9	1.4	2.1	11.3	1.9
LnGrp Delay(d),s/veh	43.7	46.7	45.7	84.0	44.0	36.6	72.1	51.3	7.4	69.0	56.2	13.5
LnGrp LOS	D	D	D	F	D	D	E	D	A	E	E	B
Approach Vol, veh/h		1289			1411			1191			864	
Approach Delay, s/veh		45.6			59.4			52.0			52.2	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	36.0	45.0	29.0	16.2	29.7	38.4	35.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	27.8	43.0	22.6	12.2	22.8	32.1	23.7
Green Ext Time (p_c), s	0.0	0.9	0.0	0.4	0.0	0.9	0.3	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	88	187	89	17	128	33	541	139	78	416	16
Future Volume (veh/h)	90	88	187	89	17	128	33	541	139	78	416	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	98	96	203	97	18	139	36	588	151	85	452	17
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	307	240	123	354	277	47	924	723	105	994	845
Arrive On Green	0.05	0.16	0.16	0.08	0.19	0.19	0.03	0.50	0.50	0.13	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	98	96	203	97	18	139	36	588	151	85	452	17
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	4.5	4.1	12.2	5.3	0.7	7.7	1.8	20.9	5.2	4.6	0.0	0.0
Cycle Q Clear(g_c), s	4.5	4.1	12.2	5.3	0.7	7.7	1.8	20.9	5.2	4.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	307	240	123	354	277	47	924	723	105	994	845
V/C Ratio(X)	1.20	0.31	0.84	0.79	0.05	0.50	0.77	0.64	0.21	0.81	0.45	0.02
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	924	723	118	994	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.39	0.39	0.39	0.79	0.79	0.79
Uniform Delay (d), s/veh	42.8	33.1	36.5	40.9	29.8	32.6	43.5	16.7	12.8	38.7	0.0	0.0
Incr Delay (d2), s/veh	162.8	0.6	17.1	9.8	0.1	1.3	9.9	1.3	0.3	25.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	2.2	6.0	2.7	0.4	3.2	1.0	11.0	2.2	2.8	0.3	0.0
LnGrp Delay(d),s/veh	205.6	33.7	53.6	50.7	29.9	33.9	53.5	18.0	13.0	64.0	1.2	0.0
LnGrp LOS	F	C	D	D	C	C	D	B	B	E	A	A
Approach Vol, veh/h		397			254			775			554	
Approach Delay, s/veh		86.3			40.0			18.7			10.8	
Approach LOS		F			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	49.1	11.3	19.3	6.9	52.5	9.0	21.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	16.6	22.9	7.3	14.2	3.8	2.0	6.5	9.7
Green Ext Time (p_c), s	0.0	2.9	0.2	0.7	0.0	5.0	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	403	8	87	247	83	6	168	67	37	11	19
Future Volume (veh/h)	53	403	8	87	247	83	6	168	67	37	11	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	438	9	95	268	90	7	183	73	40	12	21
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	579	12	119	503	165	12	995	779	48	1037	812
Arrive On Green	0.01	0.05	0.05	0.07	0.19	0.19	0.01	0.53	0.53	0.03	0.56	0.56
Sat Flow, veh/h	1634	3547	73	1634	2620	861	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	58	218	229	95	179	179	7	183	73	40	12	21
Grp Sat Flow(s),veh/h/ln	1634	1770	1850	1634	1770	1711	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	11.0	11.0	5.2	8.2	8.5	0.4	4.6	2.2	2.2	0.3	0.6
Cycle Q Clear(g_c), s	3.2	11.0	11.0	5.2	8.2	8.5	0.4	4.6	2.2	2.2	0.3	0.6
Prop In Lane	1.00		0.04	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	289	302	119	340	328	12	995	779	48	1037	812
V/C Ratio(X)	0.80	0.76	0.76	0.80	0.53	0.54	0.60	0.18	0.09	0.83	0.01	0.03
Avail Cap(c_a), veh/h	118	383	401	209	482	466	118	995	779	209	1037	812
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	44.0	40.8	40.8	41.1	32.7	32.8	44.6	10.8	10.3	43.4	8.9	9.0
Incr Delay (d2), s/veh	17.6	5.7	5.5	11.5	1.3	1.4	40.8	0.4	0.2	24.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.8	6.1	2.7	4.1	4.2	0.3	2.5	0.9	1.3	0.1	0.2
LnGrp Delay(d),s/veh	61.5	46.5	46.3	52.5	34.0	34.2	85.4	11.2	10.5	67.5	8.9	9.0
LnGrp LOS	E	D	D	D	C	C	F	B	B	E	A	A
Approach Vol, veh/h		505			453			263			73	
Approach Delay, s/veh		48.2			38.0			13.0			41.0	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	52.6	11.1	19.2	5.1	54.6	8.5	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.2	6.6	7.2	13.0	2.4	2.6	5.2	10.5
Green Ext Time (p_c), s	0.0	0.9	0.1	1.7	0.0	1.0	0.0	2.5

Intersection Summary		
HCM 2010 Ctrl Delay	37.0	
HCM 2010 LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	219	315	233	189	54	293	728	384	66	743	77
Future Volume (veh/h)	76	219	315	233	189	54	293	728	384	66	743	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	83	238	342	253	205	59	318	791	417	72	808	84
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	433	387	177	755	212	204	1042	547	82	1259	131
Arrive On Green	0.08	0.24	0.23	0.11	0.28	0.26	0.17	0.62	0.62	0.10	0.78	0.78
Sat Flow, veh/h	1634	1770	1583	1634	2731	766	1634	2246	1178	1634	3237	336
Grp Volume(v), veh/h	83	238	342	253	131	133	318	622	586	72	442	450
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1728	1634	1770	1655	1634	1770	1803
Q Serve(g_s), s	5.9	14.1	25.0	13.0	6.9	7.3	15.0	30.4	30.7	5.2	13.3	13.3
Cycle Q Clear(g_c), s	5.9	14.1	25.0	13.0	6.9	7.3	15.0	30.4	30.7	5.2	13.3	13.3
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.71	1.00		0.19
Lane Grp Cap(c), veh/h	125	433	387	177	489	478	204	821	768	82	688	701
V/C Ratio(X)	0.67	0.55	0.88	1.43	0.27	0.28	1.56	0.76	0.76	0.88	0.64	0.64
Avail Cap(c_a), veh/h	144	457	409	177	493	481	204	821	768	82	688	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.52	0.52	0.52
Uniform Delay (d), s/veh	53.9	39.6	44.5	53.5	33.9	34.3	50.0	18.1	18.2	53.6	9.6	9.6
Incr Delay (d2), s/veh	9.1	1.3	19.2	222.6	0.3	0.3	267.0	4.7	5.1	39.8	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.0	13.0	16.8	3.4	3.5	21.9	15.6	15.0	3.3	6.6	6.7
LnGrp Delay(d),s/veh	63.0	40.8	63.7	276.1	34.2	34.7	317.0	22.8	23.3	93.4	12.0	12.0
LnGrp LOS	E	D	E	F	C	C	F	C	C	F	B	B
Approach Vol, veh/h		663			517			1526			964	
Approach Delay, s/veh		55.4			152.7			84.3			18.1	
Approach LOS		E			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	59.7	17.0	33.3	19.0	50.7	13.1	37.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	7.2	32.7	15.0	27.0	17.0	15.3	7.9	9.3
Green Ext Time (p_c), s	0.0	9.1	0.0	0.6	0.0	10.6	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	71.3
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	39.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	116	493	215	0	25	305	51	0	99	34	20	0	76	201	90
Future Vol, veh/h	0	116	493	215	0	25	305	51	0	99	34	20	0	76	201	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	126	536	234	0	27	332	55	0	108	37	22	0	83	218	98
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	41.5	19.7	20.4	63.6
HCM LOS	E	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	116	329	379	25	203	153	367
LT Vol	99	116	0	0	25	0	0	76
Through Vol	34	0	329	164	0	203	102	201
RT Vol	20	0	0	215	0	0	51	90
Lane Flow Rate	166	126	357	412	27	221	166	399
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.452	0.31	0.827	0.907	0.072	0.551	0.403	0.957
Departure Headway (Hd)	9.793	8.856	8.331	7.915	9.506	8.978	8.732	8.64
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	406	436	458	377	402	413	419
Service Time	7.545	6.605	6.08	5.663	7.255	6.727	6.48	6.383
HCM Lane V/C Ratio	0.451	0.31	0.819	0.9	0.072	0.55	0.402	0.952
HCM Control Delay	20.4	15.6	40.2	50.5	13	22.3	17.3	63.6
HCM Lane LOS	C	C	E	F	B	C	C	F
HCM 95th-tile Q	2.3	1.3	7.8	10	0.2	3.2	1.9	11.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	218	75	132	136	54	96	1241	282	64	908	42
Future Volume (veh/h)	68	218	75	132	136	54	96	1241	282	64	908	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	237	82	143	148	59	104	1349	307	70	987	46
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	293	230	142	334	261	153	1647	368	82	1821	85
Arrive On Green	0.06	0.16	0.16	0.09	0.18	0.18	0.09	0.57	0.56	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2876	643	1634	3444	160
Grp Volume(v), veh/h	74	237	82	143	148	59	104	820	836	70	507	526
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1749	1634	1770	1834
Q Serve(g_s), s	5.3	14.7	6.0	10.4	8.5	4.2	7.4	44.3	47.2	5.1	0.0	0.0
Cycle Q Clear(g_c), s	5.3	14.7	6.0	10.4	8.5	4.2	7.4	44.3	47.2	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	106	293	230	142	334	261	153	1013	1001	82	936	970
V/C Ratio(X)	0.70	0.81	0.36	1.01	0.44	0.23	0.68	0.81	0.83	0.86	0.54	0.54
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1013	1001	82	936	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.11	0.11	0.11
Uniform Delay (d), s/veh	54.9	48.8	45.1	54.8	43.9	42.1	52.6	20.4	21.4	53.6	0.0	0.0
Incr Delay (d2), s/veh	18.0	13.3	0.9	78.2	0.9	0.4	0.5	0.7	0.8	9.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.7	2.5	7.8	4.4	1.7	3.4	21.6	22.8	2.5	0.1	0.1
LnGrp Delay(d),s/veh	73.0	62.0	46.1	133.1	44.8	42.6	53.1	21.1	22.2	63.2	0.2	0.2
LnGrp LOS	E	E	D	F	D	D	D	C	C	E	A	A
Approach Vol, veh/h		393			350			1760			1103	
Approach Delay, s/veh		60.8			80.5			23.5			4.2	
Approach LOS		E			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	72.7	14.4	22.9	15.2	67.5	11.8	25.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.1	49.2	12.4	16.7	9.4	2.0	7.3	10.5
Green Ext Time (p_c), s	0.0	10.8	0.0	0.5	0.1	19.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	209	233	86	123	129	254	962	123	197	1117	69
Future Volume (veh/h)	82	209	233	86	123	129	254	962	123	197	1117	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	89	227	253	93	134	140	276	1046	134	214	1214	75
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	746	307	95	659	271	300	1555	641	259	1466	604
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	89	227	253	93	134	140	276	1046	134	214	1214	75
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.3	6.5	19.9	6.8	3.8	10.4	19.9	28.2	6.8	15.2	36.7	3.8
Cycle Q Clear(g_c), s	6.3	6.5	19.9	6.8	3.8	10.4	19.9	28.2	6.8	15.2	36.7	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	746	307	95	659	271	300	1555	641	259	1466	604
V/C Ratio(X)	0.66	0.30	0.82	0.98	0.20	0.52	0.92	0.67	0.21	0.83	0.83	0.12
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1555	641	259	1466	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	53.4	39.9	45.2	56.4	41.3	44.0	48.1	26.8	20.8	48.9	31.3	21.7
Incr Delay (d2), s/veh	5.4	0.2	13.5	78.9	0.1	1.5	32.3	2.3	0.7	12.3	3.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	9.1	5.2	1.9	4.3	11.7	14.3	2.9	7.8	18.5	1.6
LnGrp Delay(d),s/veh	58.8	40.2	58.7	135.3	41.4	45.4	80.4	29.1	21.5	61.2	34.7	22.0
LnGrp LOS	E	D	E	F	D	D	F	C	C	E	C	C
Approach Vol, veh/h		569			367			1456			1503	
Approach Delay, s/veh		51.3			66.7			38.2			37.8	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.7	11.0	29.3	26.0	53.7	14.0	26.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	17.2	30.2	8.8	21.9	21.9	38.7	8.3	12.4
Green Ext Time (p_c), s	0.0	11.0	0.0	1.4	0.0	4.7	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	342	219	56	219	92	122	755	186	207	1111	108
Future Volume (veh/h)	93	342	219	56	219	92	122	755	186	207	1111	108
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	101	372	238	61	238	100	133	821	202	225	1208	117
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	433	273	82	675	278	123	849	665	250	1891	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.61	0.61	0.15	0.53	0.53
Sat Flow, veh/h	1634	2086	1315	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	101	315	295	61	238	100	133	821	202	225	1208	117
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	7.4	20.6	21.1	4.4	7.0	4.9	9.0	50.3	5.8	16.2	29.0	4.9
Cycle Q Clear(g_c), s	7.4	20.6	21.1	4.4	7.0	4.9	9.0	50.3	5.8	16.2	29.0	4.9
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	338	82	675	278	123	849	665	250	1891	779
V/C Ratio(X)	0.93	0.86	0.87	0.75	0.35	0.36	1.09	0.97	0.30	0.90	0.64	0.15
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	250	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.90	0.90	0.90	0.72	0.72	0.72	0.87	0.87	0.87
Uniform Delay (d), s/veh	55.7	45.8	46.8	56.2	42.1	19.9	54.0	22.7	7.6	49.9	19.8	14.2
Incr Delay (d2), s/veh	58.3	15.9	19.0	28.3	0.3	0.7	93.4	19.2	0.8	28.7	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.7	11.2	2.6	3.5	2.0	7.2	30.1	2.4	9.3	14.5	2.0
LnGrp Delay(d),s/veh	114.1	61.8	65.8	84.5	42.4	20.6	147.4	42.0	8.4	78.6	21.2	14.5
LnGrp LOS	F	E	E	F	D	C	F	D	A	E	C	B
Approach Vol, veh/h		711			399			1156			1550	
Approach Delay, s/veh		70.9			43.4			48.2			29.0	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	58.7	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.2	52.3	6.4	23.1	11.0	31.0	9.4	9.0
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	8.2	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	372	116	119	190	225	182	858	187	235	580	63
Future Volume (veh/h)	114	372	116	119	190	225	182	858	187	235	580	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	124	404	126	129	207	245	198	933	203	255	630	68
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	544	224	214	712	293	242	1420	585	296	1535	633
Arrive On Green	0.08	0.15	0.15	0.13	0.20	0.20	0.30	0.80	0.80	0.36	0.87	0.87
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	124	404	126	129	207	245	198	933	203	255	630	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.5	13.1	6.8	8.9	6.0	19.4	13.5	13.2	2.8	17.4	4.4	0.8
Cycle Q Clear(g_c), s	8.5	13.1	6.8	8.9	6.0	19.4	13.5	13.2	2.8	17.4	4.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	544	224	214	712	293	242	1420	585	296	1535	633
V/C Ratio(X)	0.63	0.74	0.56	0.60	0.29	0.84	0.82	0.66	0.35	0.86	0.41	0.11
Avail Cap(c_a), veh/h	196	728	300	214	817	337	327	1420	585	354	1535	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.64	0.64	0.64	0.67	0.67	0.67	0.53	0.53	0.53	0.58	0.58	0.58
Uniform Delay (d), s/veh	48.5	48.5	23.5	49.2	40.7	46.0	40.7	8.4	2.9	36.9	4.8	4.5
Incr Delay (d2), s/veh	4.2	1.8	1.4	3.2	0.1	10.4	6.3	1.3	0.9	10.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.5	2.8	4.2	2.9	8.7	6.5	6.5	1.2	8.7	2.0	0.3
LnGrp Delay(d),s/veh	52.7	50.3	24.9	52.4	40.8	56.4	47.0	9.7	3.7	47.4	5.3	4.7
LnGrp LOS	D	D	C	D	D	E	D	A	A	D	A	A
Approach Vol, veh/h		654			581			1334			953	
Approach Delay, s/veh		45.9			50.0			14.3			16.5	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.7	52.1	19.7	22.4	21.8	56.1	14.0	28.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	10.4	15.2	10.9	15.1	15.5	6.4	10.5	21.4
Green Ext Time (p_c), s	0.4	9.0	0.0	1.4	0.3	10.1	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	621	457	175	150	371	186	183	1903	125	147	1364	470
Future Volume (veh/h)	621	457	175	150	371	186	183	1903	125	147	1364	470
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	675	497	190	163	403	202	199	2068	136	160	1483	511
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	846	349	265	700	288	150	2328	152	109	1601	660
Arrive On Green	0.13	0.24	0.24	0.08	0.20	0.20	0.09	0.48	0.48	0.07	0.45	0.45
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4878	319	1634	3539	1458
Grp Volume(v), veh/h	675	497	190	163	403	202	199	1434	770	160	1483	511
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1806	1634	1770	1458
Q Serve(g_s), s	15.0	14.9	13.7	6.0	12.4	15.5	11.0	46.0	46.6	8.0	47.4	35.5
Cycle Q Clear(g_c), s	15.0	14.9	13.7	6.0	12.4	15.5	11.0	46.0	46.6	8.0	47.4	35.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	396	846	349	265	700	288	150	1618	862	109	1601	660
V/C Ratio(X)	1.70	0.59	0.54	0.62	0.58	0.70	1.33	0.89	0.89	1.47	0.93	0.77
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1618	862	109	1601	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	0.61	0.61	0.61	0.76	0.76	0.76
Uniform Delay (d), s/veh	52.5	40.4	39.9	53.1	43.6	44.8	54.5	28.4	28.6	56.0	31.0	27.7
Incr Delay (d2), s/veh	324.6	0.5	1.0	2.5	0.8	4.1	173.1	4.8	8.9	244.7	8.5	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.4	7.4	5.6	2.7	6.1	6.6	12.2	22.6	25.2	11.0	25.0	15.4
LnGrp Delay(d),s/veh	377.1	40.9	40.9	55.7	44.3	48.9	227.6	33.2	37.5	300.7	39.5	34.4
LnGrp LOS	F	D	D	E	D	D	F	C	D	F	D	C
Approach Vol, veh/h		1362			768			2403			2154	
Approach Delay, s/veh		207.6			47.9			50.7			57.7	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	61.3	14.0	32.7	15.0	58.3	19.0	27.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	48.6	8.0	16.9	13.0	49.4	17.0	17.5
Green Ext Time (p_c), s	0.0	0.0	0.1	4.9	0.0	0.0	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	84.6
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	12	100	119	6	15	44	1557	42	29	2036	56
Future Volume (veh/h)	92	12	100	119	6	15	44	1557	42	29	2036	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	13	109	129	7	16	48	1692	46	32	2213	61
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	177	139	136	52	120	82	2293	945	66	3245	931
Arrive On Green	0.08	0.10	0.10	0.08	0.10	0.09	0.05	0.65	0.65	0.04	0.64	0.64
Sat Flow, veh/h	1634	1863	1458	1634	505	1154	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	100	13	109	129	0	23	48	1692	46	32	2213	61
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1659	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	7.2	0.8	7.4	9.4	0.0	1.5	3.5	38.7	0.7	2.3	33.5	1.9
Cycle Q Clear(g_c), s	7.2	0.8	7.4	9.4	0.0	1.5	3.5	38.7	0.7	2.3	33.5	1.9
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	177	139	136	0	172	82	2293	945	66	3245	931
V/C Ratio(X)	0.82	0.07	0.78	0.95	0.00	0.13	0.59	0.74	0.05	0.49	0.68	0.07
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2293	945	82	3245	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	49.5	37.4	54.7	0.0	49.4	55.8	14.3	1.8	56.4	13.9	8.2
Incr Delay (d2), s/veh	33.1	0.2	9.3	61.0	0.0	0.3	10.5	2.2	0.1	5.5	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.4	3.3	6.6	0.0	0.7	1.8	19.5	0.3	1.1	15.9	0.8
LnGrp Delay(d),s/veh	87.8	49.6	46.7	115.8	0.0	49.8	66.3	16.4	1.9	61.9	15.1	8.3
LnGrp LOS	F	D	D	F		D	E	B	A	E	B	A
Approach Vol, veh/h		222			152			1786			2306	
Approach Delay, s/veh		65.4			105.8			17.4			15.6	
Approach LOS		E			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	81.7	14.0	15.4	10.0	80.6	13.0	16.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.3	40.7	11.4	9.4	5.5	35.5	9.2	3.5
Green Ext Time (p_c), s	0.0	12.4	0.0	0.4	0.0	16.8	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	177	1227	180	158	1473
Future Volume (veh/h)	143	177	1227	180	158	1473
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	155	192	1334	196	172	1601
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	260	232	2297	947	150	2740
Arrive On Green	0.16	0.16	0.65	0.65	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	155	192	1334	196	172	1601
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	10.6	15.3	25.5	6.5	11.0	0.0
Cycle Q Clear(g_c), s	10.6	15.3	25.5	6.5	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	260	232	2297	947	150	2740
V/C Ratio(X)	0.60	0.83	0.58	0.21	1.15	0.58
Avail Cap(c_a), veh/h	268	239	2297	947	150	2740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	0.71	0.71
Uniform Delay (d), s/veh	46.9	48.8	11.9	8.5	49.0	0.0
Incr Delay (d2), s/veh	1.9	12.5	1.1	0.5	107.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.0	12.8	2.7	9.4	0.2
LnGrp Delay(d),s/veh	48.8	61.4	12.9	9.0	156.8	0.7
LnGrp LOS	D	E	B	A	F	A
Approach Vol, veh/h	347		1530			1773
Approach Delay, s/veh	55.8		12.4			15.8
Approach LOS	E		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.9				96.9		23.1
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	27.5				2.0		17.3
Green Ext Time (p_c), s	0.0	28.0				36.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	95	127	72	102	180	107	1083	99	99	751	48
Future Volume (veh/h)	105	95	127	72	102	180	107	1083	99	99	751	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	114	103	138	78	111	196	116	1177	108	108	816	52
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	171	229	119	127	225	161	1521	139	152	1549	99
Arrive On Green	0.10	0.24	0.22	0.07	0.21	0.20	0.20	0.93	0.89	0.19	0.92	0.88
Sat Flow, veh/h	1634	723	969	1634	605	1069	1634	3279	300	1634	3379	215
Grp Volume(v), veh/h	114	0	241	78	0	307	116	634	651	108	427	441
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1674	1634	1770	1810	1634	1770	1825
Q Serve(g_s), s	8.1	0.0	15.3	5.6	0.0	21.3	8.0	11.0	11.8	7.4	4.7	4.9
Cycle Q Clear(g_c), s	8.1	0.0	15.3	5.6	0.0	21.3	8.0	11.0	11.8	7.4	4.7	4.9
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	162	0	400	119	0	352	161	821	840	152	811	836
V/C Ratio(X)	0.70	0.00	0.60	0.66	0.00	0.87	0.72	0.77	0.77	0.71	0.53	0.53
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	821	840	163	811	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.00	0.93	1.00	0.00	1.00	0.80	0.80	0.80	0.89	0.89	0.89
Uniform Delay (d), s/veh	52.3	0.0	41.2	54.2	0.0	46.4	46.6	2.7	3.0	47.3	2.9	3.0
Incr Delay (d2), s/veh	7.9	0.0	2.0	7.7	0.0	19.2	5.8	5.7	5.6	11.0	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	7.3	2.8	0.0	11.7	3.9	5.5	6.1	3.8	2.4	2.5
LnGrp Delay(d),s/veh	60.2	0.0	43.2	61.9	0.0	65.5	52.4	8.4	8.6	58.3	5.1	5.1
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		355			385			1401			976	
Approach Delay, s/veh		48.7			64.8			12.1			11.0	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	59.7	12.7	32.4	15.9	59.0	15.9	29.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	9.4	13.8	7.6	17.3	10.0	6.9	10.1	23.3
Green Ext Time (p_c), s	0.0	11.5	0.0	1.0	0.1	11.7	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	57.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	102	5	378	0	191	930	0	0	0	1482	337
Future Vol, veh/h	0	0	0	0	0	102	5	378	0	191	930	0	0	0	1482	337
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	111	5	411	0	208	1011	0	0	0	1611	366
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	34.7	61	61
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	930	107	378	1482	337
LT Vol	191	0	102	0	0	0
Through Vol	0	930	5	0	1482	0
RT Vol	0	0	0	378	0	337
Lane Flow Rate	208	1011	116	411	1611	366
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.477	1	0.28	0.854	1	0.706
Departure Headway (Hd)	8.266	7.764	8.654	7.479	7.64	6.939
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	436	475	418	485	499	520
Service Time	6.004	5.502	6.37	5.195	5.378	4.676
HCM Lane V/C Ratio	0.477	2.128	0.278	0.847	3.228	0.704
HCM Control Delay	18.3	69.8	14.7	40.3	69.2	24.7
HCM Lane LOS	C	F	B	E	F	C
HCM 95th-tile Q	2.5	13.2	1.1	8.8	13.3	5.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	516	139	409	248	879	0	0	1019	184
Future Volume (veh/h)	0	0	0	516	139	409	248	879	0	0	1019	184
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				561	151	445	270	955	0	0	1108	200
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1088	620	485	477	2096	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.20	0.79	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				561	151	445	270	955	0	0	1108	200
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				16.6	7.1	35.2	9.2	10.7	0.0	0.0	19.3	4.3
Cycle Q Clear(g_c), s				16.6	7.1	35.2	9.2	10.7	0.0	0.0	19.3	4.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1088	620	485	477	2096	0	0	1430	589
V/C Ratio(X)				0.52	0.24	0.92	0.57	0.46	0.00	0.00	0.77	0.34
Avail Cap(c_a), veh/h				1185	675	529	477	2096	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.54	0.54	0.54	0.84	0.84	0.00	0.00	0.81	0.81
Uniform Delay (d), s/veh				32.2	29.1	38.4	44.5	6.3	0.0	0.0	8.7	7.3
Incr Delay (d2), s/veh				0.2	0.1	12.4	1.3	0.6	0.0	0.0	3.4	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	3.7	15.8	4.1	5.3	0.0	0.0	9.6	1.9
LnGrp Delay(d),s/veh				32.4	29.2	50.8	45.8	6.9	0.0	0.0	12.1	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1157			1225			1308	
Approach Delay, s/veh					39.1			15.5			11.5	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		75.6			22.6	53.0		44.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.7			11.2	21.3		37.2
Green Ext Time (p_c), s		6.3			1.8	6.5		2.8

Intersection Summary		
HCM 2010 Ctrl Delay		21.5
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	388	503	330	374	1588	0	0	1523	401
Future Volume (veh/h)	0	0	0	388	503	330	374	1588	0	0	1523	401
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				422	547	359	407	1726	0	0	1655	436
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				422	547	359	407	1726	0	0	1655	436
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.7	16.3	29.0	25.0	0.0	0.0	0.0	51.9	29.0
Cycle Q Clear(g_c), s				13.7	16.3	29.0	25.0	0.0	0.0	0.0	51.9	29.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.51	0.60	0.95	1.20	0.72	0.00	0.00	1.08	0.69
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.48	0.48	0.00	0.00	0.21	0.21
Uniform Delay (d), s/veh				38.0	38.9	43.7	35.0	0.0	0.0	0.0	34.0	27.6
Incr Delay (d2), s/veh				0.5	1.1	33.5	101.5	0.9	0.0	0.0	39.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	8.0	15.2	20.8	0.3	0.0	0.0	33.7	11.9
LnGrp Delay(d),s/veh				38.5	40.0	77.2	136.5	0.9	0.0	0.0	73.6	28.9
LnGrp LOS				D	D	E	F	A			F	C
Approach Vol, veh/h					1328			2133			2091	
Approach Delay, s/veh					49.6			26.8			64.3	
Approach LOS					D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.0
Green Ext Time (p_c), s		50.3			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	1	230	0	0	0	0	558	81	715	512	0
Future Volume (veh/h)	292	1	230	0	0	0	0	558	81	715	512	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	317	1	250				0	607	88	777	557	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	350	1	289				0	645	505	499	1307	0
Arrive On Green	0.20	0.20	0.20				0.00	0.35	0.35	0.31	0.70	0.00
Sat Flow, veh/h	1769	6	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	318	0	250				0	607	88	777	557	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	15.8	0.0	14.9				0.0	28.4	3.8	27.5	11.4	0.0
Cycle Q Clear(g_c), s	15.8	0.0	14.9				0.0	28.4	3.8	27.5	11.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	351	0	289				0	645	505	499	1307	0
V/C Ratio(X)	0.90	0.00	0.87				0.00	0.94	0.17	1.56	0.43	0.00
Avail Cap(c_a), veh/h	355	0	292				0	645	505	499	1307	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.3	0.0	34.9				0.0	28.5	20.5	31.3	5.7	0.0
Incr Delay (d2), s/veh	25.5	0.0	22.6				0.0	23.5	0.8	260.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.0	7.8				0.0	18.7	1.6	48.4	6.1	0.0
LnGrp Delay(d),s/veh	60.8	0.0	57.6				0.0	52.1	21.2	291.3	6.7	0.0
LnGrp LOS	E		E					D	C	F	A	
Approach Vol, veh/h		568						695			1334	
Approach Delay, s/veh		59.4						48.2			172.5	
Approach LOS		E						D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.0	35.7		22.3		67.7		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	29.5	30.4		17.8		13.4		
Green Ext Time (p_c), s	0.0	0.3		0.1		5.6		

Intersection Summary	
HCM 2010 Ctrl Delay	114.5
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	156	294	0	0	0	0	995	535	475	1056	0
Future Volume (veh/h)	259	156	294	0	0	0	0	995	535	475	1056	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	282	170	320				0	1082	582	516	1148	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	402	871	359				0	2363	678	600	2432	0
Arrive On Green	0.25	0.25	0.25				0.00	0.46	0.46	0.38	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	282	170	320				0	1082	582	516	1148	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	18.9	4.6	25.4				0.0	17.4	42.7	18.0	0.0	0.0
Cycle Q Clear(g_c), s	18.9	4.6	25.4				0.0	17.4	42.7	18.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	402	871	359				0	2363	678	600	2432	0
V/C Ratio(X)	0.70	0.20	0.89				0.00	0.46	0.86	0.86	0.47	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2363	678	660	2432	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	41.2	35.8	43.7				0.0	21.8	28.6	35.8	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.1	20.0				0.0	0.6	13.4	7.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	2.3	12.2				0.0	8.3	19.7	8.4	0.2	0.0
LnGrp Delay(d),s/veh	45.4	35.9	63.7				0.0	22.5	42.0	43.2	0.4	0.0
LnGrp LOS	D	D	E					C	D	D	A	
Approach Vol, veh/h		772						1664			1664	
Approach Delay, s/veh		50.9						29.3			13.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	36.7	59.8		33.5		86.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	20.9	44.7		27.4		2.0		
Green Ext Time (p_c), s	0.7	3.0		1.5		26.1		

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	556	288	0	0	0	0	1302	451	609	1568	0
Future Volume (veh/h)	367	556	288	0	0	0	0	1302	451	609	1568	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	399	604	313				0	1415	490	662	1704	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1718	708	738	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.49	0.49	0.47	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	399	604	313				0	1415	490	662	1704	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.1	20.2	21.8				0.0	41.1	31.2	23.0	0.0	0.0
Cycle Q Clear(g_c), s	14.1	20.2	21.8				0.0	41.1	31.2	23.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1718	708	738	2660	0
V/C Ratio(X)	0.69	0.94	1.18				0.00	0.82	0.69	0.90	0.64	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1718	708	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.70	0.70	0.70				0.00	1.00	1.00	0.14	0.14	0.00
Uniform Delay (d), s/veh	46.0	48.4	49.1				0.0	26.5	23.9	30.7	0.0	0.0
Incr Delay (d2), s/veh	2.5	16.9	105.6				0.0	4.6	5.5	2.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	11.4	16.5				0.0	21.1	13.6	10.1	0.1	0.0
LnGrp Delay(d),s/veh	48.5	65.4	154.7				0.0	31.1	29.4	32.9	0.2	0.0
LnGrp LOS	D	E	F					C	C	C	A	
Approach Vol, veh/h		1316						1905			2366	
Approach Delay, s/veh		81.5						30.6			9.3	
Approach LOS		F						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.9	62.3		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	25.9	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	25.1	43.1		23.8		2.0		
Green Ext Time (p_c), s	0.9	10.0		0.0		48.0		

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	6	33	14	5	40
Future Vol, veh/h	17	6	33	14	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	36	15	5	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1037	-	-	1575	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1575	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	55	0	69	0	49
Future Vol, veh/h	58	55	0	69	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	60	0	75	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	168	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	822	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	822	964
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1464	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	89	584	81	0	431
Future Vol, veh/h	0	89	584	81	0	431
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	635	88	0	468

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1147	679	0	0	723	0
Stage 1	679	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	220	452	-	-	879	-
Stage 1	504	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	220	452	-	-	879	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	452	879	-
HCM Lane V/C Ratio	-	-	0.214	-	-
HCM Control Delay (s)	-	-	15.1	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1033	863	182	0	126
Future Vol, veh/h	0	1033	863	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1123	938	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1136	0	-	0	2160	1037
Stage 1	-	-	-	-	1037	-
Stage 2	-	-	-	-	1123	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	615	-	-	-	52	281
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	311	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	615	-	-	-	52	281
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	311	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	615	-	-	-	281
HCM Lane V/C Ratio	-	-	-	-	0.487
HCM Control Delay (s)	0	-	-	-	29.4
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.5

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	76	68	270	25	29	183
Future Vol, veh/h	76	68	270	25	29	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	74	293	27	32	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	555	293	0	0	293	0
Stage 1	293	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	493	746	-	-	1269	-
Stage 1	757	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	746	-	-	1269	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	481	746	1269	-
HCM Lane V/C Ratio	-	-	0.172	0.099	0.025	-
HCM Control Delay (s)	-	-	14	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	55	45	230	22	21	201
Future Vol, veh/h	55	45	230	22	21	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	49	250	24	23	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	250	0	0	250	0
Stage 1	250	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	521	789	-	-	1316	-
Stage 1	792	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	789	-	-	1316	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	512	789	1316	-
HCM Lane V/C Ratio	-	-	0.117	0.062	0.017	-
HCM Control Delay (s)	-	-	13	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	83	213	31	0	196
Future Vol, veh/h	0	83	213	31	0	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	90	232	34	0	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	445	232	0	0	232	0
Stage 1	232	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	571	807	-	-	1336	-
Stage 1	807	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	571	807	-	-	1336	-
Mov Cap-2 Maneuver	571	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	823	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	807	1336	-
HCM Lane V/C Ratio	-	-	-	0.112	-	-
HCM Control Delay (s)	-	-	0	10	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	157	177	17	37	39
Future Vol, veh/h	15	157	177	17	37	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	171	192	18	40	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	395	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1381	-	-	-	610	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	603	850
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1381	-	-	-	603	850
HCM Lane V/C Ratio	0.012	-	-	-	0.067	0.05
HCM Control Delay (s)	7.6	-	-	-	11.4	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	20	172	166	21	47	51
Future Vol, veh/h	20	172	166	21	47	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	187	180	23	51	55

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	410	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1396	-	-	-	598	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	589	863
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1396	-	-	-	589	863
HCM Lane V/C Ratio	0.016	-	-	-	0.087	0.064
HCM Control Delay (s)	7.6	-	-	-	11.7	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	188	177	12	31	38
Future Vol, veh/h	19	188	177	12	31	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	204	192	13	34	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	438	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1381	-	-	-	576	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	567	850
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1381	-	-	-	567	850
HCM Lane V/C Ratio	0.015	-	-	-	0.059	0.049
HCM Control Delay (s)	7.6	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

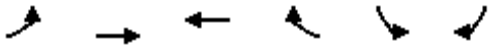
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	170	24	32	144	25	24
Future Vol, veh/h	170	24	32	144	25	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	26	35	157	27	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	185	0	411	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1390	-	597	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	582	857
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	857	-	-	1390	-
HCM Lane V/C Ratio	0.047	0.03	-	-	0.025	-
HCM Control Delay (s)	11.5	9.3	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	329	264	0	340	41
Future Volume (veh/h)	0	329	264	0	340	41
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	358	287	0	370	45
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	515	515	0	2392	1100
Arrive On Green	0.00	0.15	0.15	0.00	0.75	0.75
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	358	287	0	370	45
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	11.5	9.0	0.0	3.9	0.9
Cycle Q Clear(g_c), s	0.0	11.5	9.0	0.0	3.9	0.9
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	515	515	0	2392	1100
V/C Ratio(X)	0.00	0.70	0.56	0.00	0.15	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2392	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.7	47.7	0.0	4.1	3.7
Incr Delay (d2), s/veh	0.0	1.7	0.6	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	4.5	0.0	1.7	0.4
LnGrp Delay(d),s/veh	0.0	50.4	48.3	0.0	4.2	3.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		358	287		415	
Approach Delay, s/veh		50.4	48.3		4.2	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				23.5		96.5		23.5
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				13.5		5.9		11.0
Green Ext Time (p_c), s				3.9		1.4		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	627	0	0	582	303	47	0	297	0	0	0
Future Volume (veh/h)	48	627	0	0	582	303	47	0	297	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	52	682	0	0	633	329	51	0	323			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1328	0	0	1056	435	1688	0	776			
Arrive On Green	0.03	0.38	0.00	0.00	0.30	0.30	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	52	682	0	0	633	329	51	0	323			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	19.4	0.0	0.0	19.9	26.6	1.0	0.0	17.3			
Cycle Q Clear(g_c), s	4.0	19.4	0.0	0.0	19.9	26.6	1.0	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1328	0	0	1056	435	1688	0	776			
V/C Ratio(X)	1.03	0.51	0.00	0.00	0.60	0.76	0.03	0.00	0.42			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1688	0	776			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.14	0.14	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	31.4	0.0	0.0	39.0	41.3	14.4	0.0	18.3			
Incr Delay (d2), s/veh	131.3	0.3	0.0	0.0	0.1	0.5	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	9.5	0.0	0.0	9.7	10.8	0.4	0.0	7.0			
LnGrp Delay(d),s/veh	194.9	31.7	0.0	0.0	39.1	41.8	14.4	0.0	18.6			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		734			962			374				
Approach Delay, s/veh		43.3			40.0			18.0				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		75.2		54.8			10.0	44.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		19.3		21.4			6.0	28.6
Green Ext Time (p_c), s		0.0		11.1			0.0	10.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	213	390	57	0	11	286	63	0	41	19	15	0	70	17	160
Future Vol, veh/h	0	213	390	57	0	11	286	63	0	41	19	15	0	70	17	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	232	424	62	0	12	311	68	0	45	21	16	0	76	18	174
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	16.7	15.2	12.4	14.1
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	70%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	30%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	213	260	187	11	191	158	70	11	166
LT Vol	41	0	213	0	0	11	0	0	70	0	0
Through Vol	0	19	0	260	130	0	191	95	0	11	6
RT Vol	0	15	0	0	57	0	0	63	0	0	160
Lane Flow Rate	45	37	232	283	203	12	207	172	76	12	180
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.112	0.084	0.486	0.554	0.386	0.027	0.442	0.353	0.182	0.028	0.372
Departure Headway (Hd)	9.038	8.229	7.56	7.055	6.839	8.179	7.672	7.39	8.623	8.119	7.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	396	435	477	512	526	438	468	487	416	441	483
Service Time	6.802	5.993	5.305	4.8	4.584	5.93	5.424	5.141	6.377	5.873	5.192
HCM Lane V/C Ratio	0.114	0.085	0.486	0.553	0.386	0.027	0.442	0.353	0.183	0.027	0.373
HCM Control Delay	12.9	11.8	17.3	18.3	13.8	11.2	16.4	14.1	13.3	11.1	14.6
HCM Lane LOS	B	B	C	C	B	B	C	B	B	B	B
HCM 95th-tile Q	0.4	0.3	2.6	3.3	1.8	0.1	2.2	1.6	0.7	0.1	1.7

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1130	844	87	0	97
Future Vol, veh/h	0	1130	844	87	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1228	917	95	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1012	0	-	0	2193	965
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1228	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	685	-	-	-	50	309
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	277	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	685	-	-	-	50	309
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	685	-	-	-	309
HCM Lane V/C Ratio	-	-	-	-	0.341
HCM Control Delay (s)	0	-	-	-	22.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.5

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	116	12	516	100	12	371
Future Vol, veh/h	116	12	516	100	12	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	13	561	109	13	403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	561	0	0	561	0
Stage 1	561	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	527	-	-	1010	-
Stage 1	571	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	527	-	-	1010	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	269	527	1010	-
HCM Lane V/C Ratio	-	-	0.469	0.025	0.013	-
HCM Control Delay (s)	-	-	29.7	12	8.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	24	70	36
Future Vol, veh/h	0	40	0	24	70	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	26	76	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	58	115	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	877	996	1472	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	996	1472	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	996	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	6	30	13	4	30
Future Vol, veh/h	15	6	30	13	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	33	14	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	40	0	0	47	0
Stage 1	40	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1031	-	-	1560	-
Stage 1	982	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1031	-	-	1560	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	918	1031	1560	-
HCM Lane V/C Ratio	-	-	0.018	0.006	0.003	-
HCM Control Delay (s)	-	-	9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	53	67	12	14	7
Future Vol, veh/h	7	53	67	12	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	73	13	15	8

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	79	120	-	0	86	0
Stage 1	0	34	-	-	-	-
Stage 2	79	86	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	924	770	-	-	1510	-
Stage 1	-	-	-	-	-	-
Stage 2	944	824	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	0	-	-	1510	-
Mov Cap-2 Maneuver	915	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	944	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	915	-	-	1510	-
HCM Lane V/C Ratio	0.071	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	32	17	74	35	81	20	1037	91	125	1199	6
Future Volume (veh/h)	7	32	17	74	35	81	20	1037	91	125	1199	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	35	18	80	38	88	22	1127	99	136	1303	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	416	418	215	482	180	417	35	1440	126	168	1871	10
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.02	0.44	0.43	0.10	0.52	0.51
Sat Flow, veh/h	1160	1161	597	1239	500	1158	1634	3292	289	1634	3610	19
Grp Volume(v), veh/h	8	0	53	80	0	126	22	605	621	136	639	671
Grp Sat Flow(s),veh/h/ln	1160	0	1757	1239	0	1658	1634	1770	1812	1634	1770	1859
Q Serve(g_s), s	0.6	0.0	2.4	5.5	0.0	6.3	1.6	35.1	35.2	9.8	32.6	32.7
Cycle Q Clear(g_c), s	6.9	0.0	2.4	7.9	0.0	6.3	1.6	35.1	35.2	9.8	32.6	32.7
Prop In Lane	1.00		0.34	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	416	0	633	482	0	597	35	774	792	168	917	964
V/C Ratio(X)	0.02	0.00	0.08	0.17	0.00	0.21	0.63	0.78	0.78	0.81	0.70	0.70
Avail Cap(c_a), veh/h	416	0	633	482	0	597	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	25.4	27.9	0.0	26.7	58.2	28.9	28.9	52.7	21.8	21.8
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.7	0.0	0.8	16.9	2.6	2.6	12.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.2	2.0	0.0	3.0	0.9	17.7	18.2	5.0	16.1	16.9
LnGrp Delay(d),s/veh	29.1	0.0	25.7	28.7	0.0	27.5	75.1	31.5	31.6	64.8	22.9	22.9
LnGrp LOS	C		C	C		C	E	C	C	E	C	C
Approach Vol, veh/h		61			206			1248			1446	
Approach Delay, s/veh		26.1			28.0			32.3			26.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	56.5		47.2	6.6	66.2		47.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	11.8	37.2		8.9	3.6	34.7		9.9
Green Ext Time (p_c), s	0.2	14.8		0.6	0.0	16.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	15	63	317	39	36
Future Vol, veh/h	232	15	63	317	39	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	252	16	68	345	42	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	268	0	742	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1296	-	383	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1296	-	358	779
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	1296	-
HCM Lane V/C Ratio	0.169	-	-	0.053	-
HCM Control Delay (s)	14	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	49.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	203	62	0	379	306	18	0	77	27	382
Future Vol, veh/h	0	10	203	62	0	379	306	18	0	77	27	382
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	11	221	67	0	412	333	20	0	84	29	415
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	19.3	66.8	43.9
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	4%	55%	0%	8%
Vol Thru, %	6%	74%	45%	0%	76%
Vol Right, %	79%	23%	0%	100%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	486	275	685	18	37
LT Vol	77	10	379	0	3
Through Vol	27	203	306	0	28
RT Vol	382	62	0	18	6
Lane Flow Rate	528	299	745	20	40
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.912	0.58	1	0.035	0.093
Departure Headway (Hd)	6.217	6.988	7.392	6.391	8.288
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	581	514	491	555	435
Service Time	4.267	5.058	5.191	4.189	6.288
HCM Lane V/C Ratio	0.909	0.582	1.517	0.036	0.092
HCM Control Delay	43.9	19.3	68.3	9.4	12.1
HCM Lane LOS	E	C	F	A	B
HCM 95th-tile Q	11.2	3.6	13.4	0.1	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	28	6
Future Vol, veh/h	0	3	28	6
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	30	7
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	29

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	273	383	458	51	57	192
Future Vol, veh/h	273	383	458	51	57	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	297	416	498	55	62	209

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	553	0	-	0	1536	526
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	1010	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1017	-	-	-	128	552
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	352	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1017	-	-	-	79	552
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	218	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	153.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1017	-	-	-	233
HCM Lane V/C Ratio	0.292	-	-	-	1.162
HCM Control Delay (s)	10	0	-	-	153.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	12.7

Intersection	
Int Delay, s/veh	40.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	0	21	8	121	0	784	9	108	1199	4
Future Vol, veh/h	0	21	0	21	8	121	0	784	9	108	1199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	0	23	9	132	0	852	10	117	1303	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1970	2402	654	1755	2399	431	1308	0	0	862	0	0
Stage 1	1540	1540	-	857	857	-	-	-	-	-	-	-
Stage 2	430	862	-	898	1542	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	33	409	54	33	573	525	-	-	776	-	-
Stage 1	121	175	-	318	372	-	-	-	-	-	-	-
Stage 2	574	370	-	301	175	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	28	409	~ 16	28	573	525	-	-	776	-	-
Mov Cap-2 Maneuver	19	28	-	~ 16	28	-	-	-	-	-	-	-
Stage 1	121	149	-	318	372	-	-	-	-	-	-	-
Stage 2	432	370	-	216	149	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 313.1	$ 557.6	0	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	28	83	776	-	-
HCM Lane V/C Ratio	-	-	-	0.815	1.964	0.151	-	-
HCM Control Delay (s)	0	-	-	$ 313.1	$ 557.6	10.5	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	14.3	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	185	5	2	141	2	0
Future Vol, veh/h	185	5	2	141	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	5	2	153	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	362	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	637	837
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	636	837
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	1364	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	119	0	0	150	0	0
Future Vol, veh/h	119	0	0	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	129	0	0	163	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	292	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	699	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	699	921
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1457	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	121	56	65	170	32	36	48	29	18	54	3
Future Vol, veh/h	5	121	56	65	170	32	36	48	29	18	54	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	132	61	71	185	35	39	52	32	20	59	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	192	0	0	547	534	162	558	546	202
Stage 1	-	-	-	-	-	-	173	173	-	343	343	-
Stage 2	-	-	-	-	-	-	374	361	-	215	203	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1381	-	-	448	452	883	440	445	839
Stage 1	-	-	-	-	-	-	829	756	-	672	637	-
Stage 2	-	-	-	-	-	-	647	626	-	787	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1381	-	-	379	424	883	366	417	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	424	-	366	417	-
Stage 1	-	-	-	-	-	-	826	753	-	669	599	-
Stage 2	-	-	-	-	-	-	547	589	-	703	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	15.4	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1349	-	-	1381	-	-	412
HCM Lane V/C Ratio	0.262	0.004	-	-	0.051	-	-	0.198
HCM Control Delay (s)	15.4	7.7	0	-	7.7	0	-	15.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	149	8	22	222	17	47
Future Vol, veh/h	149	8	22	222	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	9	24	241	18	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	455	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	563	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	552	878
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	759	-	-	1406	-
HCM Lane V/C Ratio	0.092	-	-	0.017	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	108	37	36	158	78	19
Future Vol, veh/h	108	37	36	158	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	40	39	172	85	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	388	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	616	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	598	910
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	-	-	1422	-
HCM Lane V/C Ratio	0.164	-	-	0.028	-
HCM Control Delay (s)	11.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	163	0	14	260	4	32
Future Vol, veh/h	163	0	14	260	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	177	0	15	283	4	35

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	195	177	318	177
Stage 1	-	-	0	0	177	-
Stage 2	-	-	195	177	141	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	794	717	675	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	838	753	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	794	0	675	866
Mov Cap-2 Maneuver	-	-	794	0	675	-
Stage 1	-	-	-	0	854	-
Stage 2	-	-	838	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12.2	9.5
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	840	-	-	794
HCM Lane V/C Ratio	0.047	-	-	0.375
HCM Control Delay (s)	9.5	-	-	12.2
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.8

Intersection	
Int Delay, s/veh	9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	174	44	105	168	140	197
Future Vol, veh/h	174	44	105	168	140	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	48	114	183	152	214

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	237	0	624	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1330	-	449	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1330	-	406	827
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	-	-	1330	-
HCM Lane V/C Ratio	0.634	-	-	0.086	-
HCM Control Delay (s)	21.4	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	57	155	161	374	295	118
Future Vol, veh/h	57	155	161	374	295	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	168	175	407	321	128

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1142	385	449	0	-	0
Stage 1	385	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	222	663	1111	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	663	1111	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	369	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.9	2.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1111	-	381	-	-
HCM Lane V/C Ratio	0.158	-	0.605	-	-
HCM Control Delay (s)	8.8	0	27.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.6	-	3.8	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	5	81	35	4	119
Future Vol, veh/h	62	5	81	35	4	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	5	88	38	4	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	245	107	0	0	126	0
Stage 1	107	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	743	947	-	-	1460	-
Stage 1	917	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	947	-	-	1460	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	1460	-
HCM Lane V/C Ratio	-	-	0.097	0.003	-
HCM Control Delay (s)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	130	91	98
Demand Flow Rate, veh/h	104	133	93	100
Vehicles Circulating, veh/h	128	65	123	112
Vehicles Exiting, veh/h	84	151	109	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	4.6	4.5	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	104	133	93	100
Cap Entry Lane, veh/h	994	1059	999	1010
Entry HV Adj Factor	0.979	0.977	0.983	0.982
Flow Entry, veh/h	102	130	91	98
Cap Entry, veh/h	973	1034	982	991
V/C Ratio	0.105	0.126	0.093	0.099
Control Delay, s/veh	4.7	4.6	4.5	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	181	158	90	165
Demand Flow Rate, veh/h	185	161	91	169
Vehicles Circulating, veh/h	140	156	235	101
Vehicles Exiting, veh/h	130	170	90	216
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.5	5.4	5.1	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	185	161	91	169
Cap Entry Lane, veh/h	982	967	893	1021
Entry HV Adj Factor	0.981	0.979	0.986	0.977
Flow Entry, veh/h	181	158	90	165
Cap Entry, veh/h	963	946	881	997
V/C Ratio	0.188	0.167	0.102	0.166
Control Delay, s/veh	5.5	5.4	5.1	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	102	55	54
Demand Flow Rate, veh/h	186	104	56	55
Vehicles Circulating, veh/h	75	49	164	131
Vehicles Exiting, veh/h	111	171	97	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	4.2	4.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	186	104	56	55
Cap Entry Lane, veh/h	1048	1076	959	991
Entry HV Adj Factor	0.981	0.985	0.978	0.989
Flow Entry, veh/h	182	102	55	54
Cap Entry, veh/h	1027	1059	938	980
V/C Ratio	0.178	0.097	0.058	0.056
Control Delay, s/veh	5.1	4.2	4.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	170	96	226	119	7
Future Vol, veh/h	15	170	96	226	119	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	104	246	129	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	465	68	137	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	526	981	1445	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	981	1445	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	905	-	-
HCM Lane V/C Ratio	0.072	-	0.222	-	-
HCM Control Delay (s)	7.7	0.2	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	125	437	50	75	324
Future Vol, veh/h	79	125	437	50	75	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	136	475	54	82	352

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	475	0	0	475	0
Stage 1	475	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	590	-	-	1087	-
Stage 1	626	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	590	-	-	1087	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	247	590	1087	-
HCM Lane V/C Ratio	-	-	0.348	0.23	0.075	-
HCM Control Delay (s)	-	-	27.1	12.9	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.9	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	105	19	5	164
Future Vol, veh/h	35	9	105	19	5	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	114	21	5	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	313	124	0	0	135	0
Stage 1	124	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	680	927	-	-	1449	-
Stage 1	902	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	677	927	-	-	1449	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1449	-
HCM Lane V/C Ratio	-	-	0.067	0.004	-
HCM Control Delay (s)	-	-	10.4	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Future Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	41	0	0	0	34	4	0	0	16	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%	19%
Vol Thru, %	100%	78%	89%	47%
Vol Right, %	0%	0%	11%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	49	35	58
LT Vol	0	11	0	11
Through Vol	15	38	31	27
RT Vol	0	0	4	20
Lane Flow Rate	16	53	38	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.043	0.069
Departure Headway (Hd)	4.14	4.145	4.043	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	860	881	905
Service Time	2.197	2.188	2.09	1.984
HCM Lane V/C Ratio	0.019	0.062	0.043	0.07
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	27	20
Future Vol, veh/h	0	11	27	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	29	22
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	77	167	128
Demand Flow Rate, veh/h	47	79	170	131
Vehicles Circulating, veh/h	179	115	49	89
Vehicles Exiting, veh/h	41	104	177	105
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	79	170	131
Cap Entry Lane, veh/h	945	1007	1076	1034
Entry HV Adj Factor	0.977	0.974	0.979	0.979
Flow Entry, veh/h	46	77	167	128
Cap Entry, veh/h	922	981	1053	1012
V/C Ratio	0.050	0.078	0.158	0.127
Control Delay, s/veh	4.4	4.4	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	59	94	18	40	35
Future Vol, veh/h	22	59	94	18	40	35
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	64	102	20	43	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	229	122
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	759	929
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	740	921
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	815
HCM Lane V/C Ratio	0.016	-	-	-	0.1
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	29	99	0	36	17	28	0	53	236	74
Future Vol, veh/h	0	8	29	99	0	36	17	28	0	53	236	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	32	108	0	39	18	30	0	58	257	80
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	11	10.3	10.9
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	52%	0%	23%	0%	38%	0%	100%	95%
Vol Right, %	0%	0%	48%	0%	77%	0%	62%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	157	153	8	128	36	45	32	169	88
LT Vol	53	0	0	8	0	36	0	32	0	0
Through Vol	0	157	79	0	29	0	17	0	169	84
RT Vol	0	0	74	0	99	0	28	0	0	4
Lane Flow Rate	58	171	166	9	139	39	49	35	183	96
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.106	0.292	0.267	0.018	0.241	0.081	0.088	0.066	0.32	0.167
Departure Headway (Hd)	6.651	6.146	5.803	7.285	6.242	7.432	6.492	6.785	6.28	6.248
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	583	617	490	573	481	550	527	572	573
Service Time	4.404	3.898	3.556	5.046	4.001	5.197	4.258	4.538	4.032	4
HCM Lane V/C Ratio	0.108	0.293	0.269	0.018	0.243	0.081	0.089	0.066	0.32	0.168
HCM Control Delay	10.2	11.4	10.7	10.2	11	10.9	9.9	10	12	10.3
HCM Lane LOS	B	B	B	B	B	B	A	A	B	B
HCM 95th-tile Q	0.4	1.2	1.1	0.1	0.9	0.3	0.3	0.2	1.4	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	253	4
Future Vol, veh/h	0	32	253	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	275	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.3
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	427	0	0	0	452	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	427	0	0	0	452	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	464	0	0	0	491	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	15.5	16.7
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	427	0	0	0	0	452	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	427	0	0	0	0	452	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	464	0	0	0	0	491	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.63	0	0	0	0	0.664	0
Departure Headway (Hd)	4.883	4.883	4.883	6.742	6.742	4.865	4.865	4.865
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	743	0	0	0	0	747	0
Service Time	2.591	2.591	2.591	4.488	4.488	2.573	2.573	2.573
HCM Lane V/C Ratio	0	0.624	0	0	0	0	0.657	0
HCM Control Delay	7.6	15.5	7.6	9.5	9.5	7.6	16.7	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	4.5	0	0	0	0	5.1	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	15	17	95	13	5	14	108	101	5	158	18
Future Vol, veh/h	13	15	17	95	13	5	14	108	101	5	158	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	16	18	103	14	5	15	117	110	5	172	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	338	331	172	339	331	117	172	0	0	117	0	0
Stage 1	183	183	-	148	148	-	-	-	-	-	-	-
Stage 2	155	148	-	191	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	588	872	615	588	935	1405	-	-	1471	-	-
Stage 1	819	748	-	855	775	-	-	-	-	-	-	-
Stage 2	847	775	-	811	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	595	580	872	583	580	935	1405	-	-	1471	-	-
Mov Cap-2 Maneuver	595	580	-	583	580	-	-	-	-	-	-	-
Stage 1	810	745	-	846	767	-	-	-	-	-	-	-
Stage 2	818	767	-	774	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	12.2	0.5	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	595	580	872	583	580	935	1471	-	-
HCM Lane V/C Ratio	0.011	-	-	0.024	0.028	0.021	0.177	0.024	0.006	0.004	-	-
HCM Control Delay (s)	7.6	-	-	11.2	11.4	9.2	12.5	11.4	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0.6	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Future Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	3	0	1	3	9	0	0	12	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	6.9	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	8%	35%
Vol Thru, %	92%	0%	25%	51%
Vol Right, %	8%	43%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	7	12	37
LT Vol	0	4	1	13
Through Vol	11	0	3	19
RT Vol	1	3	8	5
Lane Flow Rate	13	8	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.008	0.013	0.044
Departure Headway (Hd)	3.951	3.895	3.65	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	920	981	906
Service Time	1.962	1.915	1.67	1.976
HCM Lane V/C Ratio	0.014	0.009	0.013	0.044
HCM Control Delay	7	6.9	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	19	5
Future Vol, veh/h	0	13	19	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	114	102	130
Demand Flow Rate, veh/h	135	117	104	132
Vehicles Circulating, veh/h	116	167	188	34
Vehicles Exiting, veh/h	50	125	63	250
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.0	5.0	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	135	117	104	132
Cap Entry Lane, veh/h	1006	956	936	1092
Entry HV Adj Factor	0.984	0.978	0.981	0.985
Flow Entry, veh/h	133	114	102	130
Cap Entry, veh/h	990	935	919	1076
V/C Ratio	0.134	0.122	0.111	0.121
Control Delay, s/veh	4.9	5.0	5.0	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	150	64	0
Demand Flow Rate, veh/h	70	153	65	0
Vehicles Circulating, veh/h	30	49	50	202
Vehicles Exiting, veh/h	172	66	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	4.7	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	70	153	65	0
Cap Entry Lane, veh/h	1097	1076	1075	923
Entry HV Adj Factor	0.986	0.978	0.985	1.000
Flow Entry, veh/h	69	150	64	0
Cap Entry, veh/h	1080	1051	1058	923
V/C Ratio	0.064	0.142	0.061	0.000
Control Delay, s/veh	3.9	4.7	3.9	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	69	143	365	380	8
Future Vol, veh/h	6	69	143	365	380	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	75	155	397	413	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	926	211	422	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	268	794	1134	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	794	1134	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	658	-	-
HCM Lane V/C Ratio	0.137	-	0.124	-	-
HCM Control Delay (s)	8.7	0.4	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	889	173	123	1086	21	130	0	51	12	8	56
Future Volume (veh/h)	310	889	173	123	1086	21	130	0	51	12	8	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	337	966	188	134	1180	23	141	0	55	13	9	61
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1130	466	186	1124	22	445	0	173	19	13	88
Arrive On Green	0.12	0.32	0.32	0.11	0.32	0.30	0.36	0.00	0.36	0.07	0.07	0.07
Sat Flow, veh/h	1634	3539	1458	1634	3551	69	1234	0	482	256	178	1203
Grp Volume(v), veh/h	337	966	188	134	588	615	196	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1716	0	0	1638	0	0
Q Serve(g_s), s	14.0	30.7	12.1	9.5	38.0	38.0	9.9	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	14.0	30.7	12.1	9.5	38.0	38.0	9.9	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.72		0.28	0.16		0.73
Lane Grp Cap(c), veh/h	191	1130	466	186	560	586	618	0	0	120	0	0
V/C Ratio(X)	1.77	0.86	0.40	0.72	1.05	1.05	0.32	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	186	560	586	618	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.2	31.9	51.3	41.0	41.0	27.8	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	364.1	4.7	0.5	7.8	43.2	42.7	1.3	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	15.6	4.9	4.7	25.2	26.3	4.9	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	417.1	43.0	32.4	59.1	84.2	83.7	29.1	0.0	0.0	61.5	0.0	0.0
LnGrp LOS	F	D	C	E	F	F	C			E		
Approach Vol, veh/h		1491			1337			196			83	
Approach Delay, s/veh		126.2			81.5			29.1			61.5	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.2	17.7	42.3		12.8	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.9	11.5	32.7		7.9	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	3.6		0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	941	88	20	874	11	121	5	13	5	3	71
Future Volume (veh/h)	51	941	88	20	874	11	121	5	13	5	3	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	55	1023	96	22	950	12	132	5	14	5	3	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1188	111	56	1117	14	615	199	556	18	5	140
Arrive On Green	0.09	0.36	0.35	0.03	0.31	0.30	0.38	0.46	0.45	0.01	0.09	0.09
Sat Flow, veh/h	1774	3269	307	1634	3579	45	1634	433	1212	1774	59	1507
Grp Volume(v), veh/h	55	554	565	22	470	492	132	0	19	5	0	80
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1644	1774	0	1566
Q Serve(g_s), s	3.5	34.8	34.8	1.6	29.8	29.8	6.6	0.0	0.8	0.3	0.0	5.9
Cycle Q Clear(g_c), s	3.5	34.8	34.8	1.6	29.8	29.8	6.6	0.0	0.8	0.3	0.0	5.9
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.74	1.00		0.96
Lane Grp Cap(c), veh/h	151	643	656	56	552	579	615	0	755	18	0	145
V/C Ratio(X)	0.36	0.86	0.86	0.40	0.85	0.85	0.21	0.00	0.03	0.28	0.00	0.55
Avail Cap(c_a), veh/h	177	900	918	82	811	850	615	0	755	136	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	35.4	35.6	56.8	38.6	38.7	25.4	0.0	17.9	59.0	0.0	52.3
Incr Delay (d2), s/veh	0.7	3.3	3.3	4.5	5.8	5.6	0.2	0.0	0.1	8.2	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.5	17.9	0.8	15.5	16.2	3.0	0.0	0.4	0.2	0.0	3.1
LnGrp Delay(d),s/veh	52.6	38.7	38.8	61.3	44.5	44.2	25.5	0.0	17.9	67.1	0.0	66.5
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1174			984			151			85	
Approach Delay, s/veh		39.4			44.7			24.6			66.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	59.1	8.1	47.6	49.2	15.1	14.2	41.5
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.8	3.6	36.8	8.6	7.9	5.5	31.8
Green Ext Time (p_c), s	0.0	0.5	0.0	4.8	0.1	0.2	2.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	602	53	43	729	78	107
Future Vol, veh/h	602	53	43	729	78	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	654	58	47	792	85	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	712	0	1173	356
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	884	-	185	640
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	175	640
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	37.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	302	-	-	884	-
HCM Lane V/C Ratio	0.666	-	-	0.053	-
HCM Control Delay (s)	37.8	-	-	9.3	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	4.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	609	8	22	815	9	22
Future Vol, veh/h	609	8	22	815	9	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	662	9	24	886	10	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	671	0	1157	335
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	915	-	190	661
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	185	661
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	915	-
HCM Lane V/C Ratio	0.053	-	-	0.026	-
HCM Control Delay (s)	11	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	252	123	100	422	51	65	367	56	35	548	217
Future Volume (veh/h)	254	252	123	100	422	51	65	367	56	35	548	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	276	274	134	109	459	55	71	399	61	38	596	236
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	983	405	330	955	394	124	1035	427	81	661	261
Arrive On Green	0.21	0.28	0.28	0.20	0.27	0.27	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2479	980
Grp Volume(v), veh/h	276	274	134	109	459	55	71	399	61	38	425	407
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	14.5	5.5	4.7	5.1	9.8	2.6	3.8	8.1	1.5	2.0	20.9	21.0
Cycle Q Clear(g_c), s	14.5	5.5	4.7	5.1	9.8	2.6	3.8	8.1	1.5	2.0	20.9	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	343	983	405	330	955	394	124	1035	427	81	472	451
V/C Ratio(X)	0.80	0.28	0.33	0.33	0.48	0.14	0.57	0.39	0.14	0.47	0.90	0.90
Avail Cap(c_a), veh/h	436	983	405	330	955	394	163	1035	427	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	25.4	13.1	30.7	27.6	24.9	40.2	25.4	6.5	41.6	31.9	32.5
Incr Delay (d2), s/veh	8.4	0.7	2.2	0.6	1.7	0.7	3.5	0.2	0.1	4.1	20.2	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.8	2.1	2.4	5.0	1.1	1.8	4.0	0.6	1.0	12.8	12.4
LnGrp Delay(d),s/veh	42.2	26.1	15.2	31.3	29.3	25.7	43.7	25.6	6.6	45.7	52.0	53.6
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		684			623			531			870	
Approach Delay, s/veh		30.5			29.3			25.8			52.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	30.3	22.2	29.0	10.8	28.0	22.9	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	10.1	7.1	7.5	5.8	23.0	16.5	11.8
Green Ext Time (p_c), s	0.0	4.3	1.5	1.4	0.0	0.0	0.5	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	453	38	20	743	3	9	2	8	6	0	0
Future Vol, veh/h	0	453	38	20	743	3	9	2	8	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	492	41	22	808	3	10	2	9	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	811	0	0	492	0	0	1345	1346	492	1351	1345	809
Stage 1	-	-	-	-	-	-	492	492	-	853	853	-
Stage 2	-	-	-	-	-	-	853	854	-	498	492	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	815	-	-	1071	-	-	129	151	577	127	151	380
Stage 1	-	-	-	-	-	-	558	548	-	354	376	-
Stage 2	-	-	-	-	-	-	354	375	-	554	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	815	-	-	1071	-	-	125	145	577	120	145	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	145	-	120	145	-
Stage 1	-	-	-	-	-	-	558	548	-	354	362	-
Stage 2	-	-	-	-	-	-	341	361	-	543	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	26.1	36.7
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	191	815	-	-	1071	-	-	120
HCM Lane V/C Ratio	0.108	-	-	-	0.02	-	-	0.054
HCM Control Delay (s)	26.1	0	-	-	8.4	0	-	36.7
HCM Lane LOS	D	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	42	0	4	79	2	0	0	3	1	0	0
Future Vol, veh/h	0	42	0	4	79	2	0	0	3	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	0	4	86	2	0	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	46	0	0	142	143	46	143	142	87
Stage 1	-	-	-	-	-	-	46	46	-	96	96	-
Stage 2	-	-	-	-	-	-	96	97	-	47	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1508	-	-	1562	-	-	828	748	1023	826	749	971
Stage 1	-	-	-	-	-	-	968	857	-	911	815	-
Stage 2	-	-	-	-	-	-	911	815	-	967	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1562	-	-	826	746	1023	821	747	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	746	-	821	747	-
Stage 1	-	-	-	-	-	-	968	857	-	911	813	-
Stage 2	-	-	-	-	-	-	908	813	-	964	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.5	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1023	1508	-	-	1562	-	-	821
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	0.001
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	60.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	38	288	109	0	205	698	66	0	135	121	65
Future Vol, veh/h	0	38	288	109	0	205	698	66	0	135	121	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	41	313	118	0	223	759	72	0	147	132	71
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	72.2	72.8	29.4
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	0%	9%	21%	11%
Vol Thru, %	47%	0%	66%	72%	76%
Vol Right, %	0%	100%	25%	7%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	256	65	435	969	270
LT Vol	135	0	38	205	30
Through Vol	121	0	288	698	205
RT Vol	0	65	109	66	35
Lane Flow Rate	278	71	473	1053	293
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.728	0.166	1	1	0.738
Departure Headway (Hd)	9.422	8.458	8.205	8.339	9.058
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	384	425	444	442	402
Service Time	7.145	6.181	6.256	6.39	7.082
HCM Lane V/C Ratio	0.724	0.167	1.065	2.382	0.729
HCM Control Delay	33.6	12.9	72.2	72.8	33.7
HCM Lane LOS	D	B	F	F	D
HCM 95th-tile Q	5.6	0.6	12.8	12.7	5.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	30	205	35
Future Vol, veh/h	0	30	205	35
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	33	223	38
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	33.7
HCM LOS	D

Lane

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	54	343	13	10	299	96	5	7	3	97	6	60
Future Vol, veh/h	54	343	13	10	299	96	5	7	3	97	6	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	373	14	11	325	104	5	8	3	105	7	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	387	0	0	932	948	380	902	903	377
Stage 1	-	-	-	-	-	-	497	497	-	399	399	-
Stage 2	-	-	-	-	-	-	435	451	-	503	504	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1130	-	-	1171	-	-	247	261	667	259	277	670
Stage 1	-	-	-	-	-	-	555	545	-	627	602	-
Stage 2	-	-	-	-	-	-	600	571	-	551	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1171	-	-	205	240	667	236	255	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	240	-	236	255	-
Stage 1	-	-	-	-	-	-	518	508	-	585	594	-
Stage 2	-	-	-	-	-	-	529	564	-	504	505	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.2	19.9	30.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	1130	-	-	1171	-	-	311
HCM Lane V/C Ratio	0.063	0.052	-	-	0.009	-	-	0.57
HCM Control Delay (s)	19.9	8.4	0	-	8.1	0	-	30.8
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	3.3

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	282	81	589	338	96	35	21	21	81	35	19
Future Vol, veh/h	10	282	81	589	338	96	35	21	21	81	35	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	307	88	640	367	104	38	23	23	88	38	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	472	0	0	395	0	0	2101	2124	351	2095	2116	420
Stage 1	-	-	-	-	-	-	372	372	-	1700	1700	-
Stage 2	-	-	-	-	-	-	1729	1752	-	395	416	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1090	-	-	1164	-	-	~ 38	50	692	~ 38	51	633
Stage 1	-	-	-	-	-	-	648	619	-	117	148	-
Stage 2	-	-	-	-	-	-	112	139	-	630	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1090	-	-	1164	-	-	-	~ 12	692	-	~ 12	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 12	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	640	611	-	115	~ 36	-
Stage 2	-	-	-	-	-	-	-	34	-	579	584	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	6.8		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1090	-	-	1164	-	-	-
HCM Lane V/C Ratio	-	0.01	-	-	0.55	-	-	-
HCM Control Delay (s)	-	8.3	0	-	11.8	0	-	-
HCM Lane LOS	-	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	3.5	-	-	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	354	962	67	0	36
Future Vol, veh/h	13	354	962	67	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	385	1046	73	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1118	0	-	0	1495	1082
Stage 1	-	-	-	-	1082	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	625	-	-	-	135	264
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	625	-	-	-	131	264
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	625	-	-	-	264
HCM Lane V/C Ratio	0.023	-	-	-	0.148
HCM Control Delay (s)	10.9	0	-	-	21
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	418	199	290	842	207	243	234	117	171	315	85
Future Volume (veh/h)	83	418	199	290	842	207	243	234	117	171	315	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	90	454	216	315	915	225	264	254	127	186	342	92
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	529	412	394	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.28	0.28	0.24	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1451	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	90	454	216	315	915	225	264	254	127	186	342	92
Grp Sat Flow(s),veh/h/ln	1634	1863	1451	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	27.7	10.7	21.8	57.0	11.5	13.0	8.0	5.2	8.0	9.8	6.3
Cycle Q Clear(g_c), s	6.0	27.7	10.7	21.8	57.0	11.5	13.0	8.0	5.2	8.0	9.8	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	529	412	394	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.10	0.86	0.52	0.80	1.03	0.33	1.49	0.26	0.32	1.71	0.41	0.27
Avail Cap(c_a), veh/h	82	761	592	394	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	40.7	18.2	42.8	31.5	19.6	57.9	43.2	12.4	56.0	39.0	37.7
Incr Delay (d2), s/veh	129.8	6.8	1.0	11.1	39.4	0.3	246.1	0.6	1.9	354.2	1.5	2.0
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	15.3	4.4	11.0	38.9	4.7	18.0	4.0	2.3	14.3	5.0	2.7
LnGrp Delay(d),s/veh	187.0	47.5	19.2	54.0	70.9	19.8	303.9	43.8	14.3	410.2	40.6	39.7
LnGrp LOS	F	D	B	D	F	B	F	D	B	F	D	D
Approach Vol, veh/h		760			1455			645			620	
Approach Delay, s/veh		56.0			59.3			144.5			151.3	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	32.9	38.1	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	10.0	23.8	29.7	15.0	11.8	8.0	59.0
Green Ext Time (p_c), s	0.0	3.2	0.0	2.4	0.0	2.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	90.8
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	48.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	743	94	34	1304	79	24
Future Vol, veh/h	743	94	34	1304	79	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	808	102	37	1417	86	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	910	0	2350	859
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	1491	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	748	-	~ 40	356
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	206	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	748	-	~ 31	356
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	158	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 1062.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	39	-	-	748	-
HCM Lane V/C Ratio	2.871	-	-	0.049	-
HCM Control Delay (s)	$ 1062.6	-	-	10.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	12.5	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	506	198	381	926	83	138	451	105	58	635	237
Future Volume (veh/h)	165	506	198	381	926	83	138	451	105	58	635	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	179	550	215	414	1007	90	150	490	114	63	690	258
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	949	391	521	1032	425	136	1055	244	105	885	331
Arrive On Green	0.14	0.27	0.27	0.16	0.29	0.29	0.17	0.74	0.71	0.06	0.35	0.33
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2855	661	1634	2523	943
Grp Volume(v), veh/h	179	550	215	414	1007	90	150	303	301	63	484	464
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1746	1634	1770	1696
Q Serve(g_s), s	12.7	16.2	15.2	15.1	33.8	5.6	10.0	8.1	8.6	4.5	29.3	29.5
Cycle Q Clear(g_c), s	12.7	16.2	15.2	15.1	33.8	5.6	10.0	8.1	8.6	4.5	29.3	29.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	230	949	391	521	1032	425	136	654	646	105	621	595
V/C Ratio(X)	0.78	0.58	0.55	0.79	0.98	0.21	1.10	0.46	0.47	0.60	0.78	0.78
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	654	646	136	621	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	38.0	37.7	48.2	42.1	32.1	50.0	10.9	11.5	54.6	34.8	35.4
Incr Delay (d2), s/veh	8.3	0.7	1.3	5.1	19.6	0.2	98.7	1.9	1.9	5.4	9.4	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	8.0	6.3	7.0	19.3	2.3	8.2	4.2	4.3	2.2	15.9	15.4
LnGrp Delay(d),s/veh	58.0	38.7	38.9	53.3	61.7	32.3	148.7	12.8	13.4	60.0	44.2	45.1
LnGrp LOS	E	D	D	D	E	C	F	B	B	E	D	D
Approach Vol, veh/h		944			1511			754			1011	
Approach Delay, s/veh		42.4			57.6			40.1			45.6	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	48.4	23.7	36.2	14.0	46.1	20.9	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.5	10.6	17.1	18.2	12.0	31.5	14.7	35.8
Green Ext Time (p_c), s	0.0	6.5	0.7	7.4	0.0	1.6	0.3	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	382	148	162	426	66	108	367	54	81	349	58
Future Volume (veh/h)	128	382	148	162	426	66	108	367	54	81	349	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	139	415	161	176	463	72	117	399	59	88	379	63
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	559	230	258	702	289	1279	1771	730	158	520	214
Arrive On Green	0.12	0.16	0.16	0.16	0.20	0.20	0.40	0.50	0.50	0.05	0.15	0.15
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	139	415	161	176	463	72	117	399	59	88	379	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	9.8	13.4	12.5	12.2	14.5	5.0	2.7	7.6	1.2	3.3	12.3	3.4
Cycle Q Clear(g_c), s	9.8	13.4	12.5	12.2	14.5	5.0	2.7	7.6	1.2	3.3	12.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	559	230	258	702	289	1279	1771	730	158	520	214
V/C Ratio(X)	0.72	0.74	0.70	0.68	0.66	0.25	0.09	0.23	0.08	0.56	0.73	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1279	1771	730	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	48.2	47.8	47.7	44.4	40.6	22.2	16.9	3.6	55.7	48.9	25.3
Incr Delay (d2), s/veh	4.3	2.3	3.6	3.1	1.2	0.4	0.0	0.3	0.2	4.2	8.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.7	5.3	5.8	7.2	2.0	1.2	3.8	0.5	1.5	6.6	1.6
LnGrp Delay(d),s/veh	55.3	50.4	51.5	50.8	45.5	41.0	22.2	17.2	3.9	59.9	57.6	28.8
LnGrp LOS	E	D	D	D	D	D	C	B	A	E	E	C
Approach Vol, veh/h		715			711			575			530	
Approach Delay, s/veh		51.6			46.4			16.8			54.5	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	64.1	23.0	23.0	52.4	21.6	18.1	27.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	15.3	9.6	14.2	15.4	4.7	14.3	11.8	16.5
Green Ext Time (p_c), s	0.0	2.2	2.8	1.5	0.8	1.4	0.4	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	23.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	6	46	0	258	43	108	0	69	169	91	0	34	348	48
Future Vol, veh/h	0	11	6	46	0	258	43	108	0	69	169	91	0	34	348	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	7	50	0	280	47	117	0	75	184	99	0	37	378	52
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	11.8	18.2	20.4	31.6
HCM LOS	B	C	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	17%	100%	0%	8%
Vol Thru, %	51%	10%	0%	28%	81%
Vol Right, %	28%	73%	0%	72%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	63	258	151	430
LT Vol	69	11	258	0	34
Through Vol	169	6	0	43	348
RT Vol	91	46	0	108	48
Lane Flow Rate	358	68	280	164	467
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.641	0.142	0.603	0.306	0.817
Departure Headway (Hd)	6.449	7.478	7.745	6.718	6.295
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	558	477	466	533	575
Service Time	4.501	5.565	5.499	4.472	4.343
HCM Lane V/C Ratio	0.642	0.143	0.601	0.308	0.812
HCM Control Delay	20.4	11.8	21.6	12.4	31.6
HCM Lane LOS	C	B	C	B	D
HCM 95th-tile Q	4.5	0.5	3.9	1.3	8.2

Intersection	
Int Delay, s/veh	128

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	210	13	73	352	32	8	239	69	51	22	46
Future Vol, veh/h	25	210	13	73	352	32	8	239	69	51	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	228	14	79	383	35	9	260	75	55	24	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	242	0	0	652	866	121	857	856	209
Stage 1	-	-	-	-	-	-	290	290	-	559	559	-
Stage 2	-	-	-	-	-	-	362	576	-	298	297	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1138	-	-	1322	-	-	353	290	908	251	294	797
Stage 1	-	-	-	-	-	-	694	671	-	481	509	-
Stage 2	-	-	-	-	-	-	629	500	-	686	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1322	-	-	289	266	908	~ 22	270	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	266	-	~ 22	270	-
Stage 1	-	-	-	-	-	-	678	655	-	470	479	-
Stage 2	-	-	-	-	-	-	527	470	-	371	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.3	102.5	$ 947.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	316	1138	-	-	1322	-	-	48
HCM Lane V/C Ratio	0.03	1.059	0.024	-	-	0.06	-	-	2.695
HCM Control Delay (s)	17.8	104.7	8.2	-	-	7.9	-	-	$ 947.5
HCM Lane LOS	C	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	12.4	0.1	-	-	0.2	-	-	13.7

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	96	343	364	275	57	147	374	141	33	920	63
Future Volume (veh/h)	33	96	343	364	275	57	147	374	141	33	920	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	104	373	396	299	62	160	407	153	36	1000	68
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	92	331	177	488	101	203	851	666	71	700	548
Arrive On Green	0.04	0.26	0.24	0.11	0.33	0.31	0.25	0.91	0.91	0.04	0.38	0.38
Sat Flow, veh/h	1634	357	1280	1634	1497	311	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	36	0	477	396	0	361	160	407	153	36	1000	68
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1808	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.6	0.0	31.0	13.0	0.0	20.2	11.0	4.0	0.9	2.6	45.1	3.7
Cycle Q Clear(g_c), s	2.6	0.0	31.0	13.0	0.0	20.2	11.0	4.0	0.9	2.6	45.1	3.7
Prop In Lane	1.00		0.78	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	0	423	177	0	589	203	851	666	71	700	548
V/C Ratio(X)	0.54	0.00	1.13	2.24	0.00	0.61	0.79	0.48	0.23	0.51	1.43	0.12
Avail Cap(c_a), veh/h	144	0	423	177	0	589	204	851	666	82	700	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.80	0.80	0.80
Uniform Delay (d), s/veh	56.4	0.0	45.2	53.5	0.0	34.2	43.6	3.0	1.1	56.1	37.5	24.5
Incr Delay (d2), s/veh	6.5	0.0	83.5	574.5	0.0	1.9	17.5	1.8	0.8	4.4	199.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	23.8	34.1	0.0	10.4	5.9	2.2	0.4	1.3	61.9	1.5
LnGrp Delay(d),s/veh	63.0	0.0	128.7	628.0	0.0	36.1	61.1	4.8	1.9	60.6	237.1	24.9
LnGrp LOS	E		F	F		D	E	A	A	E	F	C
Approach Vol, veh/h		513			757			720			1104	
Approach Delay, s/veh		124.1			345.7			16.7			218.3	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	58.8	17.0	35.0	18.9	49.1	8.9	43.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.6	6.0	15.0	33.0	13.0	47.1	4.6	22.2
Green Ext Time (p_c), s	0.0	9.3	0.0	0.0	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	186.9
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Future Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	286	138	0	25	439	25	0	118	25	28	0	87	199	192
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.4	21.1	18.2	69.7
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	22	175	215	23	269	158	440
LT Vol	109	22	0	0	23	0	0	80
Through Vol	23	0	175	88	0	269	135	183
RT Vol	26	0	0	127	0	0	23	177
Lane Flow Rate	172	24	191	233	25	293	171	478
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.427	0.058	0.433	0.503	0.06	0.657	0.38	1
Departure Headway (Hd)	8.948	8.712	8.188	7.754	8.602	8.079	7.972	7.78
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	412	440	464	418	448	451	469
Service Time	6.648	6.442	5.943	5.53	6.332	5.833	5.731	5.488
HCM Lane V/C Ratio	0.425	0.058	0.434	0.502	0.06	0.654	0.379	1.019
HCM Control Delay	18.2	12	17.1	18.2	11.9	25.1	15.6	69.7
HCM Lane LOS	C	B	C	C	B	D	C	F
HCM 95th-tile Q	2.1	0.2	2.1	2.8	0.2	4.6	1.8	13.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	97	51	186	174	46	78	764	141	53	847	51
Future Volume (veh/h)	39	97	51	186	174	46	78	764	141	53	847	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	105	55	202	189	50	85	830	153	58	921	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	177	138	142	253	198	132	1896	350	82	2052	123
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.08	0.64	0.62	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2985	550	1634	3394	203
Grp Volume(v), veh/h	42	105	55	202	189	50	85	492	491	58	480	496
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1827
Q Serve(g_s), s	3.0	6.5	4.3	10.4	11.7	3.7	6.1	16.9	17.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	3.0	6.5	4.3	10.4	11.7	3.7	6.1	16.9	17.0	4.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	75	177	138	142	253	198	132	1124	1122	82	1070	1104
V/C Ratio(X)	0.56	0.59	0.40	1.43	0.75	0.25	0.64	0.44	0.44	0.71	0.45	0.45
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1124	1122	82	1070	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	0.51	0.51	0.51
Uniform Delay (d), s/veh	56.1	52.1	51.1	54.8	49.9	46.4	53.5	11.1	11.3	53.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.2	1.8	227.7	5.1	0.7	3.9	0.9	0.9	13.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	1.8	13.6	6.4	1.5	2.9	8.5	8.5	2.2	0.2	0.2
LnGrp Delay(d),s/veh	62.5	55.3	52.9	282.5	55.0	47.1	57.4	12.0	12.2	66.7	0.7	0.7
LnGrp LOS	E	E	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		202			441			1068			1034	
Approach Delay, s/veh		56.2			158.3			15.7			4.4	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.2	14.4	15.4	13.7	76.5	9.5	20.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.1	19.0	12.4	8.5	8.1	2.0	5.0	13.7
Green Ext Time (p_c), s	0.0	10.1	0.0	1.0	0.1	10.2	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	114	155	93	104	87	238	801	139	197	880	111
Future Volume (veh/h)	45	114	155	93	104	87	238	801	139	197	880	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	124	168	101	113	95	259	871	151	214	957	121
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
Arrive On Green	0.05	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	49	124	168	101	113	95	259	871	151	214	957	121
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.2	23.6	5.8
Cycle Q Clear(g_c), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.2	23.6	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
V/C Ratio(X)	0.56	0.22	0.74	1.06	0.20	0.41	0.86	0.50	0.21	0.83	0.58	0.18
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1748	720	259	1660	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	55.4	44.3	48.3	56.5	43.7	45.2	47.6	20.4	17.1	48.9	23.2	18.5
Incr Delay (d2), s/veh	5.4	0.2	4.6	85.9	0.1	0.6	22.2	1.0	0.7	12.0	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.6	5.4	1.6	2.9	10.2	9.9	2.9	7.8	11.8	2.4
LnGrp Delay(d),s/veh	60.8	44.5	52.9	143.1	43.8	45.9	69.7	21.4	17.8	60.9	24.0	18.8
LnGrp LOS	E	D	D	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		341			309			1281			1292	
Approach Delay, s/veh		51.0			76.9			30.7			29.6	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	63.3	11.0	22.7	26.0	60.3	10.5	23.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.2	21.8	9.0	15.2	20.5	25.6	5.5	9.0
Green Ext Time (p_c), s	0.0	11.2	0.0	1.5	0.0	9.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	122	107	97	257	85	265	733	112	74	873	148
Future Volume (veh/h)	39	122	107	97	257	85	265	733	112	74	873	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	133	116	105	279	92	288	797	122	80	949	161
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	230	186	82	443	183	123	822	643	412	1152	902
Arrive On Green	0.05	0.12	0.11	0.05	0.13	0.13	0.15	0.88	0.88	0.25	0.62	0.62
Sat Flow, veh/h	1634	1863	1504	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	126	123	105	279	92	288	797	122	80	949	161
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.0	8.0	8.9	6.0	9.0	4.2	9.0	41.9	1.0	4.6	47.6	5.7
Cycle Q Clear(g_c), s	3.0	8.0	8.9	6.0	9.0	4.2	9.0	41.9	1.0	4.6	47.6	5.7
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	218	197	82	443	183	123	822	643	412	1152	902
V/C Ratio(X)	0.53	0.58	0.63	1.29	0.63	0.50	2.35	0.97	0.19	0.19	0.82	0.18
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	412	1152	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.90	0.90	0.90	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	49.6	50.9	57.0	49.8	17.5	51.0	6.4	2.2	35.3	17.8	9.8
Incr Delay (d2), s/veh	4.9	2.1	2.9	189.1	1.3	1.9	609.8	4.7	0.1	0.2	6.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	4.1	7.0	4.5	1.8	24.8	20.1	0.4	2.1	26.4	2.4
LnGrp Delay(d),s/veh	60.7	51.8	53.8	246.1	51.2	19.4	660.8	11.1	2.2	35.5	24.6	10.3
LnGrp LOS	E	D	D	F	D	B	F	B	A	D	C	B
Approach Vol, veh/h		291			476			1207			1190	
Approach Delay, s/veh		53.9			88.1			165.2			23.4	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	54.8	10.0	18.8	13.0	78.2	9.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.6	43.9	8.0	10.9	11.0	49.6	5.0	11.0
Green Ext Time (p_c), s	3.9	2.8	0.0	1.9	0.0	4.5	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	90.0
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	172	49	116	242	104	170	359	78	329	666	138
Future Volume (veh/h)	48	172	49	116	242	104	170	359	78	329	666	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	187	53	126	263	113	185	390	85	358	724	150
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	319	132	174	500	206	230	1604	661	354	1872	771
Arrive On Green	0.06	0.09	0.09	0.11	0.14	0.14	0.28	0.91	0.91	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	52	187	53	126	263	113	185	390	85	358	724	150
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	6.1	3.0	9.0	8.3	8.7	12.6	1.6	0.5	26.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	6.1	3.0	9.0	8.3	8.7	12.6	1.6	0.5	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	319	132	174	500	206	230	1604	661	354	1872	771
V/C Ratio(X)	0.34	0.59	0.40	0.72	0.53	0.55	0.80	0.24	0.13	1.01	0.39	0.19
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1604	661	354	1872	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.71	0.71	0.71	0.95	0.95	0.95	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.2	52.4	27.9	51.9	47.8	48.0	41.6	3.2	1.2	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	1.9	9.7	0.6	1.6	8.8	0.3	0.4	17.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.1	1.3	4.5	4.1	3.6	6.2	0.8	0.2	13.3	0.0	0.0
LnGrp Delay(d),s/veh	54.5	54.1	29.7	61.6	48.4	49.6	50.4	3.5	1.6	51.2	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	F	A	A
Approach Vol, veh/h		292			502			660			1232	
Approach Delay, s/veh		49.7			52.0			16.4			14.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	58.4	16.8	14.8	20.9	67.5	10.7	21.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	3.6	11.0	8.1	14.6	2.0	5.7	10.7
Green Ext Time (p_c), s	0.0	6.5	0.0	0.7	0.3	6.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	418	133	97	287	87	89	894	85	212	1879	537
Future Volume (veh/h)	221	418	133	97	287	87	89	894	85	212	1879	537
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	240	454	145	105	312	95	97	972	92	230	2042	584
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	677	279	205	524	216	144	1925	793	109	1850	762
Arrive On Green	0.11	0.19	0.19	0.06	0.15	0.15	0.09	0.54	0.54	0.07	0.52	0.52
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	240	454	145	105	312	95	97	972	92	230	2042	584
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.8	14.3	10.7	3.8	9.9	7.1	6.9	20.7	3.7	8.0	62.7	38.3
Cycle Q Clear(g_c), s	8.8	14.3	10.7	3.8	9.9	7.1	6.9	20.7	3.7	8.0	62.7	38.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	677	279	205	524	216	144	1925	793	109	1850	762
V/C Ratio(X)	0.70	0.67	0.52	0.51	0.60	0.44	0.67	0.50	0.12	2.11	1.10	0.77
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1925	793	109	1850	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.93	0.93	0.93	0.76	0.76	0.76
Uniform Delay (d), s/veh	51.6	45.0	43.6	54.3	47.8	46.6	53.1	17.2	13.3	56.0	28.6	22.8
Incr Delay (d2), s/veh	3.6	0.9	1.2	2.0	1.1	1.4	10.2	0.9	0.3	523.0	53.6	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.1	4.4	1.7	4.9	3.0	3.5	10.4	1.5	19.4	44.1	16.5
LnGrp Delay(d),s/veh	55.3	45.9	44.8	56.2	48.9	48.0	63.2	18.1	13.6	579.0	82.2	28.4
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	C
Approach Vol, veh/h		839			512			1161			2856	
Approach Delay, s/veh		48.4			50.2			21.5			111.2	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.3	11.8	26.9	14.6	66.7	17.0	21.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.9	22.7	5.8	16.3	8.9	64.7	10.8	11.9
Green Ext Time (p_c), s	0.0	21.6	0.1	3.8	0.0	0.0	0.2	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	76.2
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	16	49	0	11	24	1685	118	25	1482	43
Future Volume (veh/h)	56	0	16	49	0	11	24	1685	118	25	1482	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	0	17	53	0	12	26	1832	128	27	1611	47
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
Arrive On Green	0.06	0.00	0.05	0.06	0.00	0.03	0.04	0.72	0.72	0.04	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	61	0	17	53	0	12	26	1832	128	27	1611	47
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.5	1.3	1.9	15.3	1.1
Cycle Q Clear(g_c), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.5	1.3	1.9	15.3	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
V/C Ratio(X)	0.62	0.00	0.25	0.54	0.00	0.17	0.44	0.71	0.12	0.45	0.44	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2564	1057	82	3687	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	41.1	54.8	0.0	55.9	56.7	9.4	0.9	56.6	6.6	4.7
Incr Delay (d2), s/veh	6.2	0.0	2.0	4.6	0.0	1.1	5.1	1.7	0.2	5.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	1.8	0.0	0.4	0.9	17.7	0.6	1.0	7.1	0.5
LnGrp Delay(d),s/veh	61.2	0.0	43.1	59.4	0.0	57.0	61.8	11.2	1.1	61.9	7.0	4.8
LnGrp LOS	E		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		78			65			1986			1685	
Approach Delay, s/veh		57.2			59.0			11.2			7.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	90.9	11.2	9.5	8.3	91.0	11.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	37.5	5.8	3.2	3.9	17.3	6.4	2.9
Green Ext Time (p_c), s	0.0	14.4	0.0	0.0	0.0	28.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	191	1524	107	86	1140
Future Volume (veh/h)	392	191	1524	107	86	1140
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	426	208	1657	116	93	1239
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1219	954	133	1433
Arrive On Green	0.16	0.16	0.65	0.65	0.16	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	426	208	1657	116	93	1239
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	16.7	78.5	3.6	6.5	0.0
Cycle Q Clear(g_c), s	19.7	16.7	78.5	3.6	6.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1219	954	133	1433
V/C Ratio(X)	1.59	0.87	1.36	0.12	0.70	0.86
Avail Cap(c_a), veh/h	268	239	1219	954	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	1.00	1.00	0.13	0.13
Uniform Delay (d), s/veh	50.2	48.9	20.7	7.8	48.8	0.0
Incr Delay (d2), s/veh	277.3	21.3	167.2	0.3	1.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	8.1	96.6	1.5	2.9	0.4
LnGrp Delay(d),s/veh	327.4	70.1	188.0	8.1	50.4	1.0
LnGrp LOS	F	E	F	A	D	A
Approach Vol, veh/h	634		1773			1332
Approach Delay, s/veh	243.0		176.2			4.5
Approach LOS	F		F			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.8	82.5				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	12.5	80.5				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				61.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	126.3
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	67	179	124	101	102	73	457	29	55	910	43
Future Volume (veh/h)	102	67	179	124	101	102	73	457	29	55	910	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	111	73	195	135	110	111	79	497	32	60	989	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	87	233	144	136	137	123	1767	113	100	1753	83
Arrive On Green	0.12	0.19	0.18	0.09	0.16	0.15	0.15	1.00	1.00	0.12	1.00	0.99
Sat Flow, veh/h	1634	450	1201	1634	852	859	1634	3377	217	1634	3440	163
Grp Volume(v), veh/h	111	0	268	135	0	221	79	260	269	60	509	527
Grp Sat Flow(s),veh/h/ln	1634	0	1651	1634	0	1711	1634	1770	1824	1634	1770	1834
Q Serve(g_s), s	7.7	0.0	18.8	9.9	0.0	15.0	5.5	0.0	0.0	4.2	0.0	0.1
Cycle Q Clear(g_c), s	7.7	0.0	18.8	9.9	0.0	15.0	5.5	0.0	0.0	4.2	0.0	0.1
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	200	0	320	144	0	273	123	926	954	100	902	934
V/C Ratio(X)	0.55	0.00	0.84	0.94	0.00	0.81	0.64	0.28	0.28	0.60	0.56	0.56
Avail Cap(c_a), veh/h	200	0	418	144	0	379	218	926	954	163	902	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	0.91	0.91	0.91	0.88	0.88	0.88
Uniform Delay (d), s/veh	49.5	0.0	47.2	54.4	0.0	49.1	49.5	0.0	0.0	51.2	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	10.5	55.6	0.0	8.8	5.1	0.7	0.7	5.0	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	9.5	6.7	0.0	7.7	2.6	0.2	0.2	2.0	0.6	0.6
LnGrp Delay(d),s/veh	52.7	0.0	57.6	110.0	0.0	57.9	54.6	0.7	0.7	56.2	2.3	2.2
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		379			356			608			1096	
Approach Delay, s/veh		56.2			77.7			7.7			5.2	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	66.8	14.6	27.3	13.0	65.1	18.7	23.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	9.2	2.0	11.9	20.8	7.5	2.1	9.7	17.0
Green Ext Time (p_c), s	0.0	7.1	0.0	0.8	0.1	7.0	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	56	2	653	0	279	697	0	0	0	1043	692
Future Vol, veh/h	0	0	0	0	0	56	2	653	0	279	697	0	0	0	1043	692
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	61	2	710	0	303	758	0	0	0	1134	752
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66	59.1	68.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	697	58	653	1043	692
LT Vol	279	0	56	0	0	0
Through Vol	0	697	2	0	1043	0
RT Vol	0	0	0	653	0	692
Lane Flow Rate	303	758	63	710	1134	752
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.716	1	0.159	1	1	1
Departure Headway (Hd)	8.5	8	9.081	7.899	7.871	7.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	462	393	461	476	511
Service Time	6.218	5.718	6.869	5.687	5.61	4.911
HCM Lane V/C Ratio	0.708	1.641	0.16	1.54	2.382	1.472
HCM Control Delay	29.9	70.8	13.6	70.6	70.3	66.9
HCM Lane LOS	D	F	B	F	F	F
HCM 95th-tile Q	5.5	13	0.6	13	13.1	13.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	531	195	375	147	550	0	0	736	216
Future Volume (veh/h)	0	0	0	531	195	375	147	550	0	0	736	216
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				577	212	408	160	598	0	0	800	235
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1026	585	458	537	2163	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				577	212	408	160	598	0	0	800	235
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.7	10.6	32.0	5.3	9.5	0.0	0.0	9.5	5.5
Cycle Q Clear(g_c), s				17.7	10.6	32.0	5.3	9.5	0.0	0.0	9.5	5.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1026	585	458	537	2163	0	0	1430	589
V/C Ratio(X)				0.56	0.36	0.89	0.30	0.28	0.00	0.00	0.56	0.40
Avail Cap(c_a), veh/h				1185	675	529	537	2163	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.35	0.35	0.35	0.95	0.95	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				34.3	31.9	39.2	43.6	10.9	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.2	0.1	6.4	0.3	0.3	0.0	0.0	1.2	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	5.4	13.7	2.3	4.7	0.0	0.0	4.7	2.3
LnGrp Delay(d),s/veh				34.5	32.0	45.6	43.9	11.2	0.0	0.0	9.0	8.9
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1197			758			1035	
Approach Delay, s/veh					37.8			18.1			8.9	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.8			24.8	53.0		42.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.5			7.3	11.5		34.0
Green Ext Time (p_c), s		3.4			2.0	4.9		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	261	466	185	331	839	0	0	1660	645
Future Volume (veh/h)	0	0	0	261	466	185	331	839	0	0	1660	645
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				284	507	201	360	912	0	0	1804	701
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				591	660	272	340	2644	0	0	1788	737
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				284	507	201	360	912	0	0	1804	701
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Cycle Q Clear(g_c), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				591	660	272	340	2644	0	0	1788	737
V/C Ratio(X)				0.48	0.77	0.74	1.06	0.34	0.00	0.00	1.01	0.95
Avail Cap(c_a), veh/h				822	917	378	340	2644	0	0	1788	737
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.81	0.81	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.6	46.4	46.1	43.4	0.1	0.0	0.0	29.7	28.3
Incr Delay (d2), s/veh				0.6	2.6	4.8	59.9	0.3	0.0	0.0	8.7	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.2	6.7	16.9	0.2	0.0	0.0	31.7	22.8
LnGrp Delay(d),s/veh				44.2	49.0	50.9	103.3	0.4	0.0	0.0	38.4	32.0
LnGrp LOS				D	D	D	F	A			F	C
Approach Vol, veh/h					992			1272			2505	
Approach Delay, s/veh					48.0			29.5			36.6	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			29.0	64.6		26.4
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.3			27.0	62.6		18.3
Green Ext Time (p_c), s		41.6			0.0	0.0		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		37.1
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	45.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	206	1	88	0	0	0	0	0	0	563	109	0	441	373	0
Future Vol, veh/h	0	206	1	88	0	0	0	0	0	0	563	109	0	441	373	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	224	1	96	0	0	0	0	0	0	612	118	0	479	405	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	17.6	58	45.6
HCM LOS	C	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	563	109	207	88	441	373
LT Vol	0	0	206	0	441	0
Through Vol	563	0	1	0	0	373
RT Vol	0	109	0	88	0	0
Lane Flow Rate	612	118	225	96	479	405
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.215	0.523	0.19	0.971	0.765
Departure Headway (Hd)	7.239	6.522	8.374	7.269	7.29	6.789
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	552	430	496	499	535
Service Time	4.964	4.247	6.165	4.969	4.999	4.498
HCM Lane V/C Ratio	1.219	0.214	0.523	0.194	0.96	0.757
HCM Control Delay	67.1	11	20.1	11.7	60.3	28.3
HCM Lane LOS	F	B	C	B	F	D
HCM 95th-tile Q	13.6	0.8	2.9	0.7	12.5	6.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	116	219	0	0	0	0	606	481	338	900	0
Future Volume (veh/h)	184	116	219	0	0	0	0	606	481	338	900	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	200	126	238				0	659	523	367	978	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	316	685	282				0	2842	815	468	2619	0
Arrive On Green	0.19	0.19	0.19				0.00	0.56	0.56	0.30	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	200	126	238				0	659	523	367	978	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	13.5	3.6	18.9				0.0	7.9	29.6	12.7	0.0	0.0
Cycle Q Clear(g_c), s	13.5	3.6	18.9				0.0	7.9	29.6	12.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	685	282				0	2842	815	468	2619	0
V/C Ratio(X)	0.63	0.18	0.84				0.00	0.23	0.64	0.78	0.37	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2842	815	660	2619	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.5	40.5	46.6				0.0	13.4	18.2	40.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	10.8				0.0	0.2	3.9	3.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.8	8.5				0.0	3.7	12.8	5.7	0.1	0.0
LnGrp Delay(d),s/veh	46.6	40.6	57.5				0.0	13.6	22.1	43.9	0.3	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		564						1182			1345	
Approach Delay, s/veh		49.8						17.3			12.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.7	71.1		27.2		92.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.7	31.6		20.9		2.0		
Green Ext Time (p_c), s	1.0	9.3		1.7		15.2		

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	461	124	0	0	0	0	849	519	764	1253	0
Future Volume (veh/h)	172	461	124	0	0	0	0	849	519	764	1253	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	187	501	135				0	923	564	830	1362	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	531	593	244				0	1708	704	792	2710	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	187	501	135				0	923	564	830	1362	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	531	593	244				0	1708	704	792	2710	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.54	0.80	1.05	0.50	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1708	704	792	2710	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.83	0.83	0.83				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.2	48.4	45.8				0.0	21.7	26.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.0	1.7				0.0	1.2	9.4	25.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	4.2				0.0	10.9	17.5	15.8	0.0	0.0
LnGrp Delay(d),s/veh	44.5	56.5	47.5				0.0	23.0	35.6	55.1	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		823						1487			2192	
Approach Delay, s/veh		52.3						27.7			20.9	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.9		24.1		95.9		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	41.2		18.5		2.0		
Green Ext Time (p_c), s	0.0	10.1		1.0		28.0		

Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	24	102	77	27	77
Future Vol, veh/h	66	24	102	77	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	26	111	84	29	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	942	-	-	1479	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1479	-
HCM Lane V/C Ratio	-	-	0.127	0.02	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	83	27	0	66	0	34
Future Vol, veh/h	83	27	0	66	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	29	0	72	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	177	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	813	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	813	949
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1468	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	9	248	15	0	282
Future Vol, veh/h	0	9	248	15	0	282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	270	16	0	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	585	278	0	0	286	0
Stage 1	278	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	473	761	-	-	1276	-
Stage 1	769	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	761	-	-	1276	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	761	1276	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	370	298	32	0	24
Future Vol, veh/h	0	370	298	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	402	324	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	359	0	-	0	743	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1200	-	-	-	383	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1200	-	-	-	383	701
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1200	-	-	-	701
HCM Lane V/C Ratio	-	-	-	-	0.037
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	33	235	113	127	252
Future Vol, veh/h	26	33	235	113	127	252
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	255	123	138	274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	805	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	352	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	784	-	-	1310	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	315	784	1310	-
HCM Lane V/C Ratio	-	-	0.09	0.046	0.105	-
HCM Control Delay (s)	-	-	17.6	9.8	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	34	314	125	127	238
Future Vol, veh/h	30	34	314	125	127	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	341	136	138	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	876	341	0	0	341	0
Stage 1	341	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	319	701	-	-	1218	-
Stage 1	720	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	701	-	-	1218	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	283	701	1218	-
HCM Lane V/C Ratio	-	-	0.115	0.053	0.113	-
HCM Control Delay (s)	-	-	19.4	10.4	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	62	235	160	0	262
Future Vol, veh/h	0	62	235	160	0	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	255	174	0	285

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	540	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	503	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	784	-	-	1310	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	763	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	784	1310	-
HCM Lane V/C Ratio	-	-	-	0.086	-	-
HCM Control Delay (s)	-	-	0	10	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	111	151	155	87	30	32
Future Vol, veh/h	111	151	155	87	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	164	168	95	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	168	0	-	0	573	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	481	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	440	876
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1410	-	-	-	440	876
HCM Lane V/C Ratio	0.086	-	-	-	0.074	0.04
HCM Control Delay (s)	7.8	-	-	-	13.8	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	110	126	164	102	27	27
Future Vol, veh/h	110	126	164	102	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	137	178	111	29	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	178	0	-	0	554	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1398	-	-	-	493	865
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1398	-	-	-	451	865
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1398	-	-	-	451	865
HCM Lane V/C Ratio	0.086	-	-	-	0.065	0.034
HCM Control Delay (s)	7.8	-	-	-	13.5	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	81	128	197	78	15	18
Future Vol, veh/h	81	128	197	78	15	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	139	214	85	16	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	529	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1356	-	-	-	510	826
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	477	826
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1356	-	-	-	477	826
HCM Lane V/C Ratio	0.065	-	-	-	0.034	0.024
HCM Control Delay (s)	7.8	-	-	-	12.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

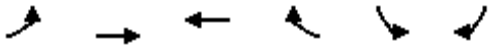
Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	131	56	71	112	20	25
Future Vol, veh/h	131	56	71	112	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	61	77	122	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	418	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1441	-	591	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	559	906
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	906	-	-	1441	-
HCM Lane V/C Ratio	0.039	0.03	-	-	0.054	-
HCM Control Delay (s)	11.7	9.1	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	191	210	0	266	58
Future Volume (veh/h)	0	191	210	0	266	58
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	208	228	0	289	63
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	353	353	0	2536	1167
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	208	228	0	289	63
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.7	7.4	0.0	2.4	1.1
Cycle Q Clear(g_c), s	0.0	6.7	7.4	0.0	2.4	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	353	353	0	2536	1167
V/C Ratio(X)	0.00	0.59	0.65	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2536	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.7	52.0	0.0	2.6	2.5
Incr Delay (d2), s/veh	0.0	1.6	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.7	0.0	1.1	0.5
LnGrp Delay(d),s/veh	0.0	53.2	53.3	0.0	2.7	2.6
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		208	228		352	
Approach Delay, s/veh		53.2	53.3		2.7	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.0		102.0		18.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.7		4.4		9.4
Green Ext Time (p_c), s				2.5		1.2		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	437	0	0	499	345	36	0	316	0	0	0
Future Volume (veh/h)	27	437	0	0	499	345	36	0	316	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	29	475	0	0	542	375	39	0	343			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	35	1341	0	0	1102	454	1676	0	771			
Arrive On Green	0.02	0.38	0.00	0.00	0.31	0.31	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	29	475	0	0	542	375	39	0	343			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.3	12.5	0.0	0.0	16.2	31.0	0.8	0.0	18.8			
Cycle Q Clear(g_c), s	2.3	12.5	0.0	0.0	16.2	31.0	0.8	0.0	18.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	35	1341	0	0	1102	454	1676	0	771			
V/C Ratio(X)	0.83	0.35	0.00	0.00	0.49	0.83	0.02	0.00	0.44			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1676	0	771			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.16	0.16	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	29.0	0.0	0.0	36.4	41.5	14.6	0.0	18.9			
Incr Delay (d2), s/veh	49.0	0.2	0.0	0.0	0.1	1.2	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.2	0.0	0.0	7.9	12.6	0.3	0.0	7.6			
LnGrp Delay(d),s/veh	112.3	29.1	0.0	0.0	36.5	42.7	14.6	0.0	19.3			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		504			917			382				
Approach Delay, s/veh		33.9			39.0			18.8				
Approach LOS		C			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		74.7		55.3			8.8	46.5
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		20.8		14.5			4.3	33.0
Green Ext Time (p_c), s		0.0		8.7			0.0	7.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	74	199	14	0	8	295	27	0	63	10	19	0	75	11	168
Future Vol, veh/h	0	74	199	14	0	8	295	27	0	63	10	19	0	75	11	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	216	15	0	9	321	29	0	68	11	21	0	82	12	183
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.4	12.6	11.2	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	83%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	17%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	74	133	80	8	197	125	75	7	172
LT Vol	63	0	74	0	0	8	0	0	75	0	0
Through Vol	0	10	0	133	66	0	197	98	0	7	4
RT Vol	0	19	0	0	14	0	0	27	0	0	168
Lane Flow Rate	68	32	80	144	87	9	214	136	82	8	187
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.059	0.161	0.268	0.16	0.017	0.392	0.244	0.167	0.015	0.32
Departure Headway (Hd)	7.694	6.735	7.208	6.703	6.58	7.111	6.607	6.455	7.369	6.868	6.18
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	528	495	534	542	501	541	553	484	518	578
Service Time	5.483	4.524	4.985	4.48	4.357	4.888	4.383	4.231	5.148	4.647	3.959
HCM Lane V/C Ratio	0.147	0.061	0.162	0.27	0.161	0.018	0.396	0.246	0.169	0.015	0.324
HCM Control Delay	11.8	10	11.4	11.9	10.6	10	13.6	11.3	11.6	9.8	11.9
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.1	0.6	0.1	1.9	1	0.6	0	1.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	370	288	33	0	30
Future Vol, veh/h	0	370	288	33	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	402	313	36	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	349	0	-	0	733	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1210	-	-	-	388	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1210	-	-	-	388	711
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1210	-	-	-	711
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	3	222	35	4	246
Future Vol, veh/h	39	3	222	35	4	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3	241	38	4	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	241	0	0	241	0
Stage 1	241	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	798	-	-	1326	-
Stage 1	799	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	516	798	-	-	1326	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	516	798	1326	-
HCM Lane V/C Ratio	-	-	0.082	0.004	0.003	-
HCM Control Delay (s)	-	-	12.6	9.5	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	33	35	21
Future Vol, veh/h	0	12	0	33	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	36	38	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	30	61	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	930	1038	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1038	1540	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1038	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	58	24	59	71	22	46
Future Vol, veh/h	58	24	59	71	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	26	64	77	24	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	103	0	0	141	0
Stage 1	103	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	952	-	-	1442	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1442	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	775	952	1442	-
HCM Lane V/C Ratio	-	-	0.081	0.027	0.017	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	38	116	118	65	55	28
Future Vol, veh/h	38	116	118	65	55	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	128	71	60	30

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	164	334	-	0	199	0
Stage 1	0	135	-	-	-	-
Stage 2	164	199	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	827	586	-	-	1373	-
Stage 1	-	-	-	-	-	-
Stage 2	865	736	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	0	-	-	1373	-
Mov Cap-2 Maneuver	791	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.8	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	791	-	-	1373	-
HCM Lane V/C Ratio	0.212	-	-	0.044	-
HCM Control Delay (s)	10.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	32	17	74	35	81	20	1037	91	125	1199	6
Future Volume (veh/h)	7	32	17	74	35	81	20	1037	91	125	1199	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	35	18	80	38	88	22	1127	99	136	1303	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	416	418	215	482	180	417	35	1440	126	168	1871	10
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.02	0.44	0.43	0.10	0.52	0.51
Sat Flow, veh/h	1160	1161	597	1239	500	1158	1634	3292	289	1634	3610	19
Grp Volume(v), veh/h	8	0	53	80	0	126	22	605	621	136	639	671
Grp Sat Flow(s),veh/h/ln	1160	0	1757	1239	0	1658	1634	1770	1812	1634	1770	1859
Q Serve(g_s), s	0.6	0.0	2.4	5.5	0.0	6.3	1.6	35.1	35.2	9.8	32.6	32.7
Cycle Q Clear(g_c), s	6.9	0.0	2.4	7.9	0.0	6.3	1.6	35.1	35.2	9.8	32.6	32.7
Prop In Lane	1.00		0.34	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	416	0	633	482	0	597	35	774	792	168	917	964
V/C Ratio(X)	0.02	0.00	0.08	0.17	0.00	0.21	0.63	0.78	0.78	0.81	0.70	0.70
Avail Cap(c_a), veh/h	416	0	633	482	0	597	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	25.4	27.9	0.0	26.7	58.2	28.9	28.9	52.7	21.8	21.8
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.7	0.0	0.8	16.9	2.6	2.6	12.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.2	2.0	0.0	3.0	0.9	17.7	18.2	5.0	16.1	16.9
LnGrp Delay(d),s/veh	29.1	0.0	25.7	28.7	0.0	27.5	75.1	31.5	31.6	64.8	22.9	22.9
LnGrp LOS	C		C	C		C	E	C	C	E	C	C
Approach Vol, veh/h		61			206			1248			1446	
Approach Delay, s/veh		26.1			28.0			32.3			26.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	56.5		47.2	6.6	66.2		47.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	11.8	37.2		8.9	3.6	34.7		9.9
Green Ext Time (p_c), s	0.2	14.8		0.6	0.0	16.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	15	63	317	39	36
Future Vol, veh/h	232	15	63	317	39	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	252	16	68	345	42	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	268	0	742	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1296	-	383	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1296	-	358	779
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	1296	-
HCM Lane V/C Ratio	0.169	-	-	0.053	-
HCM Control Delay (s)	14	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	41.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	203	62	0	379	306	18	0	77	27	382
Future Vol, veh/h	0	10	203	62	0	379	306	18	0	77	27	382
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	11	221	67	0	412	333	20	0	84	29	415
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.8	55	40.2
HCM LOS	B	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	9%	0%	71%	0%	8%
Vol Thru, %	6%	91%	62%	29%	89%	76%
Vol Right, %	79%	0%	38%	0%	11%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	486	112	164	532	171	37
LT Vol	77	10	0	379	0	3
Through Vol	27	102	102	153	153	28
RT Vol	382	0	62	0	18	6
Lane Flow Rate	528	121	178	578	186	40
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.891	0.259	0.365	1	0.363	0.09
Departure Headway (Hd)	6.187	7.695	7.384	7.466	7.025	8.07
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	592	469	489	492	513	444
Service Time	4.187	5.41	5.099	5.197	4.756	6.111
HCM Lane V/C Ratio	0.892	0.258	0.364	1.175	0.363	0.09
HCM Control Delay	40.2	13.1	14.3	68.3	13.7	11.9
HCM Lane LOS	E	B	B	F	B	B
HCM 95th-tile Q	10.5	1	1.7	13.4	1.6	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	28	6
Future Vol, veh/h	0	3	28	6
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	30	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.9
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	17.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	273	383	458	51	57	192
Future Vol, veh/h	273	383	458	51	57	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	297	416	498	55	62	209

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	553	0	-	0	1328	277
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	802	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1013	-	-	-	146	720
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	402	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1013	-	-	-	90	720
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	249	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	88.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1013	-	-	-	277
HCM Lane V/C Ratio	0.293	-	-	-	0.977
HCM Control Delay (s)	10	0.8	-	-	88.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	9.7

Intersection	
Int Delay, s/veh	40.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	0	21	8	121	0	784	9	108	1199	4
Future Vol, veh/h	0	21	0	21	8	121	0	784	9	108	1199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	0	23	9	132	0	852	10	117	1303	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1970	2402	654	1755	2399	431	1308	0	0	862	0	0
Stage 1	1540	1540	-	857	857	-	-	-	-	-	-	-
Stage 2	430	862	-	898	1542	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	33	409	54	33	573	525	-	-	776	-	-
Stage 1	121	175	-	318	372	-	-	-	-	-	-	-
Stage 2	574	370	-	301	175	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	28	409	~ 16	28	573	525	-	-	776	-	-
Mov Cap-2 Maneuver	19	28	-	~ 16	28	-	-	-	-	-	-	-
Stage 1	121	149	-	318	372	-	-	-	-	-	-	-
Stage 2	432	370	-	216	149	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 313.1	$ 557.6	0	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	28	83	776	-	-
HCM Lane V/C Ratio	-	-	-	0.815	1.964	0.151	-	-
HCM Control Delay (s)	0	-	-	$ 313.1	$ 557.6	10.5	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	14.3	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	185	5	2	141	2	0
Future Vol, veh/h	185	5	2	141	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	5	2	153	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	362	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	637	837
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	636	837
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	1364	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	119	0	0	150	0	0
Future Vol, veh/h	119	0	0	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	129	0	0	163	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	292	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	699	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	699	921
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1457	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	121	56	65	170	32	36	48	29	18	54	3
Future Vol, veh/h	5	121	56	65	170	32	36	48	29	18	54	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	132	61	71	185	35	39	52	32	20	59	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	192	0	0	547	534	162	558	546	202
Stage 1	-	-	-	-	-	-	173	173	-	343	343	-
Stage 2	-	-	-	-	-	-	374	361	-	215	203	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1381	-	-	448	452	883	440	445	839
Stage 1	-	-	-	-	-	-	829	756	-	672	637	-
Stage 2	-	-	-	-	-	-	647	626	-	787	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1381	-	-	379	424	883	366	417	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	424	-	366	417	-
Stage 1	-	-	-	-	-	-	826	753	-	669	599	-
Stage 2	-	-	-	-	-	-	547	589	-	703	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	15.4	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1349	-	-	1381	-	-	412
HCM Lane V/C Ratio	0.262	0.004	-	-	0.051	-	-	0.198
HCM Control Delay (s)	15.4	7.7	0	-	7.7	0	-	15.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	149	8	22	222	17	47
Future Vol, veh/h	149	8	22	222	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	9	24	241	18	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	455	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	563	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	552	878
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	759	-	-	1406	-
HCM Lane V/C Ratio	0.092	-	-	0.017	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	108	37	36	158	78	19
Future Vol, veh/h	108	37	36	158	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	40	39	172	85	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	158	0	388	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1422	-	616	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	598	910
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	-	-	1422	-
HCM Lane V/C Ratio	0.164	-	-	0.028	-
HCM Control Delay (s)	11.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	163	0	14	260	4	32
Future Vol, veh/h	163	0	14	260	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	177	0	15	283	4	35

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	195	177	318	177
Stage 1	-	-	0	0	177	-
Stage 2	-	-	195	177	141	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	794	717	675	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	838	753	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	794	0	675	866
Mov Cap-2 Maneuver	-	-	794	0	675	-
Stage 1	-	-	-	0	854	-
Stage 2	-	-	838	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12.2	9.5
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	840	-	-	794
HCM Lane V/C Ratio	0.047	-	-	0.375
HCM Control Delay (s)	9.5	-	-	12.2
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.8

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	174	44	0	105	168	0	140	197
Future Vol, veh/h	0	174	44	0	105	168	0	140	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	189	48	0	114	183	0	152	214
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.1	12.6	13.4
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	42%	0%	38%
Vol Thru, %	0%	80%	62%
Vol Right, %	58%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	337	218	273
LT Vol	140	0	105
Through Vol	0	174	168
RT Vol	197	44	0
Lane Flow Rate	366	237	297
Geometry Grp	1	1	1
Degree of Util (X)	0.516	0.346	0.442
Departure Headway (Hd)	5.068	5.26	5.363
Convergence, Y/N	Yes	Yes	Yes
Cap	711	682	671
Service Time	3.098	3.295	3.394
HCM Lane V/C Ratio	0.515	0.348	0.443
HCM Control Delay	13.4	11.1	12.6
HCM Lane LOS	B	B	B
HCM 95th-tile Q	3	1.5	2.3

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	57	155	0	161	374	0	295	118
Future Vol, veh/h	0	57	155	0	161	374	0	295	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	168	0	175	407	0	321	128
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13	33.6	18.5
HCM LOS	B	D	C

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	30%	27%	0%
Vol Thru, %	70%	0%	71%
Vol Right, %	0%	73%	29%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	535	212	413
LT Vol	161	57	0
Through Vol	374	0	295
RT Vol	0	155	118
Lane Flow Rate	582	230	449
Geometry Grp	1	1	1
Degree of Util (X)	0.869	0.389	0.666
Departure Headway (Hd)	5.377	6.073	5.338
Convergence, Y/N	Yes	Yes	Yes
Cap	675	590	673
Service Time	3.428	4.143	3.395
HCM Lane V/C Ratio	0.862	0.39	0.667
HCM Control Delay	33.6	13	18.5
HCM Lane LOS	D	B	C
HCM 95th-tile Q	10.2	1.8	5.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	5	81	35	4	119
Future Vol, veh/h	62	5	81	35	4	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	5	88	38	4	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	245	107	0	0	126	0
Stage 1	107	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	743	947	-	-	1460	-
Stage 1	917	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	947	-	-	1460	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	1460	-
HCM Lane V/C Ratio	-	-	0.097	0.003	-
HCM Control Delay (s)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	130	91	98
Demand Flow Rate, veh/h	104	133	93	100
Vehicles Circulating, veh/h	128	65	123	112
Vehicles Exiting, veh/h	84	151	109	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	4.6	4.5	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	104	133	93	100
Cap Entry Lane, veh/h	994	1059	999	1010
Entry HV Adj Factor	0.979	0.977	0.983	0.982
Flow Entry, veh/h	102	130	91	98
Cap Entry, veh/h	973	1034	982	991
V/C Ratio	0.105	0.126	0.093	0.099
Control Delay, s/veh	4.7	4.6	4.5	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	181	158	90	165
Demand Flow Rate, veh/h	185	161	91	169
Vehicles Circulating, veh/h	140	156	235	101
Vehicles Exiting, veh/h	130	170	90	216
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.5	5.4	5.1	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	185	161	91	169
Cap Entry Lane, veh/h	982	967	893	1021
Entry HV Adj Factor	0.981	0.979	0.986	0.977
Flow Entry, veh/h	181	158	90	165
Cap Entry, veh/h	963	946	881	997
V/C Ratio	0.188	0.167	0.102	0.166
Control Delay, s/veh	5.5	5.4	5.1	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	102	55	54
Demand Flow Rate, veh/h	186	104	56	55
Vehicles Circulating, veh/h	75	49	164	131
Vehicles Exiting, veh/h	111	171	97	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	4.2	4.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	186	104	56	55
Cap Entry Lane, veh/h	1048	1076	959	991
Entry HV Adj Factor	0.981	0.985	0.978	0.989
Flow Entry, veh/h	182	102	55	54
Cap Entry, veh/h	1027	1059	938	980
V/C Ratio	0.178	0.097	0.058	0.056
Control Delay, s/veh	5.1	4.2	4.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	170	96	226	119	7
Future Vol, veh/h	15	170	96	226	119	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	104	246	129	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	465	68	137	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	526	981	1445	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	981	1445	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	905	-	-
HCM Lane V/C Ratio	0.072	-	0.222	-	-
HCM Control Delay (s)	7.7	0.2	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	125	437	50	75	324
Future Vol, veh/h	79	125	437	50	75	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	136	475	54	82	352

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	475	0	0	475	0
Stage 1	475	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	590	-	-	1087	-
Stage 1	626	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	590	-	-	1087	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	247	590	1087	-
HCM Lane V/C Ratio	-	-	0.348	0.23	0.075	-
HCM Control Delay (s)	-	-	27.1	12.9	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.9	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	105	19	5	164
Future Vol, veh/h	35	9	105	19	5	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	114	21	5	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	313	124	0	0	135	0
Stage 1	124	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	680	927	-	-	1449	-
Stage 1	902	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	677	927	-	-	1449	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1449	-
HCM Lane V/C Ratio	-	-	0.067	0.004	-
HCM Control Delay (s)	-	-	10.4	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Future Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	41	0	0	0	34	4	0	0	16	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%	19%
Vol Thru, %	100%	78%	89%	47%
Vol Right, %	0%	0%	11%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	49	35	58
LT Vol	0	11	0	11
Through Vol	15	38	31	27
RT Vol	0	0	4	20
Lane Flow Rate	16	53	38	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.043	0.069
Departure Headway (Hd)	4.14	4.145	4.043	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	860	881	905
Service Time	2.197	2.188	2.09	1.984
HCM Lane V/C Ratio	0.019	0.062	0.043	0.07
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	27	20
Future Vol, veh/h	0	11	27	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	29	22
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	77	167	128
Demand Flow Rate, veh/h	47	79	170	131
Vehicles Circulating, veh/h	179	115	49	89
Vehicles Exiting, veh/h	41	104	177	105
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	79	170	131
Cap Entry Lane, veh/h	945	1007	1076	1034
Entry HV Adj Factor	0.977	0.974	0.979	0.979
Flow Entry, veh/h	46	77	167	128
Cap Entry, veh/h	922	981	1053	1012
V/C Ratio	0.050	0.078	0.158	0.127
Control Delay, s/veh	4.4	4.4	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	59	94	18	40	35
Future Vol, veh/h	22	59	94	18	40	35
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	64	102	20	43	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	229	122
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	759	929
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	740	921
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	815
HCM Lane V/C Ratio	0.016	-	-	-	0.1
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	29	99	0	36	17	28	0	53	236	74
Future Vol, veh/h	0	8	29	99	0	36	17	28	0	53	236	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	32	108	0	39	18	30	0	58	257	80
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	11	10.3	10.9
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	52%	0%	23%	0%	38%	0%	100%	95%
Vol Right, %	0%	0%	48%	0%	77%	0%	62%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	157	153	8	128	36	45	32	169	88
LT Vol	53	0	0	8	0	36	0	32	0	0
Through Vol	0	157	79	0	29	0	17	0	169	84
RT Vol	0	0	74	0	99	0	28	0	0	4
Lane Flow Rate	58	171	166	9	139	39	49	35	183	96
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.106	0.292	0.267	0.018	0.241	0.081	0.088	0.066	0.32	0.167
Departure Headway (Hd)	6.651	6.146	5.803	7.285	6.242	7.432	6.492	6.785	6.28	6.248
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	583	617	490	573	481	550	527	572	573
Service Time	4.404	3.898	3.556	5.046	4.001	5.197	4.258	4.538	4.032	4
HCM Lane V/C Ratio	0.108	0.293	0.269	0.018	0.243	0.081	0.089	0.066	0.32	0.168
HCM Control Delay	10.2	11.4	10.7	10.2	11	10.9	9.9	10	12	10.3
HCM Lane LOS	B	B	B	B	B	B	A	A	B	B
HCM 95th-tile Q	0.4	1.2	1.1	0.1	0.9	0.3	0.3	0.2	1.4	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	253	4
Future Vol, veh/h	0	32	253	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	275	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.3
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	427	0	0	0	452	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	427	0	0	0	452	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	464	0	0	0	491	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	15.5	16.7
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	427	0	0	0	0	452	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	427	0	0	0	0	452	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	464	0	0	0	0	491	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.63	0	0	0	0	0.664	0
Departure Headway (Hd)	4.883	4.883	4.883	6.742	6.742	4.865	4.865	4.865
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	743	0	0	0	0	747	0
Service Time	2.591	2.591	2.591	4.488	4.488	2.573	2.573	2.573
HCM Lane V/C Ratio	0	0.624	0	0	0	0	0.657	0
HCM Control Delay	7.6	15.5	7.6	9.5	9.5	7.6	16.7	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	4.5	0	0	0	0	5.1	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	15	17	95	13	5	14	108	101	5	158	18
Future Vol, veh/h	13	15	17	95	13	5	14	108	101	5	158	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	16	18	103	14	5	15	117	110	5	172	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	338	331	172	339	331	117	172	0	0	117	0	0
Stage 1	183	183	-	148	148	-	-	-	-	-	-	-
Stage 2	155	148	-	191	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	588	872	615	588	935	1405	-	-	1471	-	-
Stage 1	819	748	-	855	775	-	-	-	-	-	-	-
Stage 2	847	775	-	811	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	595	580	872	583	580	935	1405	-	-	1471	-	-
Mov Cap-2 Maneuver	595	580	-	583	580	-	-	-	-	-	-	-
Stage 1	810	745	-	846	767	-	-	-	-	-	-	-
Stage 2	818	767	-	774	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	12.2	0.5	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	595	580	872	583	580	935	1471	-	-
HCM Lane V/C Ratio	0.011	-	-	0.024	0.028	0.021	0.177	0.024	0.006	0.004	-	-
HCM Control Delay (s)	7.6	-	-	11.2	11.4	9.2	12.5	11.4	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0.6	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Future Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	3	0	1	3	9	0	0	12	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	6.9	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	8%	35%
Vol Thru, %	92%	0%	25%	51%
Vol Right, %	8%	43%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	7	12	37
LT Vol	0	4	1	13
Through Vol	11	0	3	19
RT Vol	1	3	8	5
Lane Flow Rate	13	8	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.008	0.013	0.044
Departure Headway (Hd)	3.951	3.895	3.65	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	920	981	906
Service Time	1.962	1.915	1.67	1.976
HCM Lane V/C Ratio	0.014	0.009	0.013	0.044
HCM Control Delay	7	6.9	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	19	5
Future Vol, veh/h	0	13	19	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	114	102	130
Demand Flow Rate, veh/h	135	117	104	132
Vehicles Circulating, veh/h	116	167	188	34
Vehicles Exiting, veh/h	50	125	63	250
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.0	5.0	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	135	117	104	132
Cap Entry Lane, veh/h	1006	956	936	1092
Entry HV Adj Factor	0.984	0.978	0.981	0.985
Flow Entry, veh/h	133	114	102	130
Cap Entry, veh/h	990	935	919	1076
V/C Ratio	0.134	0.122	0.111	0.121
Control Delay, s/veh	4.9	5.0	5.0	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	150	64	0
Demand Flow Rate, veh/h	70	153	65	0
Vehicles Circulating, veh/h	30	49	50	202
Vehicles Exiting, veh/h	172	66	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	4.7	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	70	153	65	0
Cap Entry Lane, veh/h	1097	1076	1075	923
Entry HV Adj Factor	0.986	0.978	0.985	1.000
Flow Entry, veh/h	69	150	64	0
Cap Entry, veh/h	1080	1051	1058	923
V/C Ratio	0.064	0.142	0.061	0.000
Control Delay, s/veh	3.9	4.7	3.9	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	69	143	365	380	8
Future Vol, veh/h	6	69	143	365	380	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	75	155	397	413	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	926	211	422	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	268	794	1134	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	794	1134	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	658	-	-
HCM Lane V/C Ratio	0.137	-	0.124	-	-
HCM Control Delay (s)	8.7	0.4	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	889	173	123	1086	21	130	0	51	12	8	56
Future Volume (veh/h)	310	889	173	123	1086	21	130	0	51	12	8	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	337	966	188	134	1180	23	141	0	55	13	9	61
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1131	820	186	1124	22	445	0	173	19	13	88
Arrive On Green	0.12	0.32	0.32	0.11	0.32	0.30	0.36	0.00	0.36	0.07	0.07	0.07
Sat Flow, veh/h	1634	3539	2567	1634	3551	69	1234	0	482	256	178	1203
Grp Volume(v), veh/h	337	966	188	134	588	615	196	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1851	1716	0	0	1638	0	0
Q Serve(g_s), s	14.0	30.7	6.5	9.5	38.0	38.0	9.9	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	14.0	30.7	6.5	9.5	38.0	38.0	9.9	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.72		0.28	0.16		0.73
Lane Grp Cap(c), veh/h	191	1131	820	186	560	586	618	0	0	120	0	0
V/C Ratio(X)	1.77	0.85	0.23	0.72	1.05	1.05	0.32	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	186	560	586	618	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.2	30.0	51.3	41.0	41.0	27.8	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	364.1	4.7	0.1	7.9	43.2	42.7	1.3	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	15.6	2.3	4.7	25.2	26.3	4.9	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	417.1	42.9	30.1	59.3	84.2	83.7	29.1	0.0	0.0	61.5	0.0	0.0
LnGrp LOS	F	D	C	E	F	F	C			E		
Approach Vol, veh/h		1491			1337			196			83	
Approach Delay, s/veh		125.9			81.5			29.1			61.5	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.2	17.6	42.4		12.8	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		11.9	11.5	32.7		7.9	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	3.7		0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	98.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	941	88	20	874	11	121	5	13	5	3	71
Future Volume (veh/h)	51	941	88	20	874	11	121	5	13	5	3	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	55	1023	96	22	950	12	132	5	14	5	3	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1188	111	56	1117	14	615	199	556	18	5	140
Arrive On Green	0.09	0.36	0.35	0.03	0.31	0.30	0.38	0.46	0.45	0.01	0.09	0.09
Sat Flow, veh/h	1774	3269	307	1634	3579	45	1634	433	1212	1774	59	1507
Grp Volume(v), veh/h	55	554	565	22	470	492	132	0	19	5	0	80
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1644	1774	0	1566
Q Serve(g_s), s	3.5	34.8	34.8	1.6	29.8	29.8	6.6	0.0	0.8	0.3	0.0	5.9
Cycle Q Clear(g_c), s	3.5	34.8	34.8	1.6	29.8	29.8	6.6	0.0	0.8	0.3	0.0	5.9
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.74	1.00		0.96
Lane Grp Cap(c), veh/h	151	643	656	56	552	579	615	0	755	18	0	145
V/C Ratio(X)	0.36	0.86	0.86	0.40	0.85	0.85	0.21	0.00	0.03	0.28	0.00	0.55
Avail Cap(c_a), veh/h	177	900	918	82	811	850	615	0	755	136	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	35.4	35.6	56.8	38.6	38.7	25.4	0.0	17.9	59.0	0.0	52.3
Incr Delay (d2), s/veh	0.7	3.3	3.3	4.5	5.8	5.6	0.2	0.0	0.1	8.2	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.5	17.9	0.8	15.5	16.2	3.0	0.0	0.4	0.2	0.0	3.1
LnGrp Delay(d),s/veh	52.6	38.7	38.8	61.3	44.5	44.2	25.5	0.0	17.9	67.1	0.0	66.5
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1174			984			151			85	
Approach Delay, s/veh		39.4			44.7			24.6			66.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	59.1	8.1	47.6	49.2	15.1	14.2	41.5
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.8	3.6	36.8	8.6	7.9	5.5	31.8
Green Ext Time (p_c), s	0.0	0.5	0.0	4.8	0.1	0.2	2.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	602	53	43	729	78	107
Future Vol, veh/h	602	53	43	729	78	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	654	58	47	792	85	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	712	0	1173	356
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	884	-	185	640
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	175	640
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	175	640	-	-	884	-
HCM Lane V/C Ratio	0.484	0.182	-	-	0.053	-
HCM Control Delay (s)	43.5	11.9	-	-	9.3	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.3	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	609	8	22	815	9	22
Future Vol, veh/h	609	8	22	815	9	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	662	9	24	886	10	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	671	0	1157	335
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	915	-	190	661
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	185	661
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	915	-
HCM Lane V/C Ratio	0.053	-	-	0.026	-
HCM Control Delay (s)	11	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	252	123	100	422	51	65	367	56	35	548	217
Future Volume (veh/h)	254	252	123	100	422	51	65	367	56	35	548	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	276	274	134	109	459	55	71	399	61	38	596	236
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	983	405	330	955	394	124	1035	427	81	661	261
Arrive On Green	0.21	0.28	0.28	0.20	0.27	0.27	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2479	980
Grp Volume(v), veh/h	276	274	134	109	459	55	71	399	61	38	425	407
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	14.5	5.5	4.7	5.1	9.8	2.6	3.8	8.1	1.5	2.0	20.9	21.0
Cycle Q Clear(g_c), s	14.5	5.5	4.7	5.1	9.8	2.6	3.8	8.1	1.5	2.0	20.9	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	343	983	405	330	955	394	124	1035	427	81	472	451
V/C Ratio(X)	0.80	0.28	0.33	0.33	0.48	0.14	0.57	0.39	0.14	0.47	0.90	0.90
Avail Cap(c_a), veh/h	436	983	405	330	955	394	163	1035	427	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	25.4	13.1	30.7	27.6	24.9	40.2	25.4	6.5	41.6	31.9	32.5
Incr Delay (d2), s/veh	8.4	0.7	2.2	0.6	1.7	0.7	3.5	0.2	0.1	4.1	20.2	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.8	2.1	2.4	5.0	1.1	1.8	4.0	0.6	1.0	12.8	12.4
LnGrp Delay(d),s/veh	42.2	26.1	15.2	31.3	29.3	25.7	43.7	25.6	6.6	45.7	52.0	53.6
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		684			623			531			870	
Approach Delay, s/veh		30.5			29.3			25.8			52.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	30.3	22.2	29.0	10.8	28.0	22.9	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	10.1	7.1	7.5	5.8	23.0	16.5	11.8
Green Ext Time (p_c), s	0.0	4.3	1.5	1.4	0.0	0.0	0.5	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	453	38	20	743	3	9	2	8	6	0	0
Future Vol, veh/h	0	453	38	20	743	3	9	2	8	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	492	41	22	808	3	10	2	9	7	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	811	0	0	492	0	0	1345	1346	492	1351	1345	809
Stage 1	-	-	-	-	-	-	492	492	-	853	853	-
Stage 2	-	-	-	-	-	-	853	854	-	498	492	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	815	-	-	1071	-	-	129	151	577	127	151	380
Stage 1	-	-	-	-	-	-	558	548	-	354	376	-
Stage 2	-	-	-	-	-	-	354	375	-	554	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	815	-	-	1071	-	-	125	145	577	120	145	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	145	-	120	145	-
Stage 1	-	-	-	-	-	-	558	548	-	354	362	-
Stage 2	-	-	-	-	-	-	341	361	-	543	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	26.1	36.7
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	191	815	-	-	1071	-	-	120
HCM Lane V/C Ratio	0.108	-	-	-	0.02	-	-	0.054
HCM Control Delay (s)	26.1	0	-	-	8.4	0	-	36.7
HCM Lane LOS	D	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	42	0	4	79	2	0	0	3	1	0	0
Future Volume (veh/h)	0	42	0	4	79	2	0	0	3	1	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	46	0	4	86	2	0	0	3	1	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	90	71	7	186	4	2	1390	1088	2	1485	1163
Arrive On Green	0.00	0.05	0.00	0.00	0.03	0.03	0.00	0.00	0.75	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1813	42	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	46	0	4	0	88	0	0	3	1	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1855	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	2.2	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	90	71	7	0	190	2	1390	1088	2	1485	1163
V/C Ratio(X)	0.00	0.51	0.00	0.58	0.00	0.46	0.00	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	825	73	1390	1088	73	1485	1163
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.30	0.00	0.30	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	41.8	0.0	44.9	0.0	41.0	0.0	0.0	2.9	44.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	20.6	0.0	0.5	0.0	0.0	0.0	150.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.1	0.0	2.2	0.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	46.2	0.0	65.4	0.0	41.6	0.0	0.0	2.9	195.5	0.0	0.0
LnGrp LOS		D		E		D			A	F		
Approach Vol, veh/h		46			92			3			1	
Approach Delay, s/veh		46.2			42.6			2.9			195.4	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	71.7	4.9	8.9	0.0	76.3	0.0	13.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	2.2	4.2	0.0	0.0	0.0	6.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	288	109	205	698	66	135	121	65	30	205	35
Future Volume (veh/h)	38	288	109	205	698	66	135	121	65	30	205	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	41	313	118	223	759	72	147	132	71	33	223	38
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	464	363	250	693	543	179	694	543	41	536	420
Arrive On Green	0.02	0.17	0.17	0.31	0.74	0.74	0.04	0.12	0.12	0.02	0.29	0.29
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	41	313	118	223	759	72	147	132	71	33	223	38
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	14.2	6.4	11.7	33.5	1.3	8.0	5.7	3.9	1.8	8.7	1.7
Cycle Q Clear(g_c), s	2.3	14.2	6.4	11.7	33.5	1.3	8.0	5.7	3.9	1.8	8.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	464	363	250	693	543	179	694	543	41	536	420
V/C Ratio(X)	0.83	0.67	0.32	0.89	1.09	0.13	0.82	0.19	0.13	0.81	0.42	0.09
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	694	543	82	536	420
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	34.1	30.8	30.5	11.5	7.4	42.5	27.3	26.5	43.7	25.9	23.4
Incr Delay (d2), s/veh	27.8	3.7	0.5	25.8	62.9	0.1	16.7	0.6	0.5	29.9	2.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.8	2.6	7.0	28.3	0.5	4.5	3.1	1.7	1.2	4.8	0.7
LnGrp Delay(d),s/veh	71.6	37.8	31.3	56.3	74.4	7.5	59.2	27.9	27.0	73.6	28.3	23.9
LnGrp LOS	E	D	C	E	F	A	E	C	C	E	C	C
Approach Vol, veh/h		472			1054			350			294	
Approach Delay, s/veh		39.1			66.0			40.8			32.8	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	38.0	18.3	26.9	14.4	30.4	7.2	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	3.3	7.7	13.7	16.2	10.0	10.7	4.3	35.5
Green Ext Time (p_c), s	0.0	1.6	0.1	2.9	0.1	1.2	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		51.6
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	343	13	10	299	96	5	7	3	97	6	60
Future Volume (veh/h)	54	343	13	10	299	96	5	7	3	97	6	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	373	14	11	325	104	5	8	3	105	7	65
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	467	366	17	404	316	646	853	668	132	993	778
Arrive On Green	0.09	0.50	0.50	0.00	0.07	0.07	0.01	0.46	0.46	0.08	0.53	0.53
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	59	373	14	11	325	104	5	8	3	105	7	65
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	15.0	0.4	0.6	15.5	6.1	0.1	0.2	0.1	5.7	0.2	2.0
Cycle Q Clear(g_c), s	3.2	15.0	0.4	0.6	15.5	6.1	0.1	0.2	0.1	5.7	0.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	467	366	17	404	316	646	853	668	132	993	778
V/C Ratio(X)	0.80	0.80	0.04	0.63	0.81	0.33	0.01	0.01	0.00	0.80	0.01	0.08
Avail Cap(c_a), veh/h	209	631	494	118	528	413	756	853	668	263	993	778
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	20.5	16.9	44.7	39.9	35.6	13.0	13.3	13.3	40.7	9.8	10.3
Incr Delay (d2), s/veh	18.1	5.2	0.0	30.4	6.5	0.6	0.0	0.0	0.0	10.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.1	0.2	0.4	8.7	2.5	0.1	0.1	0.0	2.9	0.1	0.8
LnGrp Delay(d),s/veh	58.6	25.7	16.9	75.1	46.4	36.1	13.0	13.3	13.3	51.1	9.9	10.5
LnGrp LOS	E	C	B	E	D	D	B	B	B	D	A	B
Approach Vol, veh/h		446			440			16			177	
Approach Delay, s/veh		29.8			44.7			13.2			34.5	
Approach LOS		C			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	45.7	5.5	27.1	5.0	52.5	8.5	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	7.3	2.2	2.6	17.0	2.1	4.0	5.2	17.5
Green Ext Time (p_c), s	0.1	0.2	0.0	2.6	0.0	0.2	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	282	81	589	338	96	35	21	21	81	35	19
Future Volume (veh/h)	10	282	81	589	338	96	35	21	21	81	35	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	11	307	88	640	367	104	38	23	23	88	38	21
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	339	266	536	930	728	46	457	358	73	488	382
Arrive On Green	0.02	0.36	0.36	0.33	0.50	0.50	0.03	0.25	0.25	0.04	0.26	0.26
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	11	307	88	640	367	104	38	23	23	88	38	21
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.6	14.1	3.9	29.5	11.1	3.5	2.1	0.8	1.1	4.0	1.4	1.0
Cycle Q Clear(g_c), s	0.6	14.1	3.9	29.5	11.1	3.5	2.1	0.8	1.1	4.0	1.4	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	339	266	536	930	728	46	457	358	73	488	382
V/C Ratio(X)	0.63	0.90	0.33	1.19	0.39	0.14	0.83	0.05	0.06	1.21	0.08	0.05
Avail Cap(c_a), veh/h	73	373	292	536	930	728	107	457	358	73	488	382
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	27.9	24.6	30.3	14.0	12.1	43.5	25.9	26.0	43.0	25.0	24.9
Incr Delay (d2), s/veh	25.6	19.5	0.6	104.9	0.3	0.1	29.9	0.2	0.3	173.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.0	1.6	28.9	5.7	1.4	1.3	0.5	0.5	5.3	0.7	0.4
LnGrp Delay(d),s/veh	69.5	47.4	25.2	135.2	14.3	12.2	73.4	26.1	26.4	216.3	25.3	25.1
LnGrp LOS	E	D	C	F	B	B	E	C	C	F	C	C
Approach Vol, veh/h		406			1111			84			147	
Approach Delay, s/veh		43.2			83.8			47.6			139.6	
Approach LOS		D			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	26.6	34.0	20.9	7.0	28.1	5.5	49.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	6.0	3.1	31.5	16.1	4.1	3.4	2.6	13.1
Green Ext Time (p_c), s	0.0	0.3	0.0	0.3	0.0	0.2	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	77.3
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	354	962	67	0	36
Future Vol, veh/h	13	354	962	67	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	385	1046	73	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1118	0	-	0	1495	1082
Stage 1	-	-	-	-	1082	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	625	-	-	-	135	264
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	625	-	-	-	131	264
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	625	-	-	-	264
HCM Lane V/C Ratio	0.023	-	-	-	0.148
HCM Control Delay (s)	10.9	0	-	-	21
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	418	199	290	842	207	243	234	117	171	315	85
Future Volume (veh/h)	83	418	199	290	842	207	243	234	117	171	315	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	90	454	216	315	915	225	264	254	127	186	342	92
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	655	297	285	1119	459	177	1536	631	109	1388	568
Arrive On Green	0.05	0.19	0.19	0.17	0.32	0.32	0.04	0.14	0.14	0.07	0.39	0.39
Sat Flow, veh/h	1634	3414	1551	1634	3539	1451	1634	3539	1453	1634	3539	1449
Grp Volume(v), veh/h	90	451	219	315	915	225	264	254	127	186	342	92
Grp Sat Flow(s),veh/h/ln	1634	1695	1575	1634	1770	1451	1634	1770	1453	1634	1770	1449
Q Serve(g_s), s	6.0	14.9	15.7	20.9	28.6	15.1	13.0	7.6	4.8	8.0	7.8	4.9
Cycle Q Clear(g_c), s	6.0	14.9	15.7	20.9	28.6	15.1	13.0	7.6	4.8	8.0	7.8	4.9
Prop In Lane	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	650	302	285	1119	459	177	1536	631	109	1388	568
V/C Ratio(X)	1.10	0.69	0.73	1.11	0.82	0.49	1.49	0.17	0.20	1.71	0.25	0.16
Avail Cap(c_a), veh/h	82	1384	643	285	1681	689	177	1536	631	109	1388	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	45.2	45.5	49.5	37.8	33.2	57.9	32.3	8.8	56.0	24.5	23.7
Incr Delay (d2), s/veh	129.8	1.3	3.3	74.3	1.3	0.5	247.3	0.2	0.7	354.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.1	7.1	15.3	14.2	6.1	18.0	3.8	2.0	14.3	3.9	2.1
LnGrp Delay(d),s/veh	187.0	46.5	48.9	123.8	39.1	33.7	305.1	32.6	9.5	410.2	25.0	24.3
LnGrp LOS	F	D	D	F	D	C	F	C	A	F	C	C
Approach Vol, veh/h		760			1455			645			620	
Approach Delay, s/veh		63.9			56.6			139.6			140.4	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	56.1	24.9	27.0	17.0	51.1	10.0	41.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	9.6	22.9	17.7	15.0	9.8	8.0	30.6
Green Ext Time (p_c), s	0.0	3.3	0.0	2.8	0.0	3.0	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	88.5
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	743	94	34	1304	79	24
Future Volume (veh/h)	743	94	34	1304	79	24
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	808	102	37	1417	86	26
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1853	763	68	1738	615	549
Arrive On Green	0.52	0.52	0.52	0.52	0.38	0.38
Sat Flow, veh/h	3632	1458	50	3406	1634	1458
Grp Volume(v), veh/h	808	102	765	689	86	26
Grp Sat Flow(s),veh/h/ln	1770	1458	1761	1610	1634	1458
Q Serve(g_s), s	12.7	3.2	13.5	32.1	3.1	1.0
Cycle Q Clear(g_c), s	12.7	3.2	32.0	32.1	3.1	1.0
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	1853	763	963	843	615	549
V/C Ratio(X)	0.44	0.13	0.79	0.82	0.14	0.05
Avail Cap(c_a), veh/h	2379	980	1216	1083	615	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.60	0.60	1.00	1.00
Uniform Delay (d), s/veh	13.2	11.0	17.5	17.9	18.5	17.8
Incr Delay (d2), s/veh	0.1	0.1	1.8	2.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	1.3	16.2	14.7	1.5	0.4
LnGrp Delay(d),s/veh	13.4	11.0	19.3	20.2	18.9	18.0
LnGrp LOS	B	B	B	C	B	B
Approach Vol, veh/h	910			1454	112	
Approach Delay, s/veh	13.1			19.7	18.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		38.4		51.6				51.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		5.1		14.7				34.1
Green Ext Time (p_c), s		0.3		16.0				13.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	506	198	381	926	83	138	451	105	58	635	237
Future Volume (veh/h)	165	506	198	381	926	83	138	451	105	58	635	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	179	550	215	414	1007	90	150	490	114	63	690	258
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	816	310	521	1415	126	136	1179	273	105	994	372
Arrive On Green	0.09	0.22	0.22	0.16	0.30	0.30	0.17	0.83	0.79	0.06	0.39	0.38
Sat Flow, veh/h	3170	3630	1380	3170	4754	424	1634	2855	661	1634	2523	943
Grp Volume(v), veh/h	179	513	252	414	718	379	150	303	301	63	484	464
Grp Sat Flow(s),veh/h/ln	1585	1695	1619	1585	1695	1788	1634	1770	1746	1634	1770	1696
Q Serve(g_s), s	6.5	16.6	17.2	15.1	22.6	22.7	10.0	5.4	5.9	4.5	27.4	27.6
Cycle Q Clear(g_c), s	6.5	16.6	17.2	15.1	22.6	22.7	10.0	5.4	5.9	4.5	27.4	27.6
Prop In Lane	1.00		0.85	1.00		0.24	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	290	762	364	521	1009	532	136	731	721	105	697	668
V/C Ratio(X)	0.62	0.67	0.69	0.79	0.71	0.71	1.10	0.41	0.42	0.60	0.69	0.69
Avail Cap(c_a), veh/h	608	989	472	608	1009	532	136	731	721	136	697	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.81	0.81	0.81	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	42.5	42.7	48.2	37.5	37.6	50.0	6.6	7.1	54.6	30.3	30.8
Incr Delay (d2), s/veh	2.0	1.1	2.8	5.1	1.9	3.7	98.7	1.4	1.4	5.4	5.6	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.9	8.0	7.0	10.8	11.7	8.2	2.8	2.9	2.2	14.4	14.0
LnGrp Delay(d),s/veh	54.5	43.6	45.5	53.3	39.5	41.2	148.7	8.0	8.5	60.0	36.0	36.7
LnGrp LOS	D	D	D	D	D	D	F	A	A	E	D	D
Approach Vol, veh/h		944			1511			754			1011	
Approach Delay, s/veh		46.1			43.7			36.2			37.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	53.6	23.7	31.0	14.0	51.3	15.0	39.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	10.5	7.9	17.1	19.2	12.0	29.6	8.5	24.7
Green Ext Time (p_c), s	0.0	6.7	0.7	5.8	0.0	2.6	0.5	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	382	148	162	426	66	108	367	54	81	349	58
Future Volume (veh/h)	128	382	148	162	426	66	108	367	54	81	349	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	139	415	161	176	463	72	117	399	59	88	379	63
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	559	230	258	702	289	1279	1771	730	158	520	214
Arrive On Green	0.12	0.16	0.16	0.16	0.20	0.20	0.40	0.50	0.50	0.05	0.15	0.15
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	139	415	161	176	463	72	117	399	59	88	379	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	9.8	13.4	12.5	12.2	14.5	5.0	2.7	7.6	1.2	3.3	12.3	3.4
Cycle Q Clear(g_c), s	9.8	13.4	12.5	12.2	14.5	5.0	2.7	7.6	1.2	3.3	12.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	559	230	258	702	289	1279	1771	730	158	520	214
V/C Ratio(X)	0.72	0.74	0.70	0.68	0.66	0.25	0.09	0.23	0.08	0.56	0.73	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1279	1771	730	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	48.2	47.8	47.7	44.4	40.6	22.2	16.9	3.6	55.7	48.9	25.3
Incr Delay (d2), s/veh	3.7	2.0	3.2	3.1	1.2	0.4	0.0	0.3	0.2	4.2	8.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.7	5.3	5.8	7.2	2.0	1.2	3.8	0.5	1.5	6.6	1.6
LnGrp Delay(d),s/veh	54.8	50.2	51.0	50.8	45.5	41.0	22.2	17.2	3.9	59.9	57.6	28.8
LnGrp LOS	D	D	D	D	D	D	C	B	A	E	E	C
Approach Vol, veh/h		715			711			575			530	
Approach Delay, s/veh		51.2			46.4			16.8			54.5	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	64.1	23.0	23.0	52.4	21.6	18.1	27.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	9.6	14.2	15.4	4.7	14.3	11.8	16.5
Green Ext Time (p_c), s	0.0	2.2	2.8	1.5	0.8	1.4	0.4	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	6	46	258	43	108	69	169	91	34	348	48
Future Volume (veh/h)	11	6	46	258	43	108	69	169	91	34	348	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	12	7	50	280	47	117	75	184	99	37	378	52
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	116	90	311	448	351	97	970	760	44	919	781
Arrive On Green	0.01	0.06	0.06	0.19	0.24	0.24	0.05	0.52	0.52	0.05	0.99	0.99
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	12	7	50	280	47	117	75	184	99	37	378	52
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.7	0.3	3.0	15.1	1.8	6.0	3.8	4.7	3.1	2.0	0.4	0.0
Cycle Q Clear(g_c), s	0.7	0.3	3.0	15.1	1.8	6.0	3.8	4.7	3.1	2.0	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	116	90	311	448	351	97	970	760	44	919	781
V/C Ratio(X)	0.64	0.06	0.55	0.90	0.10	0.33	0.77	0.19	0.13	0.84	0.41	0.07
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	970	760	118	919	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	0.61	0.61	0.61	0.80	0.80	0.80
Uniform Delay (d), s/veh	44.3	39.7	41.0	35.6	26.6	28.2	42.0	11.5	11.1	42.4	0.3	0.3
Incr Delay (d2), s/veh	30.6	0.2	5.2	24.2	0.1	0.5	7.8	0.3	0.2	26.8	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.3	8.9	0.9	2.4	2.0	2.5	1.3	1.2	0.4	0.0
LnGrp Delay(d),s/veh	74.9	40.0	46.2	59.9	26.7	28.7	49.8	11.7	11.3	69.2	1.4	0.4
LnGrp LOS	E	D	D	E	C	C	D	B	B	E	A	A
Approach Vol, veh/h		69			444			358			467	
Approach Delay, s/veh		50.5			48.1			19.6			6.7	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	51.4	21.6	10.1	9.4	48.9	5.5	26.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	4.0	6.7	17.1	5.0	5.8	2.4	2.7	8.0
Green Ext Time (p_c), s	0.0	2.6	0.0	0.6	0.0	2.6	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	210	13	73	352	32	8	239	69	51	22	46
Future Volume (veh/h)	25	210	13	73	352	32	8	239	69	51	22	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	27	228	14	79	383	35	9	260	75	55	24	50
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	395	24	100	510	46	15	1082	847	69	1143	895
Arrive On Green	0.01	0.04	0.04	0.06	0.16	0.16	0.01	0.58	0.58	0.04	0.61	0.61
Sat Flow, veh/h	1634	3389	207	1634	3281	298	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	27	118	124	79	206	212	9	260	75	55	24	50
Grp Sat Flow(s),veh/h/ln	1634	1770	1826	1634	1770	1810	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.5	5.9	6.0	4.3	10.0	10.1	0.5	6.1	2.0	3.0	0.5	1.2
Cycle Q Clear(g_c), s	1.5	5.9	6.0	4.3	10.0	10.1	0.5	6.1	2.0	3.0	0.5	1.2
Prop In Lane	1.00		0.11	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	206	213	100	275	282	15	1082	847	69	1143	895
V/C Ratio(X)	0.76	0.57	0.58	0.79	0.75	0.75	0.62	0.24	0.09	0.80	0.02	0.06
Avail Cap(c_a), veh/h	118	383	396	209	482	493	118	1082	847	209	1143	895
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.4	41.1	41.1	41.7	36.3	36.4	44.4	9.2	8.3	42.7	6.8	7.0
Incr Delay (d2), s/veh	27.1	2.5	2.5	13.2	4.0	4.1	35.3	0.5	0.2	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.1	3.2	2.3	5.2	5.4	0.4	3.3	0.9	1.4	0.2	0.5
LnGrp Delay(d),s/veh	71.6	43.6	43.6	54.9	40.3	40.4	79.7	9.7	8.5	44.8	6.8	7.0
LnGrp LOS	E	D	D	D	D	D	E	A	A	D	A	A
Approach Vol, veh/h		269			497			344			129	
Approach Delay, s/veh		46.4			42.7			11.3			23.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	56.8	10.0	15.0	5.3	59.7	6.5	18.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	5.0	8.1	6.3	8.0	2.5	3.2	3.5	12.1
Green Ext Time (p_c), s	0.0	1.4	0.1	1.8	0.0	1.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	96	343	364	275	57	147	374	141	33	920	63
Future Volume (veh/h)	33	96	343	364	275	57	147	374	141	33	920	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	104	373	396	299	62	160	407	153	36	1000	68
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	457	409	177	953	195	203	1155	429	70	1264	86
Arrive On Green	0.04	0.26	0.24	0.11	0.33	0.31	0.25	0.91	0.91	0.09	0.75	0.75
Sat Flow, veh/h	1634	1770	1583	1634	2928	599	1634	2527	939	1634	3363	229
Grp Volume(v), veh/h	36	104	373	396	179	182	160	284	276	36	526	542
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1757	1634	1770	1697	1634	1770	1822
Q Serve(g_s), s	2.6	5.6	27.5	13.0	9.1	9.4	11.0	2.4	2.5	2.5	21.9	21.9
Cycle Q Clear(g_c), s	2.6	5.6	27.5	13.0	9.1	9.4	11.0	2.4	2.5	2.5	21.9	21.9
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.55	1.00		0.13
Lane Grp Cap(c), veh/h	67	457	409	177	576	572	203	809	775	70	665	685
V/C Ratio(X)	0.54	0.23	0.91	2.24	0.31	0.32	0.79	0.35	0.36	0.51	0.79	0.79
Avail Cap(c_a), veh/h	144	457	409	177	576	572	204	809	775	82	665	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.80	0.80	0.80
Uniform Delay (d), s/veh	56.4	35.1	44.0	53.5	30.4	30.7	43.6	2.9	2.9	53.6	12.0	12.0
Incr Delay (d2), s/veh	6.5	0.3	24.3	574.5	0.3	0.3	17.5	1.1	1.2	4.6	7.6	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.7	14.8	34.1	4.5	4.6	5.9	1.4	1.3	1.2	11.6	11.9
LnGrp Delay(d),s/veh	63.0	35.3	68.4	628.0	30.7	31.0	61.1	4.1	4.1	58.2	19.7	19.5
LnGrp LOS	E	D	E	F	C	C	E	A	A	E	B	B
Approach Vol, veh/h		513			757			720			1104	
Approach Delay, s/veh		61.3			343.2			16.8			20.8	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	58.8	17.0	35.0	18.9	49.1	8.9	43.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.5	4.5	15.0	29.5	13.0	23.9	4.6	11.4
Green Ext Time (p_c), s	0.0	7.7	0.0	0.0	0.0	6.5	0.0	2.7

Intersection Summary		
HCM 2010 Ctrl Delay		105.5
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Future Vol, veh/h	0	22	263	127	0	23	404	23	0	109	23	26	0	80	183	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	286	138	0	25	439	25	0	118	25	28	0	87	199	192
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.4	21.1	18.2	69.7
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	22	175	215	23	269	158	440
LT Vol	109	22	0	0	23	0	0	80
Through Vol	23	0	175	88	0	269	135	183
RT Vol	26	0	0	127	0	0	23	177
Lane Flow Rate	172	24	191	233	25	293	171	478
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.427	0.058	0.433	0.503	0.06	0.657	0.38	1
Departure Headway (Hd)	8.948	8.712	8.188	7.754	8.602	8.079	7.972	7.78
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	412	440	464	418	448	451	469
Service Time	6.648	6.442	5.943	5.53	6.332	5.833	5.731	5.488
HCM Lane V/C Ratio	0.425	0.058	0.434	0.502	0.06	0.654	0.379	1.019
HCM Control Delay	18.2	12	17.1	18.2	11.9	25.1	15.6	69.7
HCM Lane LOS	C	B	C	C	B	D	C	F
HCM 95th-tile Q	2.1	0.2	2.1	2.8	0.2	4.6	1.8	13.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	97	51	186	174	46	78	764	141	53	847	51
Future Volume (veh/h)	39	97	51	186	174	46	78	764	141	53	847	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	105	55	202	189	50	85	830	153	58	921	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	177	138	142	253	198	132	1896	350	82	2052	123
Arrive On Green	0.05	0.09	0.09	0.09	0.14	0.14	0.08	0.64	0.62	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2985	550	1634	3394	203
Grp Volume(v), veh/h	42	105	55	202	189	50	85	492	491	58	480	496
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1766	1634	1770	1827
Q Serve(g_s), s	3.0	6.5	4.3	10.4	11.7	3.7	6.1	16.9	17.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	3.0	6.5	4.3	10.4	11.7	3.7	6.1	16.9	17.0	4.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	75	177	138	142	253	198	132	1124	1122	82	1070	1104
V/C Ratio(X)	0.56	0.59	0.40	1.43	0.75	0.25	0.64	0.44	0.44	0.71	0.45	0.45
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1124	1122	82	1070	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.45	0.45	0.45
Uniform Delay (d), s/veh	56.1	52.1	51.1	54.8	49.9	46.4	53.5	11.1	11.3	53.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.2	1.8	227.7	5.1	0.7	4.4	1.1	1.1	12.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	1.8	13.6	6.4	1.5	2.9	8.5	8.6	2.1	0.2	0.2
LnGrp Delay(d),s/veh	62.5	55.3	52.9	282.5	55.0	47.1	57.9	12.1	12.3	65.3	0.6	0.6
LnGrp LOS	E	E	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		202			441			1068			1034	
Approach Delay, s/veh		56.2			158.3			15.9			4.2	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.2	14.4	15.4	13.7	76.5	9.5	20.3
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.1	19.0	12.4	8.5	8.1	2.0	5.0	13.7
Green Ext Time (p_c), s	0.0	10.1	0.0	1.0	0.1	10.2	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	114	155	93	104	87	238	801	139	197	880	111
Future Volume (veh/h)	45	114	155	93	104	87	238	801	139	197	880	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	124	168	101	113	95	259	871	151	214	957	121
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
Arrive On Green	0.05	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	49	124	168	101	113	95	259	871	151	214	957	121
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.2	23.6	5.8
Cycle Q Clear(g_c), s	3.5	3.7	13.2	7.0	3.3	7.0	18.5	19.8	7.0	15.2	23.6	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	552	228	95	568	234	300	1748	720	259	1660	684
V/C Ratio(X)	0.56	0.22	0.74	1.06	0.20	0.41	0.86	0.50	0.21	0.83	0.58	0.18
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1748	720	259	1660	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	55.4	44.3	48.3	56.5	43.7	45.2	47.6	20.4	17.1	48.9	23.2	18.5
Incr Delay (d2), s/veh	5.4	0.2	4.6	97.0	0.1	0.9	22.2	1.0	0.7	12.0	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	5.6	5.7	1.6	2.9	10.2	9.9	2.9	7.8	11.8	2.4
LnGrp Delay(d),s/veh	60.8	44.5	52.9	154.3	43.8	46.1	69.7	21.4	17.8	60.9	24.0	18.8
LnGrp LOS	E	D	D	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		341			309			1281			1292	
Approach Delay, s/veh		51.0			80.6			30.7			29.6	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	63.3	11.0	22.7	26.0	60.3	10.5	23.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.2	21.8	9.0	15.2	20.5	25.6	5.5	9.0
Green Ext Time (p_c), s	0.0	11.2	0.0	1.5	0.0	9.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	122	107	97	257	85	265	733	112	74	873	148
Future Volume (veh/h)	39	122	107	97	257	85	265	733	112	74	873	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	133	116	105	279	92	288	797	122	80	949	161
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	230	186	82	443	183	123	822	643	412	2188	902
Arrive On Green	0.05	0.12	0.11	0.05	0.13	0.13	0.15	0.88	0.88	0.25	0.62	0.62
Sat Flow, veh/h	1634	1863	1504	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	42	126	123	105	279	92	288	797	122	80	949	161
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	3.0	8.0	8.9	6.0	9.0	4.2	9.0	41.9	1.0	4.6	16.8	5.7
Cycle Q Clear(g_c), s	3.0	8.0	8.9	6.0	9.0	4.2	9.0	41.9	1.0	4.6	16.8	5.7
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	218	197	82	443	183	123	822	643	412	2188	902
V/C Ratio(X)	0.53	0.58	0.63	1.29	0.63	0.50	2.35	0.97	0.19	0.19	0.43	0.18
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	412	2188	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.90	0.90	0.90	0.59	0.59	0.59	0.78	0.78	0.78
Uniform Delay (d), s/veh	55.8	49.6	50.9	57.0	49.8	17.5	51.0	6.4	2.2	35.3	11.9	9.8
Incr Delay (d2), s/veh	4.9	2.1	2.9	189.1	1.3	1.9	622.3	17.9	0.4	0.2	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	4.1	7.0	4.5	1.8	25.2	23.1	0.4	2.1	8.3	2.4
LnGrp Delay(d),s/veh	60.7	51.8	53.8	246.1	51.2	19.4	673.3	24.4	2.5	35.5	12.4	10.2
LnGrp LOS	E	D	D	F	D	B	F	C	A	D	B	B
Approach Vol, veh/h		291			476			1207			1190	
Approach Delay, s/veh		53.9			88.1			177.0			13.7	
Approach LOS		D			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	54.8	10.0	18.8	13.0	78.2	9.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.6	43.9	8.0	10.9	11.0	18.8	5.0	11.0
Green Ext Time (p_c), s	3.7	2.8	0.0	1.9	0.0	5.9	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	90.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	172	49	116	242	104	170	359	78	329	666	138
Future Volume (veh/h)	48	172	49	116	242	104	170	359	78	329	666	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	187	53	126	263	113	185	390	85	358	724	150
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	319	132	174	500	206	230	1604	661	354	1872	771
Arrive On Green	0.06	0.09	0.09	0.11	0.14	0.14	0.28	0.91	0.91	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	52	187	53	126	263	113	185	390	85	358	724	150
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	6.1	3.0	9.0	8.3	8.7	12.6	1.6	0.5	26.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	6.1	3.0	9.0	8.3	8.7	12.6	1.6	0.5	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	319	132	174	500	206	230	1604	661	354	1872	771
V/C Ratio(X)	0.34	0.59	0.40	0.72	0.53	0.55	0.80	0.24	0.13	1.01	0.39	0.19
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1604	661	354	1872	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.71	0.71	0.71	0.95	0.95	0.95	0.27	0.27	0.27
Uniform Delay (d), s/veh	53.2	52.4	27.9	51.9	47.8	48.0	41.6	3.2	1.2	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	1.9	9.7	0.6	1.6	8.8	0.3	0.4	27.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.1	1.3	4.5	4.1	3.6	6.2	0.8	0.2	14.3	0.0	0.0
LnGrp Delay(d),s/veh	54.5	54.0	29.7	61.6	48.4	49.6	50.4	3.5	1.6	61.6	0.2	0.2
LnGrp LOS	D	D	C	E	D	D	D	A	A	F	A	A
Approach Vol, veh/h		292			502			660			1232	
Approach Delay, s/veh		49.7			52.0			16.4			18.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	58.4	16.8	14.8	20.9	67.5	10.7	21.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	3.6	11.0	8.1	14.6	2.0	5.7	10.7
Green Ext Time (p_c), s	0.0	6.5	0.0	0.7	0.3	6.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	418	133	97	287	87	89	894	85	212	1879	537
Future Volume (veh/h)	221	418	133	97	287	87	89	894	85	212	1879	537
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	240	454	145	105	312	95	97	972	92	230	2042	584
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	677	279	205	524	216	144	2572	243	109	1850	762
Arrive On Green	0.11	0.19	0.19	0.06	0.15	0.15	0.09	0.54	0.54	0.07	0.52	0.52
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4728	446	1634	3539	1458
Grp Volume(v), veh/h	240	454	145	105	312	95	97	696	368	230	2042	584
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1784	1634	1770	1458
Q Serve(g_s), s	8.8	14.3	10.7	3.8	9.9	7.1	6.9	14.1	14.2	8.0	62.7	38.3
Cycle Q Clear(g_c), s	8.8	14.3	10.7	3.8	9.9	7.1	6.9	14.1	14.2	8.0	62.7	38.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	342	677	279	205	524	216	144	1844	970	109	1850	762
V/C Ratio(X)	0.70	0.67	0.52	0.51	0.60	0.44	0.67	0.38	0.38	2.11	1.10	0.77
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1844	970	109	1850	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.93	0.93	0.93	0.76	0.76	0.76
Uniform Delay (d), s/veh	51.6	45.0	43.6	54.3	47.8	46.6	53.1	15.7	15.7	56.0	28.6	22.8
Incr Delay (d2), s/veh	3.6	0.9	1.2	2.0	1.1	1.4	10.2	0.6	1.1	523.0	53.6	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.1	4.4	1.7	4.9	3.0	3.5	6.7	7.2	19.4	44.1	16.5
LnGrp Delay(d),s/veh	55.3	45.9	44.8	56.2	48.9	48.0	63.2	16.3	16.8	579.0	82.2	28.4
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	C
Approach Vol, veh/h		839			512			1161			2856	
Approach Delay, s/veh		48.4			50.2			20.3			111.2	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.3	11.8	26.9	14.6	66.7	17.0	21.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.3	16.2	5.8	16.3	8.9	64.7	10.8	11.9
Green Ext Time (p_c), s	0.0	25.7	0.1	3.8	0.0	0.0	0.2	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	75.9
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	16	49	0	11	24	1685	118	25	1482	43
Future Volume (veh/h)	56	0	16	49	0	11	24	1685	118	25	1482	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	0	17	53	0	12	26	1832	128	27	1611	47
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
Arrive On Green	0.06	0.00	0.05	0.06	0.00	0.03	0.04	0.72	0.72	0.04	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	61	0	17	53	0	12	26	1832	128	27	1611	47
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.5	1.3	1.9	15.3	1.1
Cycle Q Clear(g_c), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.5	1.3	1.9	15.3	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
V/C Ratio(X)	0.62	0.00	0.25	0.54	0.00	0.17	0.44	0.71	0.12	0.45	0.44	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2564	1057	82	3687	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	41.1	54.8	0.0	55.9	56.7	9.4	0.9	56.6	6.6	4.7
Incr Delay (d2), s/veh	6.2	0.0	2.0	4.6	0.0	1.1	5.1	1.7	0.2	5.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	1.8	0.0	0.4	0.9	17.7	0.6	1.0	7.1	0.5
LnGrp Delay(d),s/veh	61.2	0.0	43.1	59.4	0.0	57.0	61.8	11.2	1.1	61.9	7.0	4.8
LnGrp LOS	E		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		78			65			1986			1685	
Approach Delay, s/veh		57.2			59.0			11.2			7.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	90.9	11.2	9.5	8.3	91.0	11.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	37.5	5.8	3.2	3.9	17.3	6.4	2.9
Green Ext Time (p_c), s	0.0	14.4	0.0	0.0	0.0	28.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	191	1524	107	86	1140
Future Volume (veh/h)	392	191	1524	107	86	1140
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	426	208	1657	116	93	1239
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2316	954	133	2722
Arrive On Green	0.16	0.16	0.65	0.65	0.16	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	426	208	1657	116	93	1239
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	16.7	36.5	3.6	6.5	0.0
Cycle Q Clear(g_c), s	19.7	16.7	36.5	3.6	6.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2316	954	133	2722
V/C Ratio(X)	1.59	0.87	0.72	0.12	0.70	0.46
Avail Cap(c_a), veh/h	268	239	2316	954	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.73	0.73	1.00	1.00	0.77	0.77
Uniform Delay (d), s/veh	50.2	48.9	13.5	7.8	48.8	0.0
Incr Delay (d2), s/veh	277.3	21.3	1.9	0.3	9.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	8.1	18.3	1.5	3.2	0.2
LnGrp Delay(d),s/veh	327.4	70.1	15.4	8.1	57.9	0.4
LnGrp LOS	F	E	B	A	E	A
Approach Vol, veh/h	634		1773			1332
Approach Delay, s/veh	243.0		14.9			4.4
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.8	82.5				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	8.5	38.5				2.0		21.7
Green Ext Time (p_c), s	0.0	23.0				33.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	67	179	124	101	102	73	457	29	55	910	43
Future Volume (veh/h)	102	67	179	124	101	102	73	457	29	55	910	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	111	73	195	135	110	111	79	497	32	60	989	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	87	233	144	136	137	123	1767	113	100	1753	83
Arrive On Green	0.12	0.19	0.18	0.09	0.16	0.15	0.15	1.00	1.00	0.12	1.00	0.99
Sat Flow, veh/h	1634	450	1201	1634	852	859	1634	3377	217	1634	3440	163
Grp Volume(v), veh/h	111	0	268	135	0	221	79	260	269	60	509	527
Grp Sat Flow(s),veh/h/ln	1634	0	1651	1634	0	1711	1634	1770	1824	1634	1770	1834
Q Serve(g_s), s	7.7	0.0	18.8	9.9	0.0	15.0	5.5	0.0	0.0	4.2	0.0	0.1
Cycle Q Clear(g_c), s	7.7	0.0	18.8	9.9	0.0	15.0	5.5	0.0	0.0	4.2	0.0	0.1
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	200	0	320	144	0	273	123	926	954	100	902	934
V/C Ratio(X)	0.55	0.00	0.84	0.94	0.00	0.81	0.64	0.28	0.28	0.60	0.56	0.56
Avail Cap(c_a), veh/h	200	0	418	144	0	379	218	926	954	163	902	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	0.91	0.91	0.91	0.88	0.88	0.88
Uniform Delay (d), s/veh	49.5	0.0	47.2	54.4	0.0	49.1	49.5	0.0	0.0	51.2	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	10.5	55.6	0.0	8.8	5.1	0.7	0.7	5.0	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	9.5	6.7	0.0	7.7	2.6	0.2	0.2	2.0	0.6	0.6
LnGrp Delay(d),s/veh	52.6	0.0	57.6	110.0	0.0	57.9	54.6	0.7	0.7	56.2	2.3	2.2
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		379			356			608			1096	
Approach Delay, s/veh		56.2			77.7			7.7			5.2	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	66.8	14.6	27.3	13.0	65.1	18.7	23.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	9.2	2.0	11.9	20.8	7.5	2.1	9.7	17.0
Green Ext Time (p_c), s	0.0	7.1	0.0	0.8	0.1	7.0	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	56	2	653	0	279	697	0	0	0	1043	692
Future Vol, veh/h	0	0	0	0	0	56	2	653	0	279	697	0	0	0	1043	692
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	61	2	710	0	303	758	0	0	0	1134	752
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66	59.1	68.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	697	58	653	1043	692
LT Vol	279	0	56	0	0	0
Through Vol	0	697	2	0	1043	0
RT Vol	0	0	0	653	0	692
Lane Flow Rate	303	758	63	710	1134	752
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.716	1	0.159	1	1	1
Departure Headway (Hd)	8.5	8	9.081	7.899	7.871	7.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	462	393	461	476	511
Service Time	6.218	5.718	6.869	5.687	5.61	4.911
HCM Lane V/C Ratio	0.708	1.641	0.16	1.54	2.382	1.472
HCM Control Delay	29.9	70.8	13.6	70.6	70.3	66.9
HCM Lane LOS	D	F	B	F	F	F
HCM 95th-tile Q	5.5	13	0.6	13	13.1	13.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	531	195	375	147	550	0	0	736	216
Future Volume (veh/h)	0	0	0	531	195	375	147	550	0	0	736	216
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				577	212	408	160	598	0	0	800	235
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1026	585	458	537	2163	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				577	212	408	160	598	0	0	800	235
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.7	10.6	32.0	5.3	9.5	0.0	0.0	9.5	5.5
Cycle Q Clear(g_c), s				17.7	10.6	32.0	5.3	9.5	0.0	0.0	9.5	5.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1026	585	458	537	2163	0	0	1430	589
V/C Ratio(X)				0.56	0.36	0.89	0.30	0.28	0.00	0.00	0.56	0.40
Avail Cap(c_a), veh/h				1185	675	529	537	2163	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.35	0.35	0.35	0.95	0.95	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				34.3	31.9	39.2	43.6	10.9	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.2	0.1	6.4	0.3	0.3	0.0	0.0	1.2	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	5.4	13.7	2.3	4.7	0.0	0.0	4.7	2.3
LnGrp Delay(d),s/veh				34.5	32.0	45.6	43.9	11.2	0.0	0.0	9.0	8.9
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1197			758			1035	
Approach Delay, s/veh					37.8			18.1			8.9	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.8			24.8	53.0		42.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.5			7.3	11.5		34.0
Green Ext Time (p_c), s		3.4			2.0	4.9		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	261	466	185	331	839	0	0	1660	645
Future Volume (veh/h)	0	0	0	261	466	185	331	839	0	0	1660	645
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				284	507	201	360	912	0	0	1804	701
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				591	660	272	340	2644	0	0	1788	737
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				284	507	201	360	912	0	0	1804	701
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Cycle Q Clear(g_c), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				591	660	272	340	2644	0	0	1788	737
V/C Ratio(X)				0.48	0.77	0.74	1.06	0.34	0.00	0.00	1.01	0.95
Avail Cap(c_a), veh/h				822	917	378	340	2644	0	0	1788	737
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.81	0.81	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.6	46.4	46.1	43.4	0.1	0.0	0.0	29.7	28.3
Incr Delay (d2), s/veh				0.6	2.6	4.8	59.9	0.3	0.0	0.0	8.7	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.2	6.7	16.9	0.2	0.0	0.0	31.7	22.8
LnGrp Delay(d),s/veh				44.2	49.0	50.9	103.3	0.4	0.0	0.0	38.4	32.0
LnGrp LOS				D	D	D	F	A			F	C
Approach Vol, veh/h					992			1272			2505	
Approach Delay, s/veh					48.0			29.5			36.6	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			29.0	64.6		26.4
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.3			27.0	62.6		18.3
Green Ext Time (p_c), s		41.6			0.0	0.0		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		37.1
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1	88	0	0	0	0	563	109	441	373	0
Future Volume (veh/h)	206	1	88	0	0	0	0	563	109	441	373	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	1	96				0	612	118	479	405	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	267	1	220				0	733	574	499	1395	0
Arrive On Green	0.15	0.15	0.15				0.00	0.39	0.39	0.31	0.75	0.00
Sat Flow, veh/h	1767	8	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	225	0	96				0	612	118	479	405	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	11.1	0.0	5.4				0.0	26.7	4.8	25.9	6.3	0.0
Cycle Q Clear(g_c), s	11.1	0.0	5.4				0.0	26.7	4.8	25.9	6.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	268	0	220				0	733	574	499	1395	0
V/C Ratio(X)	0.84	0.00	0.44				0.00	0.84	0.21	0.96	0.29	0.00
Avail Cap(c_a), veh/h	355	0	292				0	733	574	499	1395	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	0.0	34.7				0.0	24.7	18.0	30.7	3.6	0.0
Incr Delay (d2), s/veh	12.7	0.0	1.4				0.0	10.9	0.8	30.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	2.2				0.0	15.8	2.1	15.9	3.4	0.0
LnGrp Delay(d),s/veh	49.8	0.0	36.1				0.0	35.5	18.8	60.8	4.2	0.0
LnGrp LOS	D		D					D	B	E	A	
Approach Vol, veh/h		321						730			884	
Approach Delay, s/veh		45.7						32.8			34.9	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.0	39.9		18.1		71.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	27.9	28.7		13.1		8.3		
Green Ext Time (p_c), s	0.0	1.1		0.5		4.9		

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	116	219	0	0	0	0	606	481	338	900	0
Future Volume (veh/h)	184	116	219	0	0	0	0	606	481	338	900	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	200	126	238				0	659	523	367	978	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	316	685	282				0	2842	815	468	2619	0
Arrive On Green	0.19	0.19	0.19				0.00	0.56	0.56	0.30	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	200	126	238				0	659	523	367	978	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	13.5	3.6	18.9				0.0	7.9	29.6	12.7	0.0	0.0
Cycle Q Clear(g_c), s	13.5	3.6	18.9				0.0	7.9	29.6	12.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	685	282				0	2842	815	468	2619	0
V/C Ratio(X)	0.63	0.18	0.84				0.00	0.23	0.64	0.78	0.37	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2842	815	660	2619	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	44.5	40.5	46.6				0.0	13.4	18.2	40.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	10.8				0.0	0.2	3.9	3.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.8	8.5				0.0	3.7	12.8	5.7	0.1	0.0
LnGrp Delay(d),s/veh	46.6	40.6	57.5				0.0	13.6	22.1	43.9	0.3	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		564						1182			1345	
Approach Delay, s/veh		49.8						17.3			12.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.7	71.1		27.2		92.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.7	31.6		20.9		2.0		
Green Ext Time (p_c), s	1.0	9.3		1.7		15.2		

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	461	124	0	0	0	0	849	519	764	1253	0
Future Volume (veh/h)	172	461	124	0	0	0	0	849	519	764	1253	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	187	501	135				0	923	564	830	1362	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	531	593	244				0	1708	704	792	2710	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	187	501	135				0	923	564	830	1362	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	531	593	244				0	1708	704	792	2710	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.54	0.80	1.05	0.50	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1708	704	792	2710	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.83	0.83	0.83				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.2	48.4	45.8				0.0	21.7	26.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.0	1.7				0.0	1.2	9.4	25.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	4.2				0.0	10.9	17.5	15.8	0.0	0.0
LnGrp Delay(d),s/veh	44.5	56.5	47.5				0.0	23.0	35.6	55.1	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		823						1487			2192	
Approach Delay, s/veh		52.3						27.7			20.9	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.9		24.1		95.9		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	41.2		18.5		2.0		
Green Ext Time (p_c), s	0.0	10.1		1.0		28.0		

Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	24	102	77	27	77
Future Vol, veh/h	66	24	102	77	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	26	111	84	29	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	942	-	-	1479	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1479	-
HCM Lane V/C Ratio	-	-	0.127	0.02	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	83	27	0	66	0	34
Future Vol, veh/h	83	27	0	66	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	29	0	72	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	177	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	813	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	813	949
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1468	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	9	248	15	0	282
Future Vol, veh/h	0	9	248	15	0	282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	270	16	0	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	585	278	0	0	286	0
Stage 1	278	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	473	761	-	-	1276	-
Stage 1	769	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	761	-	-	1276	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	761	1276	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	370	298	32	0	24
Future Vol, veh/h	0	370	298	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	402	324	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	359	0	-	0	743	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1200	-	-	-	383	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1200	-	-	-	383	701
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1200	-	-	-	701
HCM Lane V/C Ratio	-	-	-	-	0.037
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	33	235	113	127	252
Future Vol, veh/h	26	33	235	113	127	252
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	255	123	138	274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	805	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	352	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	784	-	-	1310	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	315	784	1310	-
HCM Lane V/C Ratio	-	-	0.09	0.046	0.105	-
HCM Control Delay (s)	-	-	17.6	9.8	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	34	314	125	127	238
Future Vol, veh/h	30	34	314	125	127	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	341	136	138	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	876	341	0	0	341	0
Stage 1	341	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	319	701	-	-	1218	-
Stage 1	720	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	701	-	-	1218	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	283	701	1218	-
HCM Lane V/C Ratio	-	-	0.115	0.053	0.113	-
HCM Control Delay (s)	-	-	19.4	10.4	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	62	235	160	0	262
Future Vol, veh/h	0	62	235	160	0	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	255	174	0	285

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	540	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	503	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	784	-	-	1310	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	763	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	784	1310	-
HCM Lane V/C Ratio	-	-	-	0.086	-	-
HCM Control Delay (s)	-	-	0	10	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	111	151	155	87	30	32
Future Vol, veh/h	111	151	155	87	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	164	168	95	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	168	0	-	0	573	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	481	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	440	876
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1410	-	-	-	440	876
HCM Lane V/C Ratio	0.086	-	-	-	0.074	0.04
HCM Control Delay (s)	7.8	-	-	-	13.8	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	110	126	164	102	27	27
Future Vol, veh/h	110	126	164	102	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	137	178	111	29	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	178	0	-	0	554	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1398	-	-	-	493	865
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1398	-	-	-	451	865
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1398	-	-	-	451	865
HCM Lane V/C Ratio	0.086	-	-	-	0.065	0.034
HCM Control Delay (s)	7.8	-	-	-	13.5	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	81	128	197	78	15	18
Future Vol, veh/h	81	128	197	78	15	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	139	214	85	16	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	529	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1356	-	-	-	510	826
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	477	826
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1356	-	-	-	477	826
HCM Lane V/C Ratio	0.065	-	-	-	0.034	0.024
HCM Control Delay (s)	7.8	-	-	-	12.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

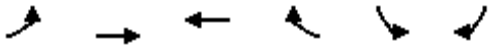
Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	131	56	71	112	20	25
Future Vol, veh/h	131	56	71	112	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	61	77	122	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	418	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1441	-	591	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	559	906
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	906	-	-	1441	-
HCM Lane V/C Ratio	0.039	0.03	-	-	0.054	-
HCM Control Delay (s)	11.7	9.1	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	191	210	0	266	58
Future Volume (veh/h)	0	191	210	0	266	58
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	208	228	0	289	63
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	353	353	0	2536	1167
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	208	228	0	289	63
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	6.7	7.4	0.0	2.4	1.1
Cycle Q Clear(g_c), s	0.0	6.7	7.4	0.0	2.4	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	353	353	0	2536	1167
V/C Ratio(X)	0.00	0.59	0.65	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2536	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.7	52.0	0.0	2.6	2.5
Incr Delay (d2), s/veh	0.0	1.6	1.4	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.7	0.0	1.1	0.5
LnGrp Delay(d),s/veh	0.0	53.2	53.3	0.0	2.7	2.6
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		208	228		352	
Approach Delay, s/veh		53.2	53.3		2.7	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.0		102.0		18.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				8.7		4.4		9.4
Green Ext Time (p_c), s				2.5		1.2		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	437	0	0	499	345	36	0	316	0	0	0
Future Volume (veh/h)	27	437	0	0	499	345	36	0	316	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	29	475	0	0	542	375	39	0	343			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	35	1341	0	0	1102	454	1676	0	771			
Arrive On Green	0.02	0.38	0.00	0.00	0.31	0.31	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	29	475	0	0	542	375	39	0	343			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.3	12.5	0.0	0.0	16.2	31.0	0.8	0.0	18.8			
Cycle Q Clear(g_c), s	2.3	12.5	0.0	0.0	16.2	31.0	0.8	0.0	18.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	35	1341	0	0	1102	454	1676	0	771			
V/C Ratio(X)	0.83	0.35	0.00	0.00	0.49	0.83	0.02	0.00	0.44			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1676	0	771			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.16	0.16	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	29.0	0.0	0.0	36.4	41.5	14.6	0.0	18.9			
Incr Delay (d2), s/veh	49.0	0.2	0.0	0.0	0.1	1.2	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.2	0.0	0.0	7.9	12.6	0.3	0.0	7.6			
LnGrp Delay(d),s/veh	112.3	29.1	0.0	0.0	36.5	42.7	14.6	0.0	19.3			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		504			917			382				
Approach Delay, s/veh		33.9			39.0			18.8				
Approach LOS		C			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		74.7		55.3			8.8	46.5
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		20.8		14.5			4.3	33.0
Green Ext Time (p_c), s		0.0		8.7			0.0	7.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	74	199	14	0	8	295	27	0	63	10	19	0	75	11	168
Future Vol, veh/h	0	74	199	14	0	8	295	27	0	63	10	19	0	75	11	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	216	15	0	9	321	29	0	68	11	21	0	82	12	183
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.4	12.6	11.2	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	83%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	17%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	74	133	80	8	197	125	75	7	172
LT Vol	63	0	74	0	0	8	0	0	75	0	0
Through Vol	0	10	0	133	66	0	197	98	0	7	4
RT Vol	0	19	0	0	14	0	0	27	0	0	168
Lane Flow Rate	68	32	80	144	87	9	214	136	82	8	187
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.059	0.161	0.268	0.16	0.017	0.392	0.244	0.167	0.015	0.32
Departure Headway (Hd)	7.694	6.735	7.208	6.703	6.58	7.111	6.607	6.455	7.369	6.868	6.18
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	528	495	534	542	501	541	553	484	518	578
Service Time	5.483	4.524	4.985	4.48	4.357	4.888	4.383	4.231	5.148	4.647	3.959
HCM Lane V/C Ratio	0.147	0.061	0.162	0.27	0.161	0.018	0.396	0.246	0.169	0.015	0.324
HCM Control Delay	11.8	10	11.4	11.9	10.6	10	13.6	11.3	11.6	9.8	11.9
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.1	0.6	0.1	1.9	1	0.6	0	1.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	370	288	33	0	30
Future Vol, veh/h	0	370	288	33	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	402	313	36	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	349	0	-	0	733	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1210	-	-	-	388	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1210	-	-	-	388	711
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1210	-	-	-	711
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	3	222	35	4	246
Future Vol, veh/h	39	3	222	35	4	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3	241	38	4	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	241	0	0	241	0
Stage 1	241	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	798	-	-	1326	-
Stage 1	799	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	516	798	-	-	1326	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	516	798	1326	-
HCM Lane V/C Ratio	-	-	0.082	0.004	0.003	-
HCM Control Delay (s)	-	-	12.6	9.5	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	33	35	21
Future Vol, veh/h	0	12	0	33	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	36	38	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	30	61	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	930	1038	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1038	1540	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1038	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	58	24	59	71	22	46
Future Vol, veh/h	58	24	59	71	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	26	64	77	24	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	103	0	0	141	0
Stage 1	103	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	952	-	-	1442	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1442	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	775	952	1442	-
HCM Lane V/C Ratio	-	-	0.081	0.027	0.017	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	38	116	118	65	55	28
Future Vol, veh/h	38	116	118	65	55	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	128	71	60	30

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	164	334	-	0	199	0
Stage 1	0	135	-	-	-	-
Stage 2	164	199	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	827	586	-	-	1373	-
Stage 1	-	-	-	-	-	-
Stage 2	865	736	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	0	-	-	1373	-
Mov Cap-2 Maneuver	791	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.8	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	791	-	-	1373	-
HCM Lane V/C Ratio	0.212	-	-	0.044	-
HCM Control Delay (s)	10.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	37	18	35	18	73	23	526	91	101	552	7
Future Volume (veh/h)	5	37	18	35	18	73	23	526	91	101	552	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	5	40	20	38	20	79	25	572	99	110	600	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	707	671	335	746	189	745	38	731	126	140	1091	15
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.02	0.24	0.24	0.09	0.30	0.30
Sat Flow, veh/h	1189	1173	586	1232	330	1303	1634	3019	521	1634	3576	48
Grp Volume(v), veh/h	5	0	60	38	0	99	25	335	336	110	297	311
Grp Sat Flow(s),veh/h/ln	1189	0	1759	1232	0	1633	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.2	0.0	1.8	1.7	0.0	3.3	1.8	21.2	21.3	7.9	16.8	16.8
Cycle Q Clear(g_c), s	3.6	0.0	1.8	3.5	0.0	3.3	1.8	21.2	21.3	7.9	16.8	16.8
Prop In Lane	1.00		0.33	1.00		0.80	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	707	0	1006	746	0	934	38	428	429	140	540	566
V/C Ratio(X)	0.01	0.00	0.06	0.05	0.00	0.11	0.66	0.78	0.78	0.78	0.55	0.55
Avail Cap(c_a), veh/h	707	0	1006	746	0	934	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	11.4	12.2	0.0	11.8	58.2	42.5	42.6	53.7	34.8	34.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	18.3	3.1	3.2	9.1	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.9	0.6	0.0	1.6	1.0	10.7	10.9	3.9	8.4	8.8
LnGrp Delay(d),s/veh	12.5	0.0	11.5	12.3	0.0	12.0	76.5	45.7	45.8	62.9	35.7	35.7
LnGrp LOS	B		B	B		B	E	D	D	E	D	D
Approach Vol, veh/h		65			137			696			718	
Approach Delay, s/veh		11.6			12.1			46.8			39.9	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	33.0		72.6	6.8	40.6		72.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	9.9	23.3		5.6	3.8	18.8		5.5
Green Ext Time (p_c), s	0.2	5.2		0.5	0.0	5.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	15	62	317	41	41
Future Vol, veh/h	232	15	62	317	41	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	252	16	67	345	45	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	268	0	739	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1296	-	385	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1296	-	360	779
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	1296	-
HCM Lane V/C Ratio	0.181	-	-	0.052	-
HCM Control Delay (s)	13.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	49.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	13	205	62	0	385	305	18	0	77	26	381
Future Vol, veh/h	0	13	205	62	0	385	305	18	0	77	26	381
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	14	223	67	0	418	332	20	0	84	28	414
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	20	67	44.5
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	5%	56%	0%	7%
Vol Thru, %	5%	73%	44%	0%	79%
Vol Right, %	79%	22%	0%	100%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	484	280	690	18	42
LT Vol	77	13	385	0	3
Through Vol	26	205	305	0	33
RT Vol	381	62	0	18	6
Lane Flow Rate	526	304	750	20	46
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.914	0.594	1	0.036	0.106
Departure Headway (Hd)	6.257	7.026	7.537	6.532	8.337
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	579	511	488	551	432
Service Time	4.312	5.101	5.241	4.236	6.337
HCM Lane V/C Ratio	0.908	0.595	1.537	0.036	0.106
HCM Control Delay	44.5	20	68.5	9.5	12.3
HCM Lane LOS	E	C	F	A	B
HCM 95th-tile Q	11.2	3.8	13.4	0.1	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	33	6
Future Vol, veh/h	0	3	33	6
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	36	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	30.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	274	384	459	51	57	196
Future Vol, veh/h	274	384	459	51	57	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	417	499	55	62	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	1540	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	1013	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1016	-	-	-	127	551
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	351	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1016	-	-	-	78	551
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	217	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	160.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1016	-	-	-	233
HCM Lane V/C Ratio	0.293	-	-	-	1.18
HCM Control Delay (s)	10	0	-	-	160.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	13.1

Intersection	
Int Delay, s/veh	40.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	0	21	8	122	0	786	10	108	1200	4
Future Vol, veh/h	0	21	0	21	8	122	0	786	10	108	1200	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	0	23	9	133	0	854	11	117	1304	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1973	2406	654	1758	2403	433	1309	0	0	865	0	0
Stage 1	1541	1541	-	860	860	-	-	-	-	-	-	-
Stage 2	432	865	-	898	1543	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	33	409	54	33	571	524	-	-	774	-	-
Stage 1	120	175	-	317	371	-	-	-	-	-	-	-
Stage 2	572	369	-	301	175	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	28	409	~ 16	28	571	524	-	-	774	-	-
Mov Cap-2 Maneuver	19	28	-	~ 16	28	-	-	-	-	-	-	-
Stage 1	120	149	-	317	371	-	-	-	-	-	-	-
Stage 2	429	369	-	216	149	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 313.1	$ 563.2	0	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	524	-	-	28	83	774	-	-
HCM Lane V/C Ratio	-	-	-	0.815	1.977	0.152	-	-
HCM Control Delay (s)	0	-	-	$ 313.1	$ 563.2	10.5	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	14.4	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	186	5	2	141	2	1
Future Vol, veh/h	186	5	2	141	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	5	2	153	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	363	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	636	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	635	836
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1363	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	120	0	1	151	0	1
Future Vol, veh/h	120	0	1	151	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	130	0	1	164	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	130	0	296	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1455	-	695	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	694	920
Mov Cap-2 Maneuver	-	-	-	-	694	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	862	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	1455	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	8.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	152	691	106	151	773	15	142	27	93	14	13	12
Future Vol, veh/h	152	691	106	151	773	15	142	27	93	14	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	165	751	115	164	840	16	154	29	101	15	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	857	0	0	866	0	0	2329	2324	809	2381	2374	848
Stage 1	-	-	-	-	-	-	1139	1139	-	1177	1177	-
Stage 2	-	-	-	-	-	-	1190	1185	-	1204	1197	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	783	-	-	777	-	-	~ 26	37	380	24	35	361
Stage 1	-	-	-	-	-	-	245	276	-	233	265	-
Stage 2	-	-	-	-	-	-	229	263	-	225	259	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	783	-	-	777	-	-	-	~ 13	380	-	~ 12	361
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 13	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	~ 143	161	-	136	158	-
Stage 2	-	-	-	-	-	-	~ 120	157	-	79	151	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	1.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	783	-	-	777	-	-	-
HCM Lane V/C Ratio	-	0.211	-	-	0.211	-	-	-
HCM Control Delay (s)	-	10.8	0	-	10.9	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	0.8	-	-	-

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

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	136	22	46	213	16	39
Future Vol, veh/h	136	22	46	213	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	24	50	232	17	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	172	0	492	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1405	-	536	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1405	-	514	885
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	731	-	-	1405	-
HCM Lane V/C Ratio	0.082	-	-	0.036	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	11	12	172	17	6
Future Vol, veh/h	113	11	12	172	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	12	13	187	18	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	342	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1449	-	654	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	647	921
Mov Cap-2 Maneuver	-	-	-	-	647	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1449	-
HCM Lane V/C Ratio	0.036	-	-	0.009	-
HCM Control Delay (s)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	0	4	250	4	18
Future Vol, veh/h	154	0	4	250	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	0	4	272	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	177	167	303	167
Stage 1	-	-	0	0	167	-
Stage 2	-	-	177	167	136	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	813	726	689	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	854	760	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	813	0	689	877
Mov Cap-2 Maneuver	-	-	813	0	689	-
Stage 1	-	-	-	0	863	-
Stage 2	-	-	854	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.7	9.4
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	836	-	-	813
HCM Lane V/C Ratio	0.029	-	-	0.34
HCM Control Delay (s)	9.4	-	-	11.7
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	9.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	153	57	127	160	140	187
Future Vol, veh/h	153	57	127	160	140	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	62	138	174	152	203

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	647	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1340	-	436	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1340	-	386	844
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	-	-	1340	-
HCM Lane V/C Ratio	0.635	-	-	0.103	-
HCM Control Delay (s)	21.9	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	55	126	164	374	295	129
Future Vol, veh/h	55	126	164	374	295	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	137	178	407	321	140

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1154	391	461	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	218	658	1100	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	658	1100	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.2	2.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1100	-	354	-	-
HCM Lane V/C Ratio	0.162	-	0.556	-	-
HCM Control Delay (s)	8.9	0	27.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.6	-	3.2	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	4	110	37	8	127
Future Vol, veh/h	36	4	110	37	8	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	120	40	9	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	295	140	0	0	160	0
Stage 1	140	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	696	908	-	-	1419	-
Stage 1	887	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	908	-	-	1419	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	708	1419	-
HCM Lane V/C Ratio	-	-	0.061	0.006	-
HCM Control Delay (s)	-	-	10.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	102	107	99
Demand Flow Rate, veh/h	91	105	110	101
Vehicles Circulating, veh/h	108	99	93	103
Vehicles Exiting, veh/h	96	104	106	101
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.5	4.6	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	105	110	101
Cap Entry Lane, veh/h	1014	1023	1030	1019
Entry HV Adj Factor	0.981	0.974	0.975	0.982
Flow Entry, veh/h	89	102	107	99
Cap Entry, veh/h	995	996	1003	1000
V/C Ratio	0.090	0.103	0.107	0.099
Control Delay, s/veh	4.4	4.5	4.6	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	74	54	50	31
Demand Flow Rate, veh/h	76	55	51	31
Vehicles Circulating, veh/h	23	70	49	87
Vehicles Exiting, veh/h	95	30	50	38
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	3.9	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	76	55	51	31
Cap Entry Lane, veh/h	1104	1054	1076	1036
Entry HV Adj Factor	0.980	0.984	0.975	0.990
Flow Entry, veh/h	74	54	50	31
Cap Entry, veh/h	1081	1036	1048	1025
V/C Ratio	0.069	0.052	0.047	0.030
Control Delay, s/veh	3.9	3.9	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	58	24	14	39
Demand Flow Rate, veh/h	59	24	14	39
Vehicles Circulating, veh/h	42	15	65	32
Vehicles Exiting, veh/h	29	64	36	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	59	24	14	39
Cap Entry Lane, veh/h	1083	1113	1059	1094
Entry HV Adj Factor	0.986	0.983	0.994	0.991
Flow Entry, veh/h	58	24	14	39
Cap Entry, veh/h	1068	1093	1052	1084
V/C Ratio	0.054	0.022	0.013	0.036
Control Delay, s/veh	3.8	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	9	71	42	222	190	5
Future Vol, veh/h	9	71	42	222	190	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	77	46	241	207	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	421	106	212	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	561	928	1356	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	539	928	1356	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	858	-	-
HCM Lane V/C Ratio	0.034	-	0.101	-	-
HCM Control Delay (s)	7.7	0.1	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	133	447	50	69	317
Future Vol, veh/h	79	133	447	50	69	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	145	486	54	75	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	981	486	0	0	486	0
Stage 1	486	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	277	581	-	-	1077	-
Stage 1	618	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	253	581	-	-	1077	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	253	581	1077	-
HCM Lane V/C Ratio	-	-	0.339	0.249	0.07	-
HCM Control Delay (s)	-	-	26.4	13.2	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.4	1	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	23	7	130	26	5	149
Future Vol, veh/h	23	7	130	26	5	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	141	28	5	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	328	155	0	0	170	0
Stage 1	155	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	666	891	-	-	1407	-
Stage 1	873	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	891	-	-	1407	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	705	1407	-
HCM Lane V/C Ratio	-	-	0.046	0.004	-
HCM Control Delay (s)	-	-	10.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Future Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	4	0	0	0	3	12	0	1	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	85%	0%	20%
Vol Thru, %	96%	15%	21%	40%
Vol Right, %	0%	0%	79%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	26	14	50
LT Vol	1	22	0	10
Through Vol	24	4	3	20
RT Vol	0	0	11	20
Lane Flow Rate	27	28	15	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.015	0.058
Departure Headway (Hd)	4.059	4.256	3.624	3.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	840	983	935
Service Time	2.085	2.29	1.664	1.854
HCM Lane V/C Ratio	0.031	0.033	0.015	0.058
HCM Control Delay	7.2	7.4	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	20
Future Vol, veh/h	0	10	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	26	40	45
Demand Flow Rate, veh/h	9	26	41	46
Vehicles Circulating, veh/h	47	40	22	9
Vehicles Exiting, veh/h	8	23	34	57
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	26	41	46
Cap Entry Lane, veh/h	1078	1086	1105	1120
Entry HV Adj Factor	0.991	0.998	0.983	0.988
Flow Entry, veh/h	9	26	40	45
Cap Entry, veh/h	1068	1082	1086	1106
V/C Ratio	0.008	0.024	0.037	0.041
Control Delay, s/veh	3.4	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	20	32	5	20	12
Future Vol, veh/h	6	20	32	5	20	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	35	5	22	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	78	48
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	925	1021
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	913	1013
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	948
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	15	53	0	53	7	20	0	27	188	81
Future Vol, veh/h	0	5	15	53	0	53	7	20	0	27	188	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	58	0	58	8	22	0	29	204	88
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	9.4	10	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	22%	0%	26%	0%	100%	96%
Vol Right, %	0%	0%	56%	0%	78%	0%	74%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	125	144	5	68	53	27	25	155	81
LT Vol	27	0	0	5	0	53	0	25	0	0
Through Vol	0	125	63	0	15	0	7	0	155	78
RT Vol	0	0	81	0	53	0	20	0	0	3
Lane Flow Rate	29	136	156	5	74	58	29	27	169	88
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.051	0.218	0.233	0.01	0.121	0.11	0.048	0.048	0.273	0.141
Departure Headway (Hd)	6.271	5.768	5.371	6.927	5.88	6.886	5.867	6.319	5.816	5.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	624	670	517	610	521	610	568	620	621
Service Time	3.995	3.492	3.095	4.66	3.613	4.62	3.601	4.045	3.541	3.515
HCM Lane V/C Ratio	0.051	0.218	0.233	0.01	0.121	0.111	0.048	0.048	0.273	0.142
HCM Control Delay	9.3	10.1	9.7	9.7	9.4	10.5	8.9	9.4	10.7	9.5
HCM Lane LOS	A	B	A	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	0.8	0.9	0	0.4	0.4	0.2	0.2	1.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	25	233	3
Future Vol, veh/h	0	25	233	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	27	253	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.2
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	437	0	0	0	445	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	437	0	0	0	445	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	475	0	0	0	484	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	16	16.4
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	437	0	0	0	0	445	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	437	0	0	0	0	445	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	475	0	0	0	0	484	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.644	0	0	0	0	0.655	0
Departure Headway (Hd)	4.878	4.878	4.878	6.75	6.75	4.872	4.872	4.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	746	0	0	0	0	745	0
Service Time	2.586	2.586	2.586	4.496	4.496	2.581	2.581	2.581
HCM Lane V/C Ratio	0	0.637	0	0	0	0	0.65	0
HCM Control Delay	7.6	16	7.6	9.5	9.5	7.6	16.4	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	4.7	0	0	0	0	4.9	0

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	35	0	309	35	19	28	146	304	18	142	10
Future Vol, veh/h	12	35	0	309	35	19	28	146	304	18	142	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	0	336	38	21	30	159	330	20	154	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	432	413	154	432	413	159	154	0	0	159	0	0
Stage 1	193	193	-	220	220	-	-	-	-	-	-	-
Stage 2	239	220	-	212	193	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	534	529	892	534	529	886	1426	-	-	1420	-	-
Stage 1	809	741	-	782	721	-	-	-	-	-	-	-
Stage 2	764	721	-	790	741	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	479	511	892	490	511	886	1426	-	-	1420	-	-
Mov Cap-2 Maneuver	479	511	-	490	511	-	-	-	-	-	-	-
Stage 1	792	731	-	766	706	-	-	-	-	-	-	-
Stage 2	691	706	-	738	731	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	24.6	0.4	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	479	511	-	490	511	886	1420	-	-
HCM Lane V/C Ratio	0.021	-	-	0.027	0.074	-	0.685	0.074	0.023	0.014	-	-
HCM Control Delay (s)	7.6	-	-	12.7	12.6	0	26.9	12.6	9.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	-	5.2	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Future Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	2	0	2	2	14	0	2	32	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	80%	12%	18%
Vol Thru, %	88%	12%	12%	50%
Vol Right, %	6%	8%	76%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	25	17	56
LT Vol	2	20	2	10
Through Vol	29	3	2	28
RT Vol	2	2	13	18
Lane Flow Rate	36	27	18	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.032	0.019	0.066
Departure Headway (Hd)	4.034	4.228	3.686	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	844	965	922
Service Time	2.066	2.269	1.732	1.91
HCM Lane V/C Ratio	0.041	0.032	0.019	0.066
HCM Control Delay	7.2	7.4	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	28	18
Future Vol, veh/h	0	10	28	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	30	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	12	36	29
Demand Flow Rate, veh/h	22	12	37	29
Vehicles Circulating, veh/h	24	38	16	21
Vehicles Exiting, veh/h	26	14	30	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	12	37	29
Cap Entry Lane, veh/h	1103	1088	1112	1106
Entry HV Adj Factor	0.990	0.984	0.986	0.986
Flow Entry, veh/h	22	12	36	29
Cap Entry, veh/h	1092	1070	1097	1091
V/C Ratio	0.020	0.011	0.033	0.026
Control Delay, s/veh	3.5	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	34	0
Demand Flow Rate, veh/h	6	32	35	0
Vehicles Circulating, veh/h	28	1	5	33
Vehicles Exiting, veh/h	5	39	29	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	32	35	0
Cap Entry Lane, veh/h	1099	1129	1124	1093
Entry HV Adj Factor	0.984	0.966	0.971	1.000
Flow Entry, veh/h	6	31	34	0
Cap Entry, veh/h	1080	1090	1091	1093
V/C Ratio	0.005	0.028	0.031	0.000
Control Delay, s/veh	3.4	3.5	3.6	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	28	39	297	331	8
Future Vol, veh/h	6	28	39	297	331	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	30	42	323	360	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	610	184	368	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	426	827	1187	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	827	1187	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1187	-	700	-	-
HCM Lane V/C Ratio	0.036	-	0.053	-	-
HCM Control Delay (s)	8.1	0.1	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	901	173	131	1095	21	130	0	62	12	8	56
Future Volume (veh/h)	310	901	173	131	1095	21	130	0	62	12	8	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	337	979	188	142	1190	23	141	0	67	13	9	61
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1141	470	181	1125	22	417	0	198	19	13	88
Arrive On Green	0.12	0.32	0.32	0.11	0.32	0.30	0.36	0.00	0.36	0.07	0.07	0.07
Sat Flow, veh/h	1634	3539	1458	1634	3552	69	1158	0	550	256	178	1203
Grp Volume(v), veh/h	337	979	188	142	593	620	208	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1708	0	0	1638	0	0
Q Serve(g_s), s	14.0	31.1	12.0	10.2	38.0	38.0	10.7	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	14.0	31.1	12.0	10.2	38.0	38.0	10.7	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.16		0.73
Lane Grp Cap(c), veh/h	191	1141	470	181	560	586	615	0	0	120	0	0
V/C Ratio(X)	1.77	0.86	0.40	0.78	1.06	1.06	0.34	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	181	560	586	615	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.1	31.6	51.9	41.0	41.0	28.0	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	364.0	4.9	0.5	12.5	46.0	45.5	1.5	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	16.0	4.9	5.2	25.7	26.8	5.3	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	417.0	43.0	32.1	64.4	87.0	86.5	29.5	0.0	0.0	61.5	0.0	0.0
LnGrp LOS	F	D	C	E	F	F	C			E		
Approach Vol, veh/h		1504			1355			208			83	
Approach Delay, s/veh		125.4			84.4			29.5			61.5	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.2	17.3	42.7		12.8	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		12.7	12.2	33.1		7.9	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	3.6		0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	941	88	20	874	11	121	5	13	5	3	71
Future Volume (veh/h)	51	941	88	20	874	11	121	5	13	5	3	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	55	1023	96	22	950	12	132	5	14	5	3	77
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1188	111	56	1117	14	615	199	556	18	5	140
Arrive On Green	0.09	0.36	0.35	0.03	0.31	0.30	0.38	0.46	0.45	0.01	0.09	0.09
Sat Flow, veh/h	1774	3269	307	1634	3579	45	1634	433	1212	1774	59	1507
Grp Volume(v), veh/h	55	554	565	22	470	492	132	0	19	5	0	80
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1644	1774	0	1566
Q Serve(g_s), s	3.5	34.8	34.8	1.6	29.8	29.8	6.6	0.0	0.8	0.3	0.0	5.9
Cycle Q Clear(g_c), s	3.5	34.8	34.8	1.6	29.8	29.8	6.6	0.0	0.8	0.3	0.0	5.9
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.74	1.00		0.96
Lane Grp Cap(c), veh/h	151	643	656	56	552	579	615	0	755	18	0	145
V/C Ratio(X)	0.36	0.86	0.86	0.40	0.85	0.85	0.21	0.00	0.03	0.28	0.00	0.55
Avail Cap(c_a), veh/h	177	900	918	82	811	850	615	0	755	136	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	35.4	35.6	56.8	38.6	38.7	25.4	0.0	17.9	59.0	0.0	52.3
Incr Delay (d2), s/veh	0.7	3.3	3.2	4.5	5.8	5.6	0.2	0.0	0.1	8.2	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.5	17.9	0.8	15.5	16.2	3.0	0.0	0.4	0.2	0.0	3.1
LnGrp Delay(d),s/veh	52.5	38.7	38.8	61.3	44.5	44.2	25.5	0.0	17.9	67.1	0.0	66.5
LnGrp LOS	D	D	D	E	D	D	C		B	E		E
Approach Vol, veh/h		1174			984			151			85	
Approach Delay, s/veh		39.4			44.7			24.6			66.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	59.1	8.1	47.6	49.2	15.1	14.2	41.5
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.3	2.8	3.6	36.8	8.6	7.9	5.5	31.8
Green Ext Time (p_c), s	0.0	0.5	0.0	4.8	0.1	0.2	2.1	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	637	53	50	754	78	114
Future Vol, veh/h	637	53	50	754	78	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	692	58	54	820	85	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	750	0	1239	375
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	855	-	168	623
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	855	-	157	623
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	46.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	855	-
HCM Lane V/C Ratio	0.74	-	-	0.064	-
HCM Control Delay (s)	46.9	-	-	9.5	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	5.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	651	8	25	847	9	26
Future Vol, veh/h	651	8	25	847	9	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	708	9	27	921	10	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	716	0	1227	358
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	880	-	171	638
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	166	638
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	646	-	-	880	-
HCM Lane V/C Ratio	0.059	-	-	0.031	-
HCM Control Delay (s)	10.9	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	297	123	113	456	56	65	367	71	40	548	217
Future Volume (veh/h)	255	297	123	113	456	56	65	367	71	40	548	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	277	323	134	123	496	61	71	399	77	43	596	236
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	983	405	330	953	393	124	1021	421	88	661	261
Arrive On Green	0.21	0.28	0.28	0.20	0.27	0.27	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2479	980
Grp Volume(v), veh/h	277	323	134	123	496	61	71	399	77	43	425	407
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	14.5	6.5	4.7	5.8	10.7	2.9	3.8	8.1	1.9	2.3	20.9	21.0
Cycle Q Clear(g_c), s	14.5	6.5	4.7	5.8	10.7	2.9	3.8	8.1	1.9	2.3	20.9	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	344	983	405	330	953	393	124	1021	421	88	472	451
V/C Ratio(X)	0.81	0.33	0.33	0.37	0.52	0.16	0.57	0.39	0.18	0.49	0.90	0.90
Avail Cap(c_a), veh/h	436	983	405	330	953	393	163	1021	421	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	25.8	13.1	31.0	27.9	25.1	40.2	25.7	6.7	41.4	31.9	32.5
Incr Delay (d2), s/veh	8.5	0.9	2.2	0.7	2.0	0.8	3.5	0.2	0.2	4.2	20.2	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.3	2.1	2.7	5.5	1.2	1.8	4.0	0.8	1.1	12.8	12.4
LnGrp Delay(d),s/veh	42.2	26.7	15.2	31.7	30.0	25.9	43.7	25.9	6.9	45.5	52.0	53.6
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		734			680			547			875	
Approach Delay, s/veh		30.5			29.9			25.5			52.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	30.0	22.2	29.0	10.8	28.0	22.9	28.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.3	10.1	7.8	8.5	5.8	23.0	16.5	12.7
Green Ext Time (p_c), s	0.0	4.3	1.5	1.6	0.0	0.0	0.5	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	520	38	24	794	7	9	2	11	9	0	0
Future Vol, veh/h	0	520	38	24	794	7	9	2	11	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	565	41	26	863	8	10	2	12	10	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	871	0	0	565	0	0	1484	1488	565	1491	1484	867
Stage 1	-	-	-	-	-	-	565	565	-	919	919	-
Stage 2	-	-	-	-	-	-	919	923	-	572	565	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	774	-	-	1007	-	-	103	124	524	102	125	352
Stage 1	-	-	-	-	-	-	510	508	-	325	350	-
Stage 2	-	-	-	-	-	-	325	349	-	505	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	774	-	-	1007	-	-	99	118	524	95	119	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	118	-	95	119	-
Stage 1	-	-	-	-	-	-	510	508	-	325	333	-
Stage 2	-	-	-	-	-	-	309	332	-	491	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	29.4	47.2
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	774	-	-	1007	-	-	95
HCM Lane V/C Ratio	0.14	-	-	-	0.026	-	-	0.103
HCM Control Delay (s)	29.4	0	-	-	8.7	0	-	47.2
HCM Lane LOS	D	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	115	0	7	137	5	0	0	7	4	0	0
Future Vol, veh/h	0	115	0	7	137	5	0	0	7	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	125	0	8	149	5	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	125	0	0	292	295	125	296	292	152
Stage 1	-	-	-	-	-	-	125	125	-	167	167	-
Stage 2	-	-	-	-	-	-	167	170	-	129	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1462	-	-	660	616	926	656	619	894
Stage 1	-	-	-	-	-	-	879	792	-	835	760	-
Stage 2	-	-	-	-	-	-	835	758	-	875	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1462	-	-	657	612	926	648	615	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	612	-	648	615	-
Stage 1	-	-	-	-	-	-	879	792	-	835	755	-
Stage 2	-	-	-	-	-	-	830	753	-	868	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.9	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	926	1426	-	-	1462	-	-	648
HCM Lane V/C Ratio	0.008	-	-	-	0.005	-	-	0.007
HCM Control Delay (s)	8.9	0	-	-	7.5	0	-	10.6
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	75.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	54	352	109	0	308	749	220	0	135	355	125
Future Vol, veh/h	0	54	352	109	0	308	749	220	0	135	355	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	383	118	0	335	814	239	0	147	386	136
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78	78.2	66.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	0%	10%	24%	23%
Vol Thru, %	72%	0%	68%	59%	69%
Vol Right, %	0%	100%	21%	17%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	490	125	515	1277	541
LT Vol	135	0	54	308	122
Through Vol	355	0	352	749	373
RT Vol	0	125	109	220	46
Lane Flow Rate	533	136	560	1388	588
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.341	1	1	1
Departure Headway (Hd)	9.869	9.031	9.522	9.573	9.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	373	401	386	403	376
Service Time	7.569	6.731	7.522	7.573	7.722
HCM Lane V/C Ratio	1.429	0.339	1.451	3.444	1.564
HCM Control Delay	79.2	16.3	78	78.2	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	1.5	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	122	373	46
Future Vol, veh/h	0	122	373	46
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	133	405	50
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	830.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	164	448	13	10	567	281	5	19	3	282	21	165
Future Vol, veh/h	164	448	13	10	567	281	5	19	3	282	21	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	178	487	14	11	616	305	5	21	3	307	23	179

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	922	0	0	501	0	0	1743	1794	494	1654	1649	769
Stage 1	-	-	-	-	-	-	851	851	-	791	791	-
Stage 2	-	-	-	-	-	-	892	943	-	863	858	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	741	-	-	1063	-	-	68	80	575	~ 78	99	401
Stage 1	-	-	-	-	-	-	355	376	-	383	401	-
Stage 2	-	-	-	-	-	-	337	341	-	349	374	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	741	-	-	1063	-	-	20	52	575	~ 40	64	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	52	-	~ 40	64	-
Stage 1	-	-	-	-	-	-	236	250	-	~ 255	392	-
Stage 2	-	-	-	-	-	-	171	333	-	~ 212	249	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.1	185.6	$ 3496.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	44	741	-	-	1063	-	-	60
HCM Lane V/C Ratio	0.667	0.241	-	-	0.01	-	-	8.478
HCM Control Delay (s)	185.6	11.4	0	-	8.4	0	-	$ 3496.9
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	2.5	0.9	-	-	0	-	-	59.3

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

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	18	563	95	588	765	58	57	26	25	48	24	14
Future Vol, veh/h	18	563	95	588	765	58	57	26	25	48	24	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	612	103	639	832	63	62	28	27	52	26	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	895	0	0	715	0	0	2865	2876	664	2871	2895	863
Stage 1	-	-	-	-	-	-	703	703	-	2141	2141	-
Stage 2	-	-	-	-	-	-	2162	2173	-	730	754	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	758	-	-	885	-	-	~ 11	~ 16	461	~ 10	~ 16	354
Stage 1	-	-	-	-	-	-	428	440	-	64	88	-
Stage 2	-	-	-	-	-	-	62	85	-	414	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	758	-	-	885	-	-	-	~ 15	461	-	~ 15	354
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 15	-	-	~ 15	-
Stage 1	-	-	-	-	-	-	409	420	-	61	88	-
Stage 2	-	-	-	-	-	-	~ 42	85	-	347	398	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	7.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	758	-	-	885	-	-	-
HCM Lane V/C Ratio	-	0.026	-	-	0.722	-	-	-
HCM Control Delay (s)	-	9.9	0	-	18.9	0	-	-
HCM Lane LOS	-	A	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	6.4	-	-	-

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	35	583	1361	101	0	28
Future Vol, veh/h	35	583	1361	101	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	634	1479	110	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1589	0	-	0	2244	1534
Stage 1	-	-	-	-	1534	-
Stage 2	-	-	-	-	710	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	413	-	-	-	46	143
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	487	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	413	-	-	-	39	143
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	413	-	-	-	143
HCM Lane V/C Ratio	0.092	-	-	-	0.213
HCM Control Delay (s)	14.6	0	-	-	36.9
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	498	304	290	1003	104	470	158	117	111	241	130
Future Volume (veh/h)	92	498	304	290	1003	104	470	158	117	111	241	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	541	330	315	1090	113	511	172	127	121	262	141
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	617	481	317	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.33	0.33	0.19	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1452	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	100	541	330	315	1090	113	511	172	127	121	262	141
Grp Sat Flow(s),veh/h/ln	1634	1863	1452	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	32.8	16.3	23.1	57.0	5.3	13.0	5.4	5.9	8.0	7.4	10.0
Cycle Q Clear(g_c), s	6.0	32.8	16.3	23.1	57.0	5.3	13.0	5.4	5.9	8.0	7.4	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	617	481	317	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.22	0.88	0.69	0.99	1.23	0.16	2.89	0.18	0.32	1.11	0.32	0.42
Avail Cap(c_a), veh/h	82	761	593	317	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	37.8	16.5	48.3	31.5	17.9	57.9	42.0	15.6	56.0	38.1	39.1
Incr Delay (d2), s/veh	171.5	9.7	2.5	49.1	114.2	0.1	861.9	0.3	1.8	119.2	1.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	18.5	6.8	14.7	57.3	2.2	48.3	2.7	2.5	7.2	3.7	4.3
LnGrp Delay(d),s/veh	228.5	47.5	18.9	97.4	145.7	18.0	919.8	42.3	17.4	175.2	39.1	42.9
LnGrp LOS	F	D	B	F	F	B	F	D	B	F	D	D
Approach Vol, veh/h		971			1518			810			524	
Approach Delay, s/veh		56.4			126.2			592.0			71.5	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	27.3	43.7	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	7.9	25.1	34.8	15.0	12.0	8.0	59.0
Green Ext Time (p_c), s	0.0	2.8	0.0	2.9	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	199.7
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	82.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	759	95	34	1332	97	24
Future Vol, veh/h	759	95	34	1332	97	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	825	103	37	1448	105	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	928	0	2399	877
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	1522	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	737	-	~ 37	348
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	199	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	737	-	~ 27	348
Mov Cap-2 Maneuver	-	-	-	-	~ 27	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	148	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 1590.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	33	-	-	737	-
HCM Lane V/C Ratio	3.986	-	-	0.05	-
HCM Control Delay (s)	$ 1590.1	-	-	10.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	15.5	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	517	204	381	945	87	146	457	105	55	632	239
Future Volume (veh/h)	165	517	204	381	945	87	146	457	105	55	632	239
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	179	562	222	414	1027	95	159	497	114	60	687	260
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	949	391	521	1032	425	136	1065	243	101	881	334
Arrive On Green	0.14	0.27	0.27	0.16	0.29	0.29	0.17	0.74	0.71	0.06	0.35	0.33
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2864	653	1634	2513	951
Grp Volume(v), veh/h	179	562	222	414	1027	95	159	306	305	60	484	463
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1747	1634	1770	1695
Q Serve(g_s), s	12.7	16.6	15.8	15.1	34.7	5.9	10.0	8.1	8.6	4.3	29.3	29.4
Cycle Q Clear(g_c), s	12.7	16.6	15.8	15.1	34.7	5.9	10.0	8.1	8.6	4.3	29.3	29.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.56
Lane Grp Cap(c), veh/h	230	949	391	521	1032	425	136	658	650	101	621	594
V/C Ratio(X)	0.78	0.59	0.57	0.79	0.99	0.22	1.17	0.47	0.47	0.59	0.78	0.78
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	658	650	136	621	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	38.2	37.9	48.2	42.4	32.2	50.0	10.7	11.3	54.8	34.8	35.4
Incr Delay (d2), s/veh	8.3	0.8	1.5	5.1	23.9	0.2	120.9	1.9	1.9	5.4	9.4	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	8.2	6.5	7.0	20.4	2.4	9.0	4.2	4.3	2.1	15.9	15.4
LnGrp Delay(d),s/veh	58.0	39.0	39.4	53.3	66.3	32.4	170.9	12.6	13.2	60.2	44.2	45.1
LnGrp LOS	E	D	D	D	E	C	F	B	B	E	D	D
Approach Vol, veh/h		963			1536			770			1007	
Approach Delay, s/veh		42.6			60.7			45.5			45.6	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	48.6	23.7	36.2	14.0	46.1	20.9	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.3	10.6	17.1	18.6	12.0	31.4	14.7	36.7
Green Ext Time (p_c), s	0.0	6.6	0.7	7.5	0.0	1.6	0.3	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	396	178	162	435	66	129	367	54	81	349	58
Future Volume (veh/h)	128	396	178	162	435	66	129	367	54	81	349	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	139	430	193	176	473	72	140	399	59	88	379	63
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	608	250	259	752	310	1234	1721	709	158	520	214
Arrive On Green	0.12	0.17	0.17	0.16	0.21	0.21	0.39	0.49	0.49	0.05	0.15	0.15
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	139	430	193	176	473	72	140	399	59	88	379	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	9.8	13.7	15.2	12.2	14.6	4.9	3.4	7.8	1.3	3.3	12.3	3.4
Cycle Q Clear(g_c), s	9.8	13.7	15.2	12.2	14.6	4.9	3.4	7.8	1.3	3.3	12.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	608	250	259	752	310	1234	1721	709	158	520	214
V/C Ratio(X)	0.72	0.71	0.77	0.68	0.63	0.23	0.11	0.23	0.08	0.56	0.73	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1234	1721	709	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	46.8	47.4	47.6	42.9	39.1	23.4	17.8	4.1	55.7	48.9	25.3
Incr Delay (d2), s/veh	4.3	1.9	7.7	3.1	1.0	0.4	0.0	0.3	0.2	4.2	8.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.9	6.7	5.7	7.2	2.0	1.5	3.9	0.6	1.5	6.6	1.6
LnGrp Delay(d),s/veh	55.3	48.8	55.1	50.7	44.0	39.5	23.4	18.2	4.3	59.9	57.6	28.8
LnGrp LOS	E	D	E	D	D	D	C	B	A	E	E	C
Approach Vol, veh/h		762			721			598			530	
Approach Delay, s/veh		51.6			45.2			18.0			54.5	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	62.4	23.0	24.6	50.7	21.6	18.1	29.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	9.8	14.2	17.2	5.4	14.3	11.8	16.6
Green Ext Time (p_c), s	0.0	2.3	2.9	1.5	0.7	1.4	0.4	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	53
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	6	46	0	258	43	153	0	69	419	91	0	75	579	48
Future Vol, veh/h	0	11	6	46	0	258	43	153	0	69	419	91	0	75	579	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	7	50	0	280	47	166	0	75	455	99	0	82	629	52
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	13.6	21.7	65.9	66.1
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	17%	100%	0%	11%
Vol Thru, %	72%	10%	0%	22%	82%
Vol Right, %	16%	73%	0%	78%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	579	63	258	196	702
LT Vol	69	11	258	0	75
Through Vol	419	6	0	43	579
RT Vol	91	46	0	153	48
Lane Flow Rate	629	68	280	213	763
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.167	0.66	0.439	1
Departure Headway (Hd)	6.918	8.805	8.471	7.425	6.969
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	529	409	429	488	527
Service Time	4.952	6.828	6.182	5.135	5.002
HCM Lane V/C Ratio	1.189	0.166	0.653	0.436	1.448
HCM Control Delay	65.9	13.6	26.2	15.8	66.1
HCM Lane LOS	F	B	D	C	F
HCM 95th-tile Q	13.9	0.6	4.6	2.2	13.9

Intersection	
Int Delay, s/veh	235.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	26	210	19	73	352	33	18	240	69	51	22	46
Future Vol, veh/h	26	210	19	73	352	33	18	240	69	51	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	228	21	79	383	36	20	261	75	55	24	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	249	0	0	657	872	124	860	864	209
Stage 1	-	-	-	-	-	-	295	295	-	559	559	-
Stage 2	-	-	-	-	-	-	362	577	-	301	305	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1138	-	-	1314	-	-	350	287	904	250	291	797
Stage 1	-	-	-	-	-	-	689	668	-	481	509	-
Stage 2	-	-	-	-	-	-	629	500	-	683	661	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1314	-	-	286	263	904	~ 12	267	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	263	-	~ 12	267	-
Stage 1	-	-	-	-	-	-	672	652	-	469	478	-
Stage 2	-	-	-	-	-	-	526	470	-	366	645	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.3	105.4	$ 1998.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	312	1138	-	-	1314	-	-	27
HCM Lane V/C Ratio	0.068	1.077	0.025	-	-	0.06	-	-	4.791
HCM Control Delay (s)	18.5	110.5	8.2	-	-	7.9	-	-	$ 1998.6
HCM Lane LOS	C	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	12.8	0.1	-	-	0.2	-	-	15.9

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	96	343	364	275	64	147	444	141	33	916	64
Future Volume (veh/h)	39	96	343	364	275	64	147	444	141	33	916	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	104	373	396	299	70	160	483	153	36	996	70
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	92	331	177	469	110	203	851	666	71	700	548
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.31	0.25	0.91	0.91	0.04	0.38	0.38
Sat Flow, veh/h	1634	357	1280	1634	1460	342	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	0	477	396	0	369	160	483	153	36	996	70
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1802	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.0	0.0	31.0	13.0	0.0	21.0	11.0	5.6	0.9	2.6	45.1	3.8
Cycle Q Clear(g_c), s	3.0	0.0	31.0	13.0	0.0	21.0	11.0	5.6	0.9	2.6	45.1	3.8
Prop In Lane	1.00		0.78	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	423	177	0	578	203	851	666	71	700	548
V/C Ratio(X)	0.56	0.00	1.13	2.24	0.00	0.64	0.79	0.57	0.23	0.51	1.42	0.13
Avail Cap(c_a), veh/h	144	0	423	177	0	578	204	851	666	82	700	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.79	0.79	0.79
Uniform Delay (d), s/veh	56.1	0.0	45.2	53.5	0.0	34.9	43.6	3.1	1.1	56.1	37.5	24.6
Incr Delay (d2), s/veh	6.4	0.0	83.5	574.5	0.0	2.3	17.2	2.6	0.8	4.4	197.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	23.8	34.1	0.0	10.8	5.9	3.0	0.4	1.3	61.4	1.6
LnGrp Delay(d),s/veh	62.5	0.0	128.7	628.0	0.0	37.3	60.8	5.6	1.9	60.5	234.5	24.9
LnGrp LOS	E		F	F		D	E	A	A	E	F	C
Approach Vol, veh/h		519			765			796			1102	
Approach Delay, s/veh		123.3			343.1			16.0			215.5	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	58.8	17.0	35.0	18.9	49.1	9.5	42.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.6	7.6	15.0	33.0	13.0	47.1	5.0	23.0
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	181.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	263	127	0	23	404	26	0	109	25	26	0	80	183	177
Future Vol, veh/h	0	22	263	127	0	23	404	26	0	109	25	26	0	80	183	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	286	138	0	25	439	28	0	118	27	28	0	87	199	192
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.5	21.2	18.3	69.8
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	68%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	16%	0%	100%	41%	0%	100%	84%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	16%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	22	175	215	23	269	161	440
LT Vol	109	22	0	0	23	0	0	80
Through Vol	25	0	175	88	0	269	135	183
RT Vol	26	0	0	127	0	0	26	177
Lane Flow Rate	174	24	191	233	25	293	175	478
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.433	0.058	0.435	0.504	0.06	0.658	0.387	1
Departure Headway (Hd)	8.955	8.734	8.21	7.776	8.62	8.097	7.978	7.8
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	411	438	462	417	445	451	469
Service Time	6.655	6.459	5.96	5.546	6.346	5.847	5.734	5.509
HCM Lane V/C Ratio	0.43	0.058	0.436	0.504	0.06	0.658	0.388	1.019
HCM Control Delay	18.3	12	17.2	18.3	11.9	25.2	15.7	69.8
HCM Lane LOS	C	B	C	C	B	D	C	F
HCM 95th-tile Q	2.1	0.2	2.2	2.8	0.2	4.6	1.8	13.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	97	51	186	176	50	79	773	141	55	847	51
Future Volume (veh/h)	39	97	51	186	176	50	79	773	141	55	847	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	105	55	202	191	54	86	840	153	60	921	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	179	140	142	255	200	133	1897	346	82	2046	122
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.08	0.63	0.62	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2991	545	1634	3394	203
Grp Volume(v), veh/h	42	105	55	202	191	54	86	497	496	60	480	496
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1767	1634	1770	1827
Q Serve(g_s), s	3.0	6.5	4.3	10.4	11.8	4.0	6.1	17.1	17.3	4.3	0.0	0.0
Cycle Q Clear(g_c), s	3.0	6.5	4.3	10.4	11.8	4.0	6.1	17.1	17.3	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	75	179	140	142	255	200	133	1122	1120	82	1067	1101
V/C Ratio(X)	0.56	0.59	0.39	1.43	0.75	0.27	0.65	0.44	0.44	0.73	0.45	0.45
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1122	1120	82	1067	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	0.51	0.51	0.51
Uniform Delay (d), s/veh	56.1	52.0	51.0	54.8	49.8	46.4	53.4	11.2	11.4	53.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.1	1.8	227.7	5.3	0.7	3.9	0.9	0.9	16.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	1.8	13.6	6.5	1.6	2.9	8.6	8.6	2.3	0.2	0.2
LnGrp Delay(d),s/veh	62.5	55.0	52.8	282.5	55.1	47.1	57.3	12.1	12.3	69.2	0.7	0.7
LnGrp LOS	E	E	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		202			447			1079			1036	
Approach Delay, s/veh		56.0			156.9			15.8			4.7	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.1	14.4	15.5	13.8	76.3	9.5	20.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.3	19.3	12.4	8.5	8.1	2.0	5.0	13.8
Green Ext Time (p_c), s	0.0	10.2	0.0	1.0	0.1	10.3	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	114	155	93	105	91	238	806	139	202	885	119
Future Volume (veh/h)	51	114	155	93	105	91	238	806	139	202	885	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	55	124	168	101	114	99	259	876	151	220	962	129
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	553	228	95	552	228	300	1748	720	259	1659	684
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	55	124	168	101	114	99	259	876	151	220	962	129
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.9	3.7	13.2	7.0	3.4	7.4	18.5	20.0	7.0	15.7	23.8	6.2
Cycle Q Clear(g_c), s	3.9	3.7	13.2	7.0	3.4	7.4	18.5	20.0	7.0	15.7	23.8	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	553	228	95	552	228	300	1748	720	259	1659	684
V/C Ratio(X)	0.58	0.22	0.74	1.06	0.21	0.44	0.86	0.50	0.21	0.85	0.58	0.19
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1748	720	259	1659	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	55.0	44.3	48.3	56.5	44.2	45.9	47.6	20.4	17.1	49.1	23.2	18.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	86.7	0.1	0.8	22.2	1.0	0.7	14.3	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.8	5.6	5.4	1.7	3.0	10.2	10.0	2.9	8.1	11.8	2.6
LnGrp Delay(d),s/veh	60.4	44.5	52.9	143.9	44.3	46.6	69.7	21.5	17.8	63.4	24.1	18.9
LnGrp LOS	E	D	D	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		347			314			1286			1311	
Approach Delay, s/veh		51.1			77.1			30.7			30.2	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	63.3	11.0	22.7	26.0	60.3	11.0	22.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.7	22.0	9.0	15.2	20.5	25.8	5.9	9.4
Green Ext Time (p_c), s	0.0	11.3	0.0	1.6	0.0	9.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	122	107	97	258	133	265	905	112	118	1030	177
Future Volume (veh/h)	69	122	107	97	258	133	265	905	112	118	1030	177
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	75	133	116	105	280	145	288	984	122	128	1120	192
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	264	213	82	442	182	123	855	670	353	1118	875
Arrive On Green	0.07	0.14	0.12	0.05	0.12	0.12	0.10	0.61	0.61	0.22	0.60	0.60
Sat Flow, veh/h	1634	1863	1504	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	75	126	123	105	280	145	288	984	122	128	1120	192
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.4	7.9	8.7	6.0	9.0	7.4	9.0	55.1	3.2	8.0	72.0	7.3
Cycle Q Clear(g_c), s	5.4	7.9	8.7	6.0	9.0	7.4	9.0	55.1	3.2	8.0	72.0	7.3
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	250	226	82	442	182	123	855	670	353	1118	875
V/C Ratio(X)	0.69	0.50	0.55	1.29	0.63	0.80	2.35	1.15	0.18	0.36	1.00	0.22
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	353	1118	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.88	0.88	0.88	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	47.6	48.8	57.0	49.9	20.8	54.0	23.4	7.0	40.0	24.0	11.0
Incr Delay (d2), s/veh	15.0	1.4	1.8	187.8	1.3	7.8	609.8	69.1	0.1	0.6	27.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.9	3.9	7.0	4.5	3.4	24.8	44.3	1.3	3.7	45.1	3.1
LnGrp Delay(d),s/veh	69.7	49.0	50.6	244.8	51.2	28.6	663.8	92.5	7.1	40.6	51.3	11.6
LnGrp LOS	E	D	D	F	D	C	F	F	A	D	F	B
Approach Vol, veh/h		324			530			1394			1440	
Approach Delay, s/veh		54.4			83.4			203.1			45.1	
Approach LOS		D			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.9	59.1	10.0	21.0	13.0	76.0	12.0	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.9	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.0	57.1	8.0	10.7	11.0	74.0	7.4	11.0
Green Ext Time (p_c), s	3.5	0.0	0.0	2.2	0.0	0.0	0.0	2.0

Intersection Summary		
HCM 2010 Ctrl Delay	111.1	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	194	75	116	261	128	197	400	78	327	664	139
Future Volume (veh/h)	55	194	75	116	261	128	197	400	78	327	664	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	60	211	82	126	284	139	214	435	85	355	722	151
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	347	143	174	507	209	257	1576	649	354	1785	736
Arrive On Green	0.06	0.10	0.10	0.11	0.14	0.14	0.31	0.89	0.89	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	60	211	82	126	284	139	214	435	85	355	722	151
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.2	6.9	4.6	9.0	9.0	10.8	14.6	2.1	0.5	26.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	6.9	4.6	9.0	9.0	10.8	14.6	2.1	0.5	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	347	143	174	507	209	257	1576	649	354	1785	736
V/C Ratio(X)	0.37	0.61	0.57	0.72	0.56	0.66	0.83	0.28	0.13	1.00	0.40	0.21
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1576	649	354	1785	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.70	0.70	0.70	0.94	0.94	0.94	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.6	51.9	26.4	51.9	47.9	48.7	39.6	3.8	1.5	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	3.3	9.5	0.7	2.5	12.7	0.4	0.4	15.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	2.0	4.5	4.4	4.5	7.4	1.1	0.3	13.1	0.0	0.0
LnGrp Delay(d),s/veh	53.9	53.5	29.7	61.4	48.5	51.2	52.4	4.2	1.8	49.0	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	F	A	A
Approach Vol, veh/h		353			549			734			1228	
Approach Delay, s/veh		48.1			52.2			18.0			14.2	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.4	16.8	15.8	22.9	64.5	11.4	21.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	4.1	11.0	8.9	16.6	2.0	6.2	12.8
Green Ext Time (p_c), s	0.0	6.8	0.0	0.9	0.3	6.9	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	419	135	97	294	91	98	903	85	212	1881	537
Future Volume (veh/h)	221	419	135	97	294	91	98	903	85	212	1881	537
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	240	455	147	105	320	99	107	982	92	230	2045	584
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	686	282	205	532	219	150	1917	790	109	1828	753
Arrive On Green	0.11	0.19	0.19	0.06	0.15	0.15	0.09	0.54	0.54	0.07	0.52	0.52
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	240	455	147	105	320	99	107	982	92	230	2045	584
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.8	14.3	10.8	3.8	10.1	7.4	7.6	21.1	3.7	8.0	62.0	38.7
Cycle Q Clear(g_c), s	8.8	14.3	10.8	3.8	10.1	7.4	7.6	21.1	3.7	8.0	62.0	38.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	686	282	205	532	219	150	1917	790	109	1828	753
V/C Ratio(X)	0.70	0.66	0.52	0.51	0.60	0.45	0.71	0.51	0.12	2.11	1.12	0.78
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1917	790	109	1828	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.93	0.93	0.93	0.76	0.76	0.76
Uniform Delay (d), s/veh	51.6	44.8	43.4	54.3	47.6	46.5	53.0	17.5	13.5	56.0	29.0	23.4
Incr Delay (d2), s/veh	3.6	0.9	1.2	2.0	1.1	1.5	14.0	0.9	0.3	523.0	59.7	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.0	4.5	1.7	5.1	3.1	4.0	10.5	1.5	19.4	45.4	16.8
LnGrp Delay(d),s/veh	55.2	45.6	44.5	56.2	48.7	47.9	66.9	18.4	13.7	579.0	88.7	29.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	C
Approach Vol, veh/h		842			524			1181			2859	
Approach Delay, s/veh		48.2			50.1			22.4			116.0	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.0	11.8	27.2	15.0	66.0	17.0	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	23.1	5.8	16.3	9.6	64.0	10.8	12.1
Green Ext Time (p_c), s	0.0	21.3	0.1	3.8	0.0	0.0	0.2	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	78.6
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	16	49	0	11	24	1690	118	25	1487	43
Future Volume (veh/h)	56	0	16	49	0	11	24	1690	118	25	1487	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	0	17	53	0	12	26	1837	128	27	1616	47
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
Arrive On Green	0.06	0.00	0.05	0.06	0.00	0.03	0.04	0.72	0.72	0.04	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	61	0	17	53	0	12	26	1837	128	27	1616	47
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.7	1.3	1.9	15.4	1.1
Cycle Q Clear(g_c), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.7	1.3	1.9	15.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
V/C Ratio(X)	0.62	0.00	0.25	0.54	0.00	0.17	0.44	0.72	0.12	0.45	0.44	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2564	1057	82	3687	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	41.1	54.8	0.0	55.9	56.7	9.5	0.9	56.6	6.7	4.7
Incr Delay (d2), s/veh	6.2	0.0	2.0	4.6	0.0	1.1	5.1	1.7	0.2	5.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	1.8	0.0	0.4	0.9	17.7	0.6	1.0	7.3	0.5
LnGrp Delay(d),s/veh	61.2	0.0	43.1	59.4	0.0	57.0	61.8	11.2	1.1	61.9	7.0	4.8
LnGrp LOS	E		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		78			65			1991			1690	
Approach Delay, s/veh		57.2			59.0			11.2			7.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	90.9	11.2	9.5	8.3	91.0	11.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	37.7	5.8	3.2	3.9	17.4	6.4	2.9
Green Ext Time (p_c), s	0.0	14.3	0.0	0.0	0.0	28.1	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	226	1661	107	119	1265
Future Volume (veh/h)	392	226	1661	107	119	1265
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	426	246	1805	116	129	1375
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	426	246	1805	116	129	1375
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	3.7	9.2	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	3.7	9.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	1.59	1.03	1.50	0.12	0.86	0.96
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.66	0.66	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.3	48.3	0.0
Incr Delay (d2), s/veh	276.2	54.6	231.3	0.3	4.9	2.4
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.4	11.6	116.4	1.6	4.4	0.9
LnGrp Delay(d),s/veh	326.3	104.9	252.7	8.5	53.1	2.4
LnGrp LOS	F	F	F	A	D	A
Approach Vol, veh/h	672		1921			1504
Approach Delay, s/veh	245.2		237.9			6.7
Approach LOS	F		F			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.2	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				77.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	154.3
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	81	198	124	116	120	91	502	29	61	923	47
Future Volume (veh/h)	107	81	198	124	116	120	91	502	29	61	923	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	116	88	215	135	126	130	99	546	32	66	1003	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	103	251	144	151	156	144	1697	99	107	1634	83
Arrive On Green	0.12	0.21	0.20	0.09	0.18	0.17	0.18	1.00	0.97	0.13	0.95	0.92
Sat Flow, veh/h	1634	481	1175	1634	841	868	1634	3398	199	1634	3427	174
Grp Volume(v), veh/h	116	0	303	135	0	256	99	284	294	66	518	536
Grp Sat Flow(s),veh/h/ln	1634	0	1655	1634	0	1710	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	8.0	0.0	21.2	9.9	0.0	17.4	6.8	0.0	0.1	4.6	3.9	4.2
Cycle Q Clear(g_c), s	8.0	0.0	21.2	9.9	0.0	17.4	6.8	0.0	0.1	4.6	3.9	4.2
Prop In Lane	1.00		0.71	1.00		0.51	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	200	0	353	144	0	306	144	884	913	107	844	874
V/C Ratio(X)	0.58	0.00	0.86	0.94	0.00	0.84	0.69	0.32	0.32	0.61	0.61	0.61
Avail Cap(c_a), veh/h	200	0	419	144	0	379	218	884	913	163	844	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.85	0.00	0.85	1.00	0.00	1.00	0.90	0.90	0.90	0.87	0.87	0.87
Uniform Delay (d), s/veh	49.7	0.0	46.1	54.4	0.0	48.0	47.9	0.0	0.1	50.7	1.5	1.7
Incr Delay (d2), s/veh	3.5	0.0	12.4	55.6	0.0	12.5	5.1	0.9	0.8	4.9	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	10.9	6.7	0.0	9.3	3.3	0.2	0.3	2.2	2.1	2.2
LnGrp Delay(d),s/veh	53.3	0.0	58.4	110.0	0.0	60.5	53.0	0.9	1.0	55.6	4.5	4.5
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		419			391			677			1120	
Approach Delay, s/veh		57.0			77.6			8.6			7.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	63.9	14.6	29.6	14.6	61.2	18.7	25.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	10.6	2.1	11.9	23.2	8.8	6.2	10.0	19.4
Green Ext Time (p_c), s	0.0	7.5	0.0	0.7	0.1	7.4	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	56	2	655	0	279	821	0	0	0	1159	700
Future Vol, veh/h	0	0	0	0	0	56	2	655	0	279	821	0	0	0	1159	700
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	61	2	712	0	303	892	0	0	0	1260	761
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66	60.4	69
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	821	58	655	1159	700
LT Vol	279	0	56	0	0	0
Through Vol	0	821	2	0	1159	0
RT Vol	0	0	0	655	0	700
Lane Flow Rate	303	892	63	712	1260	761
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.716	1	0.159	1	1	1
Departure Headway (Hd)	8.501	8.001	9.081	7.899	7.872	7.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	464	393	463	479	510
Service Time	6.218	5.718	6.869	5.687	5.61	4.911
HCM Lane V/C Ratio	0.708	1.922	0.16	1.538	2.63	1.492
HCM Control Delay	29.9	70.8	13.6	70.6	70.3	66.9
HCM Lane LOS	D	F	B	F	F	F
HCM 95th-tile Q	5.5	13	0.6	13	13.1	13.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	531	195	395	147	584	0	0	764	221
Future Volume (veh/h)	0	0	0	531	195	395	147	584	0	0	764	221
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				577	212	429	160	635	0	0	830	240
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1064	606	475	500	2122	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.16	0.60	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				577	212	429	160	635	0	0	830	240
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.4	10.4	33.7	5.4	10.5	0.0	0.0	10.2	5.6
Cycle Q Clear(g_c), s				17.4	10.4	33.7	5.4	10.5	0.0	0.0	10.2	5.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1064	606	475	500	2122	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.90	0.32	0.30	0.00	0.00	0.58	0.41
Avail Cap(c_a), veh/h				1185	675	529	500	2122	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.35	0.35	0.35	0.95	0.95	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				33.2	30.8	38.7	44.8	11.7	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.2	0.1	7.5	0.3	0.3	0.0	0.0	1.2	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	5.4	14.6	2.4	5.2	0.0	0.0	4.8	2.4
LnGrp Delay(d),s/veh				33.3	30.9	46.2	45.2	12.1	0.0	0.0	9.0	8.8
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1218			795			1070	
Approach Delay, s/veh					37.4			18.7			8.9	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.4			23.4	53.0		43.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.5			7.4	12.2		35.7
Green Ext Time (p_c), s		3.6			2.1	5.1		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	261	466	185	331	851	0	0	1662	645
Future Volume (veh/h)	0	0	0	261	466	185	331	851	0	0	1662	645
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				284	507	201	360	925	0	0	1807	701
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				591	660	272	340	2644	0	0	1788	737
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				284	507	201	360	925	0	0	1807	701
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Cycle Q Clear(g_c), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				591	660	272	340	2644	0	0	1788	737
V/C Ratio(X)				0.48	0.77	0.74	1.06	0.35	0.00	0.00	1.01	0.95
Avail Cap(c_a), veh/h				822	917	378	340	2644	0	0	1788	737
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.81	0.81	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.6	46.4	46.1	43.4	0.1	0.0	0.0	29.7	28.3
Incr Delay (d2), s/veh				0.6	2.6	4.8	59.9	0.3	0.0	0.0	9.2	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.2	6.7	16.9	0.2	0.0	0.0	31.8	22.8
LnGrp Delay(d),s/veh				44.2	49.0	50.9	103.3	0.4	0.0	0.0	38.9	32.0
LnGrp LOS				D	D	D	F	A			F	C
Approach Vol, veh/h					992			1285			2508	
Approach Delay, s/veh					48.0			29.2			36.9	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			29.0	64.6		26.4
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.3			27.0	62.6		18.3
Green Ext Time (p_c), s		42.0			0.0	0.0		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		37.2
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	51.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	206	1	88	0	0	0	0	0	0	624	109	0	499	431	0
Future Vol, veh/h	0	206	1	88	0	0	0	0	0	0	624	109	0	499	431	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	224	1	96	0	0	0	0	0	0	678	118	0	542	468	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	17.9	58.9	55.5
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	624	109	207	88	499	431
LT Vol	0	0	206	0	499	0
Through Vol	624	0	1	0	0	431
RT Vol	0	109	0	88	0	0
Lane Flow Rate	678	118	225	96	542	468
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.215	0.532	0.194	1	0.885
Departure Headway (Hd)	7.244	6.543	8.511	7.315	7.298	6.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	549	425	493	499	534
Service Time	4.978	4.277	6.228	5.032	5.022	4.522
HCM Lane V/C Ratio	1.351	0.215	0.529	0.195	1.086	0.876
HCM Control Delay	67.2	11.1	20.5	11.8	67.4	41.8
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	13.6	0.8	3	0.7	13.6	10



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	116	219	0	0	0	0	622	481	356	911	0
Future Volume (veh/h)	184	116	219	0	0	0	0	622	481	356	911	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	200	126	238				0	676	523	387	990	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	316	685	282				0	2813	807	486	2619	0
Arrive On Green	0.19	0.19	0.19				0.00	0.55	0.55	0.31	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	200	126	238				0	676	523	387	990	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	13.5	3.6	18.9				0.0	8.2	30.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	13.5	3.6	18.9				0.0	8.2	30.0	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	685	282				0	2813	807	486	2619	0
V/C Ratio(X)	0.63	0.18	0.84				0.00	0.24	0.65	0.80	0.38	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2813	807	660	2619	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	44.5	40.5	46.6				0.0	13.8	18.7	39.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	10.8				0.0	0.2	4.0	3.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.8	8.5				0.0	3.9	13.0	6.1	0.1	0.0
LnGrp Delay(d),s/veh	46.6	40.6	57.5				0.0	14.0	22.7	43.8	0.3	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		564						1199			1377	
Approach Delay, s/veh		49.8						17.8			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.4	70.4		27.2		92.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.4	32.0		20.9		2.0		
Green Ext Time (p_c), s	1.0	9.3		1.7		15.6		

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	461	124	0	0	0	0	850	519	766	1253	0
Future Volume (veh/h)	172	461	124	0	0	0	0	850	519	766	1253	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	187	501	135				0	924	564	833	1362	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	531	593	244				0	1708	704	792	2710	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	187	501	135				0	924	564	833	1362	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	531	593	244				0	1708	704	792	2710	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.54	0.80	1.05	0.50	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1708	704	792	2710	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.82	0.82	0.82				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.2	48.4	45.8				0.0	21.7	26.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.9	1.7				0.0	1.2	9.4	26.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	4.2				0.0	10.9	17.5	15.9	0.0	0.0
LnGrp Delay(d),s/veh	44.5	56.4	47.5				0.0	23.0	35.6	56.6	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		823						1488			2195	
Approach Delay, s/veh		52.2						27.8			21.5	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.9		24.1		95.9		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.3	41.2		18.5		2.0		
Green Ext Time (p_c), s	0.0	10.1		1.0		28.1		

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	50	0	46	0	50
Future Vol, veh/h	50	50	0	46	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	0	50	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	132	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	862	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	862	978
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1481	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	108	554	113	0	553
Future Vol, veh/h	0	108	554	113	0	553
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	602	123	0	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1265	664	0	0	725	0
Stage 1	664	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	187	461	-	-	878	-
Stage 1	512	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	461	-	-	878	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	878	-
HCM Lane V/C Ratio	-	-	0.255	-	-
HCM Control Delay (s)	-	-	15.5	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	586	596	107	0	111
Future Vol, veh/h	0	586	596	107	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	637	648	116	0	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	764	0	-	0	1343	706
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	849	-	-	-	168	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	849	-	-	-	168	436
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	527	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	849	-	-	-	436
HCM Lane V/C Ratio	-	-	-	-	0.277
HCM Control Delay (s)	0	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	19	134	82	96	155
Future Vol, veh/h	12	19	134	82	96	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	21	146	89	104	168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	523	146	0	0	146	0
Stage 1	146	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	514	901	-	-	1436	-
Stage 1	881	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	901	-	-	1436	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	477	901	1436	-
HCM Lane V/C Ratio	-	-	0.027	0.023	0.073	-
HCM Control Delay (s)	-	-	12.8	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	20	148	94	96	159
Future Vol, veh/h	16	20	148	94	96	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	22	161	102	104	173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	543	161	0	0	161	0
Stage 1	161	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	501	884	-	-	1418	-
Stage 1	868	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	464	884	-	-	1418	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	464	884	1418	-
HCM Lane V/C Ratio	-	-	0.037	0.025	0.074	-
HCM Control Delay (s)	-	-	13.1	9.2	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	144	71	0	152
Future Vol, veh/h	0	21	144	71	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	157	77	0	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	157	0	0	157	0
Stage 1	157	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	672	889	-	-	1423	-
Stage 1	871	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	672	889	-	-	1423	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	889	1423	-
HCM Lane V/C Ratio	-	-	-	0.026	-	-
HCM Control Delay (s)	-	-	0	9.2	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	90	77	50	13	14
Future Vol, veh/h	74	90	77	50	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	98	84	54	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	343	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	653	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	618	975
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1513	-	-	-	618	975
HCM Lane V/C Ratio	0.053	-	-	-	0.023	0.016
HCM Control Delay (s)	7.5	-	-	-	11	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	73	85	67	65	10	9
Future Vol, veh/h	73	85	67	65	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	92	73	71	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	324	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	670	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	635	989
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1527	-	-	-	635	989
HCM Lane V/C Ratio	0.052	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	55	81	70	54	4	6
Future Vol, veh/h	55	81	70	54	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	88	76	59	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	284	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	706	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	678	985
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1523	-	-	-	678	985
HCM Lane V/C Ratio	0.039	-	-	-	0.006	0.007
HCM Control Delay (s)	7.5	-	-	-	10.3	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

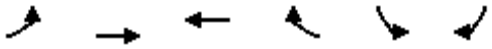
Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	89	25	38	79	6	10
Future Vol, veh/h	89	25	38	79	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	27	41	86	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	265	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	724	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	704	959
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	959	-	-	1496	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.028	-
HCM Control Delay (s)	10.2	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	203	219	0	266	58
Future Volume (veh/h)	0	203	219	0	266	58
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	221	238	0	289	63
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	367	367	0	2524	1161
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	221	238	0	289	63
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.2	7.8	0.0	2.5	1.1
Cycle Q Clear(g_c), s	0.0	7.2	7.8	0.0	2.5	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	367	367	0	2524	1161
V/C Ratio(X)	0.00	0.60	0.65	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2524	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.4	51.7	0.0	2.7	2.6
Incr Delay (d2), s/veh	0.0	1.6	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.9	0.0	1.1	0.5
LnGrp Delay(d),s/veh	0.0	53.0	53.0	0.0	2.8	2.7
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		221	238		352	
Approach Delay, s/veh		53.0	53.0		2.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.4		101.6		18.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.2		4.5		9.8
Green Ext Time (p_c), s				2.7		1.2		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	449	0	0	508	345	36	0	316	0	0	0
Future Volume (veh/h)	27	449	0	0	508	345	36	0	316	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	29	488	0	0	552	375	39	0	343			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	35	1345	0	0	1105	455	1673	0	770			
Arrive On Green	0.02	0.38	0.00	0.00	0.31	0.31	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	29	488	0	0	552	375	39	0	343			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.3	12.9	0.0	0.0	16.5	30.9	0.8	0.0	18.9			
Cycle Q Clear(g_c), s	2.3	12.9	0.0	0.0	16.5	30.9	0.8	0.0	18.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	35	1345	0	0	1105	455	1673	0	770			
V/C Ratio(X)	0.83	0.36	0.00	0.00	0.50	0.82	0.02	0.00	0.45			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1673	0	770			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.12	0.12	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	29.0	0.0	0.0	36.4	41.4	14.7	0.0	19.0			
Incr Delay (d2), s/veh	48.8	0.2	0.0	0.0	0.0	0.8	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.3	0.0	0.0	8.1	12.6	0.3	0.0	7.6			
LnGrp Delay(d),s/veh	112.2	29.1	0.0	0.0	36.5	42.2	14.7	0.0	19.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		517			927			382				
Approach Delay, s/veh		33.8			38.8			18.9				
Approach LOS		C			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		74.6		55.4			8.8	46.6
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		20.9		14.9			4.3	32.9
Green Ext Time (p_c), s		0.0		9.0			0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	74	198	14	0	8	293	27	0	63	10	19	0	75	11	168
Future Vol, veh/h	0	74	198	14	0	8	293	27	0	63	10	19	0	75	11	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	215	15	0	9	318	29	0	68	11	21	0	82	12	183
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.4	12.6	11.2	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	82%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	17%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	74	132	80	8	195	125	75	7	172
LT Vol	63	0	74	0	0	8	0	0	75	0	0
Through Vol	0	10	0	132	66	0	195	98	0	7	4
RT Vol	0	19	0	0	14	0	0	27	0	0	168
Lane Flow Rate	68	32	80	143	87	9	212	136	82	8	187
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.059	0.161	0.267	0.159	0.017	0.39	0.243	0.167	0.015	0.32
Departure Headway (Hd)	7.687	6.728	7.203	6.698	6.574	7.11	6.606	6.453	7.362	6.86	6.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	529	495	534	543	501	541	553	485	519	578
Service Time	5.476	4.517	4.981	4.476	4.353	4.886	4.381	4.228	5.141	4.64	3.952
HCM Lane V/C Ratio	0.147	0.06	0.162	0.268	0.16	0.018	0.392	0.246	0.169	0.015	0.324
HCM Control Delay	11.8	9.9	11.4	11.9	10.6	10	13.6	11.3	11.6	9.7	11.9
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.1	0.6	0.1	1.8	0.9	0.6	0	1.4

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	586	596	111	0	116
Future Vol, veh/h	0	586	596	111	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	637	648	121	0	126

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	768	0	-	0	1345	708
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	846	-	-	-	167	435
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	846	-	-	-	167	435
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	846	-	-	-	435
HCM Lane V/C Ratio	-	-	-	-	0.29
HCM Control Delay (s)	0	-	-	-	16.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	118	12	562	100	11	445
Future Vol, veh/h	118	12	562	100	11	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	611	109	12	484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1119	611	0	0	611	0
Stage 1	611	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	229	494	-	-	968	-
Stage 1	542	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	494	-	-	968	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.5	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	226	494	968	-
HCM Lane V/C Ratio	-	-	0.568	0.026	0.012	-
HCM Control Delay (s)	-	-	40	12.5	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3.1	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	22	75	36
Future Vol, veh/h	0	40	0	22	75	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	24	82	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	60	121	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	872	993	1464	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	993	1464	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	993	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	37	18	35	18	73	23	526	91	101	552	7
Future Volume (veh/h)	5	37	18	35	18	73	23	526	91	101	552	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	5	40	20	38	20	79	25	572	99	110	600	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	707	671	335	746	189	745	38	731	126	140	1091	15
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.02	0.24	0.24	0.09	0.30	0.30
Sat Flow, veh/h	1189	1173	586	1232	330	1303	1634	3019	521	1634	3576	48
Grp Volume(v), veh/h	5	0	60	38	0	99	25	335	336	110	297	311
Grp Sat Flow(s),veh/h/ln	1189	0	1759	1232	0	1633	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.2	0.0	1.8	1.7	0.0	3.3	1.8	21.2	21.3	7.9	16.8	16.8
Cycle Q Clear(g_c), s	3.6	0.0	1.8	3.5	0.0	3.3	1.8	21.2	21.3	7.9	16.8	16.8
Prop In Lane	1.00		0.33	1.00		0.80	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	707	0	1006	746	0	934	38	428	429	140	540	566
V/C Ratio(X)	0.01	0.00	0.06	0.05	0.00	0.11	0.66	0.78	0.78	0.78	0.55	0.55
Avail Cap(c_a), veh/h	707	0	1006	746	0	934	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	11.4	12.2	0.0	11.8	58.2	42.5	42.6	53.7	34.8	34.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	18.3	3.1	3.2	9.1	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.9	0.6	0.0	1.6	1.0	10.7	10.9	3.9	8.4	8.8
LnGrp Delay(d),s/veh	12.5	0.0	11.5	12.3	0.0	12.0	76.5	45.7	45.8	62.9	35.7	35.7
LnGrp LOS	B		B	B		B	E	D	D	E	D	D
Approach Vol, veh/h		65			137			696			718	
Approach Delay, s/veh		11.6			12.1			46.8			39.9	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	33.0		72.6	6.8	40.6		72.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	9.9	23.3		5.6	3.8	18.8		5.5
Green Ext Time (p_c), s	0.2	5.2		0.5	0.0	5.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	232	15	62	317	41	41
Future Vol, veh/h	232	15	62	317	41	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	252	16	67	345	45	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	268	0	739	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1296	-	385	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1296	-	360	779
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	1296	-
HCM Lane V/C Ratio	0.181	-	-	0.052	-
HCM Control Delay (s)	13.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	41.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	13	205	62	0	385	305	18	0	77	26	381
Future Vol, veh/h	0	13	205	62	0	385	305	18	0	77	26	381
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	14	223	67	0	418	332	20	0	84	28	414
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	13.9	55.3	40.8
HCM LOS	B	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	11%	0%	72%	0%	7%
Vol Thru, %	5%	89%	62%	28%	89%	79%
Vol Right, %	79%	0%	38%	0%	11%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	484	116	165	538	171	42
LT Vol	77	13	0	385	0	3
Through Vol	26	103	103	153	153	33
RT Vol	381	0	62	0	18	6
Lane Flow Rate	526	126	179	584	185	46
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.894	0.27	0.368	1	0.364	0.103
Departure Headway (Hd)	6.224	7.741	7.419	7.512	7.068	8.108
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	584	466	486	485	510	442
Service Time	4.224	5.456	5.135	5.243	4.799	6.15
HCM Lane V/C Ratio	0.901	0.27	0.368	1.204	0.363	0.104
HCM Control Delay	40.8	13.3	14.4	68.5	13.8	12.1
HCM Lane LOS	E	B	B	F	B	B
HCM 95th-tile Q	10.6	1.1	1.7	13.4	1.6	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	33	6
Future Vol, veh/h	0	3	33	6
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	36	7
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Int Delay, s/veh	18.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	274	384	459	51	57	196
Future Vol, veh/h	274	384	459	51	57	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	417	499	55	62	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	1331	277
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1012	-	-	-	146	720
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1012	-	-	-	90	720
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	247	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	90.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1012	-	-	-	279
HCM Lane V/C Ratio	0.294	-	-	-	0.986
HCM Control Delay (s)	10	0.8	-	-	90.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	9.9

Intersection	
Int Delay, s/veh	40.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	0	21	8	122	0	786	10	108	1200	4
Future Vol, veh/h	0	21	0	21	8	122	0	786	10	108	1200	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	0	23	9	133	0	854	11	117	1304	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1973	2406	654	1758	2403	433	1309	0	0	865	0	0
Stage 1	1541	1541	-	860	860	-	-	-	-	-	-	-
Stage 2	432	865	-	898	1543	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	33	409	54	33	571	524	-	-	774	-	-
Stage 1	120	175	-	317	371	-	-	-	-	-	-	-
Stage 2	572	369	-	301	175	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	28	409	~ 16	28	571	524	-	-	774	-	-
Mov Cap-2 Maneuver	19	28	-	~ 16	28	-	-	-	-	-	-	-
Stage 1	120	149	-	317	371	-	-	-	-	-	-	-
Stage 2	429	369	-	216	149	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 313.1	$ 563.2	0	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	524	-	-	28	83	774	-	-
HCM Lane V/C Ratio	-	-	-	0.815	1.977	0.152	-	-
HCM Control Delay (s)	0	-	-	$ 313.1	$ 563.2	10.5	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	14.4	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	186	5	2	141	2	1
Future Vol, veh/h	186	5	2	141	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	5	2	153	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	363	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	636	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	635	836
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1363	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	120	0	1	151	0	1
Future Vol, veh/h	120	0	1	151	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	130	0	1	164	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	130	0	296	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1455	-	695	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	694	920
Mov Cap-2 Maneuver	-	-	-	-	694	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	862	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	1455	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	8.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	152	691	106	151	773	15	142	27	93	14	13	12
Future Vol, veh/h	152	691	106	151	773	15	142	27	93	14	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	165	751	115	164	840	16	154	29	101	15	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	857	0	0	866	0	0	2329	2324	809	2381	2374	848
Stage 1	-	-	-	-	-	-	1139	1139	-	1177	1177	-
Stage 2	-	-	-	-	-	-	1190	1185	-	1204	1197	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	783	-	-	777	-	-	~ 26	37	380	24	35	361
Stage 1	-	-	-	-	-	-	245	276	-	233	265	-
Stage 2	-	-	-	-	-	-	229	263	-	225	259	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	783	-	-	777	-	-	-	~ 13	380	-	~ 12	361
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 13	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	~ 143	161	-	136	158	-
Stage 2	-	-	-	-	-	-	~ 120	157	-	79	151	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	1.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	783	-	-	777	-	-	-
HCM Lane V/C Ratio	-	0.211	-	-	0.211	-	-	-
HCM Control Delay (s)	-	10.8	0	-	10.9	0	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	0.8	-	-	-

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

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	136	22	46	213	16	39
Future Vol, veh/h	136	22	46	213	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	24	50	232	17	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	172	0	492	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1405	-	536	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1405	-	514	885
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	731	-	-	1405	-
HCM Lane V/C Ratio	0.082	-	-	0.036	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	113	11	12	172	17	6
Future Vol, veh/h	113	11	12	172	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	12	13	187	18	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	342	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1449	-	654	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	647	921
Mov Cap-2 Maneuver	-	-	-	-	647	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1449	-
HCM Lane V/C Ratio	0.036	-	-	0.009	-
HCM Control Delay (s)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	154	0	4	250	4	18
Future Vol, veh/h	154	0	4	250	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	0	4	272	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	177	167	303	167
Stage 1	-	-	0	0	167	-
Stage 2	-	-	177	167	136	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	813	726	689	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	854	760	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	813	0	689	877
Mov Cap-2 Maneuver	-	-	813	0	689	-
Stage 1	-	-	-	0	863	-
Stage 2	-	-	854	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.7	9.4
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	836	-	-	813
HCM Lane V/C Ratio	0.029	-	-	0.34
HCM Control Delay (s)	9.4	-	-	11.7
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.5

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	153	57	0	127	160	0	140	187
Future Vol, veh/h	0	153	57	0	127	160	0	140	187
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	166	62	0	138	174	0	152	203
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.8	12.9	13.2
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	43%	0%	44%
Vol Thru, %	0%	73%	56%
Vol Right, %	57%	27%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	327	210	287
LT Vol	140	0	127
Through Vol	0	153	160
RT Vol	187	57	0
Lane Flow Rate	355	228	312
Geometry Grp	1	1	1
Degree of Util (X)	0.502	0.33	0.462
Departure Headway (Hd)	5.088	5.211	5.331
Convergence, Y/N	Yes	Yes	Yes
Cap	707	689	677
Service Time	3.116	3.243	3.36
HCM Lane V/C Ratio	0.502	0.331	0.461
HCM Control Delay	13.2	10.8	12.9
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.8	1.4	2.4

Intersection	
Intersection Delay, s/veh	23.3
Intersection LOS	C

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	55	126	0	164	374	0	295	129
Future Vol, veh/h	0	55	126	0	164	374	0	295	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	137	0	178	407	0	321	140
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12.2	31.3	18
HCM LOS	B	D	C

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	30%	30%	0%
Vol Thru, %	70%	0%	70%
Vol Right, %	0%	70%	30%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	538	181	424
LT Vol	164	55	0
Through Vol	374	0	295
RT Vol	0	126	129
Lane Flow Rate	585	197	461
Geometry Grp	1	1	1
Degree of Util (X)	0.854	0.333	0.665
Departure Headway (Hd)	5.26	6.089	5.194
Convergence, Y/N	Yes	Yes	Yes
Cap	690	588	696
Service Time	3.301	4.148	3.238
HCM Lane V/C Ratio	0.848	0.335	0.662
HCM Control Delay	31.3	12.2	18
HCM Lane LOS	D	B	C
HCM 95th-tile Q	9.8	1.5	5.1

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	4	110	37	8	127
Future Vol, veh/h	36	4	110	37	8	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	120	40	9	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	295	140	0	0	160	0
Stage 1	140	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	696	908	-	-	1419	-
Stage 1	887	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	908	-	-	1419	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	708	1419	-
HCM Lane V/C Ratio	-	-	0.061	0.006	-
HCM Control Delay (s)	-	-	10.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	102	107	99
Demand Flow Rate, veh/h	91	105	110	101
Vehicles Circulating, veh/h	108	99	93	103
Vehicles Exiting, veh/h	96	104	106	101
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.5	4.6	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	105	110	101
Cap Entry Lane, veh/h	1014	1023	1030	1019
Entry HV Adj Factor	0.981	0.974	0.975	0.982
Flow Entry, veh/h	89	102	107	99
Cap Entry, veh/h	995	996	1003	1000
V/C Ratio	0.090	0.103	0.107	0.099
Control Delay, s/veh	4.4	4.5	4.6	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	74	54	50	31
Demand Flow Rate, veh/h	76	55	51	31
Vehicles Circulating, veh/h	23	70	49	87
Vehicles Exiting, veh/h	95	30	50	38
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	3.9	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	76	55	51	31
Cap Entry Lane, veh/h	1104	1054	1076	1036
Entry HV Adj Factor	0.980	0.984	0.975	0.990
Flow Entry, veh/h	74	54	50	31
Cap Entry, veh/h	1081	1036	1048	1025
V/C Ratio	0.069	0.052	0.047	0.030
Control Delay, s/veh	3.9	3.9	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	58	24	14	39
Demand Flow Rate, veh/h	59	24	14	39
Vehicles Circulating, veh/h	42	15	65	32
Vehicles Exiting, veh/h	29	64	36	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	59	24	14	39
Cap Entry Lane, veh/h	1083	1113	1059	1094
Entry HV Adj Factor	0.986	0.983	0.994	0.991
Flow Entry, veh/h	58	24	14	39
Cap Entry, veh/h	1068	1093	1052	1084
V/C Ratio	0.054	0.022	0.013	0.036
Control Delay, s/veh	3.8	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	9	71	42	222	190	5
Future Vol, veh/h	9	71	42	222	190	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	77	46	241	207	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	421	106	212	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	561	928	1356	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	539	928	1356	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	858	-	-
HCM Lane V/C Ratio	0.034	-	0.101	-	-
HCM Control Delay (s)	7.7	0.1	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	133	447	50	69	317
Future Vol, veh/h	79	133	447	50	69	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	145	486	54	75	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	981	486	0	0	486	0
Stage 1	486	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	277	581	-	-	1077	-
Stage 1	618	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	253	581	-	-	1077	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	253	581	1077	-
HCM Lane V/C Ratio	-	-	0.339	0.249	0.07	-
HCM Control Delay (s)	-	-	26.4	13.2	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.4	1	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	23	7	130	26	5	149
Future Vol, veh/h	23	7	130	26	5	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	141	28	5	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	328	155	0	0	170	0
Stage 1	155	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	666	891	-	-	1407	-
Stage 1	873	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	891	-	-	1407	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	705	1407	-
HCM Lane V/C Ratio	-	-	0.046	0.004	-
HCM Control Delay (s)	-	-	10.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Future Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	4	0	0	0	3	12	0	1	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	85%	0%	20%
Vol Thru, %	96%	15%	21%	40%
Vol Right, %	0%	0%	79%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	26	14	50
LT Vol	1	22	0	10
Through Vol	24	4	3	20
RT Vol	0	0	11	20
Lane Flow Rate	27	28	15	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.015	0.058
Departure Headway (Hd)	4.059	4.256	3.624	3.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	840	983	935
Service Time	2.085	2.29	1.664	1.854
HCM Lane V/C Ratio	0.031	0.033	0.015	0.058
HCM Control Delay	7.2	7.4	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	20
Future Vol, veh/h	0	10	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	26	40	45
Demand Flow Rate, veh/h	9	26	41	46
Vehicles Circulating, veh/h	47	40	22	9
Vehicles Exiting, veh/h	8	23	34	57
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	26	41	46
Cap Entry Lane, veh/h	1078	1086	1105	1120
Entry HV Adj Factor	0.991	0.998	0.983	0.988
Flow Entry, veh/h	9	26	40	45
Cap Entry, veh/h	1068	1082	1086	1106
V/C Ratio	0.008	0.024	0.037	0.041
Control Delay, s/veh	3.4	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	20	32	5	20	12
Future Vol, veh/h	6	20	32	5	20	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	35	5	22	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	78	48
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	925	1021
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	913	1013
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	948
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	15	53	0	53	7	20	0	27	188	81
Future Vol, veh/h	0	5	15	53	0	53	7	20	0	27	188	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	58	0	58	8	22	0	29	204	88
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	9.4	10	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	22%	0%	26%	0%	100%	96%
Vol Right, %	0%	0%	56%	0%	78%	0%	74%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	125	144	5	68	53	27	25	155	81
LT Vol	27	0	0	5	0	53	0	25	0	0
Through Vol	0	125	63	0	15	0	7	0	155	78
RT Vol	0	0	81	0	53	0	20	0	0	3
Lane Flow Rate	29	136	156	5	74	58	29	27	169	88
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.051	0.218	0.233	0.01	0.121	0.11	0.048	0.048	0.273	0.141
Departure Headway (Hd)	6.271	5.768	5.371	6.927	5.88	6.886	5.867	6.319	5.816	5.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	624	670	517	610	521	610	568	620	621
Service Time	3.995	3.492	3.095	4.66	3.613	4.62	3.601	4.045	3.541	3.515
HCM Lane V/C Ratio	0.051	0.218	0.233	0.01	0.121	0.111	0.048	0.048	0.273	0.142
HCM Control Delay	9.3	10.1	9.7	9.7	9.4	10.5	8.9	9.4	10.7	9.5
HCM Lane LOS	A	B	A	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	0.8	0.9	0	0.4	0.4	0.2	0.2	1.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	25	233	3
Future Vol, veh/h	0	25	233	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	27	253	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.2
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	437	0	0	0	445	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	437	0	0	0	445	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	475	0	0	0	484	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	16	16.4
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	437	0	0	0	0	445	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	437	0	0	0	0	445	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	475	0	0	0	0	484	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.644	0	0	0	0	0.655	0
Departure Headway (Hd)	4.878	4.878	4.878	6.75	6.75	4.872	4.872	4.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	746	0	0	0	0	745	0
Service Time	2.586	2.586	2.586	4.496	4.496	2.581	2.581	2.581
HCM Lane V/C Ratio	0	0.637	0	0	0	0	0.65	0
HCM Control Delay	7.6	16	7.6	9.5	9.5	7.6	16.4	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	4.7	0	0	0	0	4.9	0

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	35	0	309	35	19	28	146	304	18	142	10
Future Vol, veh/h	12	35	0	309	35	19	28	146	304	18	142	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	0	336	38	21	30	159	330	20	154	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	432	413	154	432	413	159	154	0	0	159	0	0
Stage 1	193	193	-	220	220	-	-	-	-	-	-	-
Stage 2	239	220	-	212	193	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	534	529	892	534	529	886	1426	-	-	1420	-	-
Stage 1	809	741	-	782	721	-	-	-	-	-	-	-
Stage 2	764	721	-	790	741	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	479	511	892	490	511	886	1426	-	-	1420	-	-
Mov Cap-2 Maneuver	479	511	-	490	511	-	-	-	-	-	-	-
Stage 1	792	731	-	766	706	-	-	-	-	-	-	-
Stage 2	691	706	-	738	731	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	24.6	0.4	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	479	511	-	490	511	886	1420	-	-
HCM Lane V/C Ratio	0.021	-	-	0.027	0.074	-	0.685	0.074	0.023	0.014	-	-
HCM Control Delay (s)	7.6	-	-	12.7	12.6	0	26.9	12.6	9.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	-	5.2	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Future Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	2	0	2	2	14	0	2	32	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	80%	12%	18%
Vol Thru, %	88%	12%	12%	50%
Vol Right, %	6%	8%	76%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	25	17	56
LT Vol	2	20	2	10
Through Vol	29	3	2	28
RT Vol	2	2	13	18
Lane Flow Rate	36	27	18	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.032	0.019	0.066
Departure Headway (Hd)	4.034	4.228	3.686	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	844	965	922
Service Time	2.066	2.269	1.732	1.91
HCM Lane V/C Ratio	0.041	0.032	0.019	0.066
HCM Control Delay	7.2	7.4	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	28	18
Future Vol, veh/h	0	10	28	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	30	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	12	36	29
Demand Flow Rate, veh/h	22	12	37	29
Vehicles Circulating, veh/h	24	38	16	21
Vehicles Exiting, veh/h	26	14	30	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	12	37	29
Cap Entry Lane, veh/h	1103	1088	1112	1106
Entry HV Adj Factor	0.990	0.984	0.986	0.986
Flow Entry, veh/h	22	12	36	29
Cap Entry, veh/h	1092	1070	1097	1091
V/C Ratio	0.020	0.011	0.033	0.026
Control Delay, s/veh	3.5	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	34	0
Demand Flow Rate, veh/h	6	32	35	0
Vehicles Circulating, veh/h	28	1	5	33
Vehicles Exiting, veh/h	5	39	29	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	32	35	0
Cap Entry Lane, veh/h	1099	1129	1124	1093
Entry HV Adj Factor	0.984	0.966	0.971	1.000
Flow Entry, veh/h	6	31	34	0
Cap Entry, veh/h	1080	1090	1091	1093
V/C Ratio	0.005	0.028	0.031	0.000
Control Delay, s/veh	3.4	3.5	3.6	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	28	39	297	331	8
Future Vol, veh/h	6	28	39	297	331	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	30	42	323	360	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	610	184	368	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	426	827	1187	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	827	1187	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1187	-	700	-	-
HCM Lane V/C Ratio	0.036	-	0.053	-	-
HCM Control Delay (s)	8.1	0.1	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	901	173	131	1095	21	130	0	62	12	8	56
Future Volume (veh/h)	310	901	173	131	1095	21	130	0	62	12	8	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	337	979	188	142	1190	23	141	0	67	13	9	61
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1142	828	181	1125	22	417	0	198	19	13	88
Arrive On Green	0.12	0.32	0.32	0.11	0.32	0.30	0.36	0.00	0.36	0.07	0.07	0.07
Sat Flow, veh/h	1634	3539	2567	1634	3552	69	1158	0	550	256	178	1203
Grp Volume(v), veh/h	337	979	188	142	593	620	208	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1851	1708	0	0	1638	0	0
Q Serve(g_s), s	14.0	31.1	6.4	10.2	38.0	38.0	10.7	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	14.0	31.1	6.4	10.2	38.0	38.0	10.7	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.16		0.73
Lane Grp Cap(c), veh/h	191	1142	828	181	560	586	615	0	0	120	0	0
V/C Ratio(X)	1.77	0.86	0.23	0.79	1.06	1.06	0.34	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	181	560	586	615	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.1	29.7	52.0	41.0	41.0	28.0	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	364.0	4.8	0.1	13.9	47.3	46.8	1.5	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	16.0	2.3	5.3	25.9	27.0	5.3	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	417.0	42.9	29.8	65.9	88.3	87.8	29.5	0.0	0.0	61.5	0.0	0.0
LnGrp LOS	F	D	C	E	F	F	C			E		
Approach Vol, veh/h		1504			1355			208			83	
Approach Delay, s/veh		125.1			85.7			29.5			61.5	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		47.2	17.3	42.7		12.8	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		12.7	12.2	33.1		7.9	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	3.6		0.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	100.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	746	69	44	772	10	889	300	701	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3273	302	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	250	257	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	15.2	15.4	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	69	403	411	44	382	400	889	0	1001	13	0	105
V/C Ratio(X)	0.36	0.62	0.62	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	900	918	82	811	850	889	0	1001	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.7	41.9	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	1.6	0.8	0.8	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.5	7.7	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	57.8	42.4	42.7	60.1	48.5	48.4	13.1	0.0	9.5	64.9	0.0	61.2
LnGrp LOS	E	D	D	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		43.3			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.6	7.2	31.3	69.3	12.1	8.7	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	17.4	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.9	0.1	0.1	1.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	637	53	50	754	78	114
Future Vol, veh/h	637	53	50	754	78	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	692	58	54	820	85	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	750	0	1239	375
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	855	-	168	623
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	855	-	157	623
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	28.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	157	623	-	-	855	-
HCM Lane V/C Ratio	0.54	0.199	-	-	0.064	-
HCM Control Delay (s)	52	12.2	-	-	9.5	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	2.7	0.7	-	-	0.2	-

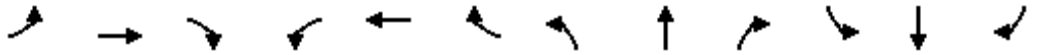
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	651	8	25	847	9	26
Future Vol, veh/h	651	8	25	847	9	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	708	9	27	921	10	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	716	0	1227	358
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	880	-	171	638
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	166	638
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	646	-	-	880	-
HCM Lane V/C Ratio	0.059	-	-	0.031	-
HCM Control Delay (s)	10.9	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	297	123	113	456	56	65	367	71	40	548	217
Future Volume (veh/h)	255	297	123	113	456	56	65	367	71	40	548	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	277	323	134	123	496	61	71	399	77	43	596	236
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	983	405	330	953	393	124	1021	421	88	661	261
Arrive On Green	0.21	0.28	0.28	0.20	0.27	0.27	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2479	980
Grp Volume(v), veh/h	277	323	134	123	496	61	71	399	77	43	425	407
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	14.5	6.5	4.7	5.8	10.7	2.9	3.8	8.1	1.9	2.3	20.9	21.0
Cycle Q Clear(g_c), s	14.5	6.5	4.7	5.8	10.7	2.9	3.8	8.1	1.9	2.3	20.9	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	344	983	405	330	953	393	124	1021	421	88	472	451
V/C Ratio(X)	0.81	0.33	0.33	0.37	0.52	0.16	0.57	0.39	0.18	0.49	0.90	0.90
Avail Cap(c_a), veh/h	436	983	405	330	953	393	163	1021	421	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	25.8	13.1	31.0	27.9	25.1	40.2	25.7	6.7	41.4	31.9	32.5
Incr Delay (d2), s/veh	8.5	0.9	2.2	0.7	2.0	0.8	3.5	0.2	0.2	4.2	20.2	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.3	2.1	2.7	5.5	1.2	1.8	4.0	0.8	1.1	12.8	12.4
LnGrp Delay(d),s/veh	42.2	26.7	15.2	31.7	30.0	25.9	43.7	25.9	6.9	45.5	52.0	53.6
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	D	D
Approach Vol, veh/h		734			680			547			875	
Approach Delay, s/veh		30.5			29.9			25.5			52.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	30.0	22.2	29.0	10.8	28.0	22.9	28.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.3	10.1	7.8	8.5	5.8	23.0	16.5	12.7
Green Ext Time (p_c), s	0.0	4.3	1.5	1.6	0.0	0.0	0.5	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		36.2
HCM 2010 LOS		D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	520	38	24	794	7	9	2	11	9	0	0
Future Vol, veh/h	0	520	38	24	794	7	9	2	11	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	565	41	26	863	8	10	2	12	10	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	871	0	0	565	0	0	1484	1488	565	1491	1484	867
Stage 1	-	-	-	-	-	-	565	565	-	919	919	-
Stage 2	-	-	-	-	-	-	919	923	-	572	565	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	774	-	-	1007	-	-	103	124	524	102	125	352
Stage 1	-	-	-	-	-	-	510	508	-	325	350	-
Stage 2	-	-	-	-	-	-	325	349	-	505	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	774	-	-	1007	-	-	99	118	524	95	119	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	118	-	95	119	-
Stage 1	-	-	-	-	-	-	510	508	-	325	333	-
Stage 2	-	-	-	-	-	-	309	332	-	491	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	29.4	47.2
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	774	-	-	1007	-	-	95
HCM Lane V/C Ratio	0.14	-	-	-	0.026	-	-	0.103
HCM Control Delay (s)	29.4	0	-	-	8.7	0	-	47.2
HCM Lane LOS	D	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	115	0	7	137	5	0	0	7	4	0	0
Future Volume (veh/h)	0	115	0	7	137	5	0	0	7	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	125	0	8	149	5	0	0	8	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	179	140	13	276	9	2	1289	1009	7	1390	1088
Arrive On Green	0.00	0.10	0.00	0.00	0.05	0.05	0.00	0.00	0.69	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1792	60	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	125	0	8	0	154	0	0	8	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1852	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	5.9	0.0	0.4	0.0	7.3	0.0	0.0	0.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.9	0.0	0.4	0.0	7.3	0.0	0.0	0.2	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	179	140	13	0	285	2	1289	1009	7	1390	1088
V/C Ratio(X)	0.00	0.70	0.00	0.61	0.00	0.54	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	823	73	1289	1009	73	1390	1088
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.00	0.09	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.4	0.0	44.7	0.0	39.6	0.0	0.0	4.3	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	4.0	0.0	0.1	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.2	0.0	3.8	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	44.3	0.0	48.8	0.0	39.7	0.0	0.0	4.3	103.7	0.0	0.0
LnGrp LOS		D		D		D			A	F		
Approach Vol, veh/h		125			162			8			4	
Approach Delay, s/veh		44.3			40.2			4.3			103.7	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	66.8	5.2	13.1	0.0	71.6	0.0	18.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	2.4	7.9	0.0	0.0	0.0	9.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	352	109	308	749	220	135	355	125	122	373	46
Future Volume (veh/h)	54	352	109	308	749	220	135	355	125	122	373	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	383	118	335	814	239	147	386	136	133	405	50
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	456	357	281	693	543	179	620	486	82	509	398
Arrive On Green	0.03	0.16	0.16	0.23	0.50	0.50	0.04	0.11	0.11	0.05	0.27	0.27
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	59	383	118	335	814	239	147	386	136	133	405	50
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	17.9	6.4	15.5	33.5	9.5	8.0	17.8	7.7	4.5	18.2	2.3
Cycle Q Clear(g_c), s	3.2	17.9	6.4	15.5	33.5	9.5	8.0	17.8	7.7	4.5	18.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	456	357	281	693	543	179	620	486	82	509	398
V/C Ratio(X)	0.81	0.84	0.33	1.19	1.17	0.44	0.82	0.62	0.28	1.63	0.80	0.13
Avail Cap(c_a), veh/h	82	466	365	281	693	543	227	620	486	82	509	398
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	35.9	31.1	34.7	22.7	16.7	42.5	34.6	30.1	42.8	30.4	24.6
Incr Delay (d2), s/veh	36.3	11.5	0.5	115.4	93.0	0.6	15.4	4.2	1.3	331.3	12.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.7	2.6	16.0	35.0	3.9	4.4	9.9	3.3	9.5	11.1	1.0
LnGrp Delay(d),s/veh	79.6	47.4	31.6	150.1	115.8	17.2	57.9	38.8	31.4	374.0	42.6	25.3
LnGrp LOS	E	D	C	F	F	B	E	D	C	F	D	C
Approach Vol, veh/h		560			1388			669			588	
Approach Delay, s/veh		47.5			107.1			41.5			116.1	
Approach LOS		D			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	34.5	20.0	26.5	14.4	29.1	8.5	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	10.5	19.8	17.5	19.9	10.0	20.2	5.2	35.5
Green Ext Time (p_c), s	0.0	2.7	0.0	1.7	0.1	0.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	84.6
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	448	13	10	567	281	5	19	3	282	21	165
Future Volume (veh/h)	164	448	13	10	567	281	5	19	3	282	21	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	178	487	14	11	616	305	5	21	3	307	23	179
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	741	580	17	528	413	338	429	336	263	719	563
Arrive On Green	0.25	0.80	0.80	0.00	0.09	0.09	0.01	0.23	0.23	0.16	0.39	0.39
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	178	487	14	11	616	305	5	21	3	307	23	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	9.4	10.1	0.2	0.6	25.5	18.3	0.2	0.8	0.1	14.5	0.7	7.7
Cycle Q Clear(g_c), s	9.4	10.1	0.2	0.6	25.5	18.3	0.2	0.8	0.1	14.5	0.7	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	741	580	17	528	413	338	429	336	263	719	563
V/C Ratio(X)	0.87	0.66	0.02	0.63	1.17	0.74	0.01	0.05	0.01	1.17	0.03	0.32
Avail Cap(c_a), veh/h	209	741	580	118	528	413	447	429	336	263	719	563
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	6.6	5.6	44.7	40.8	37.5	26.4	27.0	26.7	37.8	17.2	19.3
Incr Delay (d2), s/veh	29.9	2.1	0.0	17.3	85.7	3.5	0.0	0.2	0.0	108.0	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	5.3	0.1	0.4	25.7	7.8	0.1	0.4	0.1	14.4	0.4	3.3
LnGrp Delay(d),s/veh	63.0	8.7	5.6	62.0	126.5	41.1	26.4	27.2	26.8	145.8	17.2	20.8
LnGrp LOS	E	A	A	E	F	D	C	C	C	F	B	C
Approach Vol, veh/h		679			932			29			509	
Approach Delay, s/veh		22.9			97.8			27.0			96.0	
Approach LOS		C			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	25.2	5.5	40.3	5.0	39.3	15.8	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	16.5	2.8	2.6	12.1	2.2	9.7	11.4	27.5
Green Ext Time (p_c), s	0.0	0.7	0.0	5.7	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	72.7
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	563	95	588	765	58	57	26	25	48	24	14
Future Volume (veh/h)	18	563	95	588	765	58	57	26	25	48	24	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	20	612	103	639	832	63	62	28	27	52	26	15
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	373	292	536	951	744	77	434	340	64	419	328
Arrive On Green	0.02	0.27	0.27	0.33	0.51	0.51	0.05	0.23	0.23	0.04	0.23	0.23
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	20	612	103	639	832	63	62	28	27	52	26	15
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.1	18.0	5.1	29.5	35.6	2.0	3.4	1.1	1.3	2.8	1.0	0.7
Cycle Q Clear(g_c), s	1.1	18.0	5.1	29.5	35.6	2.0	3.4	1.1	1.3	2.8	1.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	373	292	536	951	744	77	434	340	64	419	328
V/C Ratio(X)	0.70	1.64	0.35	1.19	0.88	0.08	0.80	0.06	0.08	0.81	0.06	0.05
Avail Cap(c_a), veh/h	73	373	292	536	951	744	107	434	340	73	419	328
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	33.0	28.3	30.3	19.5	11.3	42.5	26.9	27.0	42.9	27.4	27.3
Incr Delay (d2), s/veh	13.6	294.9	0.3	104.2	9.2	0.0	24.8	0.3	0.4	44.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	39.7	2.1	28.7	20.5	0.8	2.1	0.6	0.6	2.1	0.5	0.3
LnGrp Delay(d),s/veh	57.3	328.0	28.7	134.5	28.7	11.3	67.3	27.1	27.4	87.3	27.7	27.6
LnGrp LOS	E	F	C	F	C	B	E	C	C	F	C	C
Approach Vol, veh/h		735			1534			117			93	
Approach Delay, s/veh		278.6			72.0			48.5			61.0	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	25.5	34.0	22.5	8.7	24.8	6.1	50.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	4.8	3.3	31.5	20.0	5.4	3.0	3.1	37.6
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.2	0.0	3.5

Intersection Summary		
HCM 2010 Ctrl Delay		131.8
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	35	583	1361	101	0	28
Future Vol, veh/h	35	583	1361	101	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	634	1479	110	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1589	0	-	0	2244	1534
Stage 1	-	-	-	-	1534	-
Stage 2	-	-	-	-	710	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	413	-	-	-	46	143
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	487	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	413	-	-	-	39	143
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	413	-	-	-	143
HCM Lane V/C Ratio	0.092	-	-	-	0.213
HCM Control Delay (s)	14.6	0	-	-	36.9
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	498	304	290	1003	104	470	158	117	111	241	130
Future Volume (veh/h)	92	498	304	290	1003	104	470	158	117	111	241	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	541	330	315	1090	113	511	172	127	121	262	141
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	882	409	250	1286	528	177	1368	562	109	1221	499
Arrive On Green	0.05	0.26	0.26	0.15	0.36	0.36	0.04	0.13	0.13	0.07	0.34	0.34
Sat Flow, veh/h	1634	3390	1574	1634	3539	1452	1634	3539	1453	1634	3539	1448
Grp Volume(v), veh/h	100	541	330	315	1090	113	511	172	127	121	262	141
Grp Sat Flow(s),veh/h/ln	1634	1695	1574	1634	1770	1452	1634	1770	1453	1634	1770	1448
Q Serve(g_s), s	6.0	16.9	23.5	18.4	34.0	6.4	13.0	5.2	5.5	8.0	6.3	8.5
Cycle Q Clear(g_c), s	6.0	16.9	23.5	18.4	34.0	6.4	13.0	5.2	5.5	8.0	6.3	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	882	409	250	1286	528	177	1368	562	109	1221	499
V/C Ratio(X)	1.22	0.61	0.81	1.26	0.85	0.21	2.89	0.13	0.23	1.11	0.21	0.28
Avail Cap(c_a), veh/h	82	1384	643	250	1681	690	177	1368	562	109	1221	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.1	41.6	50.8	35.1	26.4	57.9	34.4	12.5	56.0	27.8	28.5
Incr Delay (d2), s/veh	171.5	0.7	4.1	134.9	2.1	0.1	863.2	0.2	0.9	119.2	0.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	8.0	10.7	17.7	16.9	2.6	48.3	2.6	2.4	7.2	3.1	3.6
LnGrp Delay(d),s/veh	228.5	39.8	45.7	185.7	37.3	26.5	921.1	34.5	13.3	175.2	28.2	29.9
LnGrp LOS	F	D	D	F	D	C	F	C	B	F	C	C
Approach Vol, veh/h		971			1518			810			524	
Approach Delay, s/veh		61.2			67.3			590.5			62.6	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	50.4	22.4	35.2	17.0	45.4	10.0	47.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	7.5	20.4	25.5	15.0	10.5	8.0	36.0
Green Ext Time (p_c), s	0.0	2.8	0.0	3.7	0.0	2.5	0.0	5.6

Intersection Summary		
HCM 2010 Ctrl Delay		176.0
HCM 2010 LOS		F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	759	95	34	1332	97	24
Future Volume (veh/h)	759	95	34	1332	97	24
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	825	103	37	1448	105	26
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1884	776	68	1769	601	536
Arrive On Green	0.53	0.53	0.53	0.53	0.37	0.37
Sat Flow, veh/h	3632	1458	49	3407	1634	1458
Grp Volume(v), veh/h	825	103	782	703	105	26
Grp Sat Flow(s),veh/h/ln	1770	1458	1760	1610	1634	1458
Q Serve(g_s), s	12.8	3.2	13.8	32.6	3.9	1.0
Cycle Q Clear(g_c), s	12.8	3.2	32.6	32.6	3.9	1.0
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	1884	776	979	857	601	536
V/C Ratio(X)	0.44	0.13	0.80	0.82	0.17	0.05
Avail Cap(c_a), veh/h	2379	980	1216	1083	601	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.58	0.58	1.00	1.00
Uniform Delay (d), s/veh	12.8	10.6	17.2	17.5	19.2	18.3
Incr Delay (d2), s/veh	0.1	0.1	1.8	2.4	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	1.3	16.4	14.8	1.9	0.4
LnGrp Delay(d),s/veh	12.9	10.6	19.0	19.9	19.9	18.5
LnGrp LOS	B	B	B	B	B	B
Approach Vol, veh/h	928			1485	131	
Approach Delay, s/veh	12.7			19.4	19.6	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		37.6		52.4				52.4
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		5.9		14.8				34.6
Green Ext Time (p_c), s		0.3		16.6				13.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	517	204	381	945	87	146	457	105	55	632	239
Future Volume (veh/h)	165	517	204	381	945	87	146	457	105	55	632	239
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	179	562	222	414	1027	95	159	497	114	60	687	260
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	819	315	521	1418	131	136	1184	270	101	986	373
Arrive On Green	0.09	0.23	0.23	0.16	0.30	0.30	0.17	0.83	0.79	0.06	0.39	0.38
Sat Flow, veh/h	3170	3617	1391	3170	4738	438	1634	2864	653	1634	2513	951
Grp Volume(v), veh/h	179	526	258	414	734	388	159	306	305	60	484	463
Grp Sat Flow(s),veh/h/ln	1585	1695	1617	1585	1695	1786	1634	1770	1747	1634	1770	1695
Q Serve(g_s), s	6.5	17.0	17.6	15.1	23.2	23.3	10.0	5.5	5.9	4.3	27.4	27.6
Cycle Q Clear(g_c), s	6.5	17.0	17.6	15.1	23.2	23.3	10.0	5.5	5.9	4.3	27.4	27.6
Prop In Lane	1.00		0.86	1.00		0.25	1.00		0.37	1.00		0.56
Lane Grp Cap(c), veh/h	290	768	366	521	1015	534	136	732	723	101	694	665
V/C Ratio(X)	0.62	0.68	0.70	0.79	0.72	0.73	1.17	0.42	0.42	0.59	0.70	0.70
Avail Cap(c_a), veh/h	608	989	472	608	1015	534	136	732	723	136	694	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.81	0.81	0.81	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	42.5	42.7	48.2	37.6	37.6	50.0	6.6	7.1	54.8	30.5	31.0
Incr Delay (d2), s/veh	2.0	1.3	3.1	5.1	2.1	4.0	120.9	1.4	1.4	5.4	5.7	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.1	8.2	7.0	11.2	12.1	9.0	2.8	2.9	2.1	14.5	14.0
LnGrp Delay(d),s/veh	54.5	43.7	45.8	53.3	39.7	41.6	170.9	7.9	8.5	60.2	36.2	37.0
LnGrp LOS	D	D	D	D	D	D	F	A	A	E	D	D
Approach Vol, veh/h		963			1536			770			1007	
Approach Delay, s/veh		46.3			43.8			41.8			38.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	53.6	23.7	31.2	14.0	51.1	15.0	39.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	10.3	7.9	17.1	19.6	12.0	29.6	8.5	25.3
Green Ext Time (p_c), s	0.0	6.7	0.7	5.6	0.0	2.5	0.5	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	396	178	162	435	66	129	367	54	81	349	58
Future Volume (veh/h)	128	396	178	162	435	66	129	367	54	81	349	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	139	430	193	176	473	72	140	399	59	88	379	63
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	608	250	259	752	310	1234	1721	709	158	520	214
Arrive On Green	0.12	0.17	0.17	0.16	0.21	0.21	0.39	0.49	0.49	0.05	0.15	0.15
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	139	430	193	176	473	72	140	399	59	88	379	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	9.8	13.7	15.2	12.2	14.6	4.9	3.4	7.8	1.3	3.3	12.3	3.4
Cycle Q Clear(g_c), s	9.8	13.7	15.2	12.2	14.6	4.9	3.4	7.8	1.3	3.3	12.3	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	608	250	259	752	310	1234	1721	709	158	520	214
V/C Ratio(X)	0.72	0.71	0.77	0.68	0.63	0.23	0.11	0.23	0.08	0.56	0.73	0.29
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1234	1721	709	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	46.8	47.4	47.6	42.9	39.1	23.4	17.8	4.1	55.7	48.9	25.3
Incr Delay (d2), s/veh	3.7	1.7	6.7	3.1	1.0	0.4	0.0	0.3	0.2	4.2	8.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.9	6.6	5.7	7.2	2.0	1.5	3.9	0.6	1.5	6.6	1.6
LnGrp Delay(d),s/veh	54.7	48.5	54.1	50.7	44.0	39.5	23.4	18.2	4.3	59.9	57.6	28.8
LnGrp LOS	D	D	D	D	D	D	C	B	A	E	E	C
Approach Vol, veh/h		762			721			598			530	
Approach Delay, s/veh		51.1			45.2			18.0			54.5	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	62.4	23.0	24.6	50.7	21.6	18.1	29.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.3	9.8	14.2	17.2	5.4	14.3	11.8	16.6
Green Ext Time (p_c), s	0.0	2.3	2.9	1.5	0.7	1.4	0.4	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	6	46	258	43	153	69	419	91	75	579	48
Future Volume (veh/h)	11	6	46	258	43	153	69	419	91	75	579	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	12	7	50	280	47	166	75	455	99	82	629	52
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	119	93	311	452	354	97	901	706	101	915	778
Arrive On Green	0.01	0.06	0.06	0.19	0.24	0.24	0.05	0.48	0.48	0.12	0.98	0.98
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	12	7	50	280	47	166	75	455	99	82	629	52
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.7	0.3	3.0	15.1	1.8	8.8	3.8	15.0	3.4	4.4	1.6	0.1
Cycle Q Clear(g_c), s	0.7	0.3	3.0	15.1	1.8	8.8	3.8	15.0	3.4	4.4	1.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	119	93	311	452	354	97	901	706	101	915	778
V/C Ratio(X)	0.64	0.06	0.54	0.90	0.10	0.47	0.77	0.50	0.14	0.81	0.69	0.07
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	901	706	118	915	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	0.28	0.28	0.28	0.30	0.30	0.30
Uniform Delay (d), s/veh	44.3	39.6	40.8	35.6	26.5	29.1	42.0	15.9	12.9	38.9	0.4	0.4
Incr Delay (d2), s/veh	30.6	0.2	4.7	24.3	0.1	0.8	3.7	0.6	0.1	10.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.3	8.9	0.9	3.6	1.9	7.9	1.4	2.3	0.7	0.0
LnGrp Delay(d),s/veh	74.9	39.8	45.5	60.0	26.6	30.0	45.7	16.4	13.0	49.5	1.7	0.5
LnGrp LOS	E	D	D	E	C	C	D	B	B	D	A	A
Approach Vol, veh/h		69			493			629			763	
Approach Delay, s/veh		50.0			46.7			19.4			6.8	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.1	21.6	10.3	9.4	48.7	5.5	26.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	10.4	17.0	17.1	5.0	5.8	3.6	2.7	10.8
Green Ext Time (p_c), s	0.0	4.2	0.0	0.8	0.0	5.1	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	210	19	73	352	33	18	240	69	51	22	46
Future Volume (veh/h)	26	210	19	73	352	33	18	240	69	51	22	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	28	228	21	79	383	36	20	261	75	55	24	50
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	386	35	100	511	48	29	1080	845	69	1125	881
Arrive On Green	0.01	0.04	0.04	0.06	0.16	0.16	0.02	0.58	0.58	0.04	0.60	0.60
Sat Flow, veh/h	1634	3280	300	1634	3272	306	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	28	122	127	79	206	213	20	261	75	55	24	50
Grp Sat Flow(s),veh/h/ln	1634	1770	1810	1634	1770	1809	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.5	6.1	6.2	4.3	10.0	10.1	1.1	6.2	2.1	3.0	0.5	1.3
Cycle Q Clear(g_c), s	1.5	6.1	6.2	4.3	10.0	10.1	1.1	6.2	2.1	3.0	0.5	1.3
Prop In Lane	1.00		0.17	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	208	213	100	276	282	29	1080	845	69	1125	881
V/C Ratio(X)	0.77	0.59	0.60	0.79	0.75	0.75	0.70	0.24	0.09	0.80	0.02	0.06
Avail Cap(c_a), veh/h	118	383	392	209	482	492	118	1080	845	209	1125	881
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.4	41.1	41.1	41.7	36.3	36.3	44.0	9.3	8.4	42.7	7.1	7.3
Incr Delay (d2), s/veh	27.0	2.6	2.6	13.2	4.0	4.1	26.5	0.5	0.2	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.1	3.3	2.3	5.2	5.3	0.7	3.3	0.9	1.4	0.2	0.5
LnGrp Delay(d),s/veh	71.5	43.7	43.7	54.9	40.3	40.4	70.5	9.8	8.6	44.8	7.2	7.3
LnGrp LOS	E	D	D	D	D	D	E	A	A	D	A	A
Approach Vol, veh/h		277			498			356			129	
Approach Delay, s/veh		46.5			42.6			12.9			23.3	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	56.7	10.0	15.1	6.1	58.9	6.5	18.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	5.3	8.2	6.3	8.2	3.1	3.3	3.5	12.1
Green Ext Time (p_c), s	0.0	1.4	0.1	1.9	0.0	1.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	96	343	364	275	64	147	444	141	33	916	64
Future Volume (veh/h)	39	96	343	364	275	64	147	444	141	33	916	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	104	373	396	299	70	160	483	153	36	996	70
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	457	409	177	917	211	203	1211	381	70	1260	89
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.31	0.25	0.91	0.91	0.09	0.75	0.75
Sat Flow, veh/h	1634	1770	1583	1634	2857	659	1634	2651	834	1634	3355	236
Grp Volume(v), veh/h	42	104	373	396	183	186	160	321	315	36	525	541
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1746	1634	1770	1716	1634	1770	1821
Q Serve(g_s), s	3.0	5.6	27.5	13.0	9.4	9.7	11.0	2.9	3.0	2.5	21.8	21.8
Cycle Q Clear(g_c), s	3.0	5.6	27.5	13.0	9.4	9.7	11.0	2.9	3.0	2.5	21.8	21.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.49	1.00		0.13
Lane Grp Cap(c), veh/h	75	457	409	177	568	560	203	809	784	70	665	684
V/C Ratio(X)	0.56	0.23	0.91	2.24	0.32	0.33	0.79	0.40	0.40	0.51	0.79	0.79
Avail Cap(c_a), veh/h	144	457	409	177	568	560	204	809	784	82	665	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.83	0.83	0.83
Uniform Delay (d), s/veh	56.1	35.1	44.0	53.5	30.9	31.2	43.6	2.9	2.9	53.6	12.0	12.0
Incr Delay (d2), s/veh	6.4	0.3	24.3	574.5	0.3	0.3	17.2	1.4	1.4	4.7	7.8	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.7	14.8	34.1	4.6	4.8	5.9	1.6	1.5	1.2	11.6	11.9
LnGrp Delay(d),s/veh	62.5	35.3	68.4	628.0	31.2	31.6	60.8	4.3	4.4	58.4	19.8	19.6
LnGrp LOS	E	D	E	F	C	C	E	A	A	E	B	B
Approach Vol, veh/h		519			765			796			1102	
Approach Delay, s/veh		61.3			340.2			15.7			21.0	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	58.8	17.0	35.0	18.9	49.1	9.5	42.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.5	5.0	15.0	29.5	13.0	23.8	5.0	11.7
Green Ext Time (p_c), s	0.0	8.2	0.0	0.0	0.0	6.8	0.0	2.7

Intersection Summary		
HCM 2010 Ctrl Delay		103.0
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	263	127	0	23	404	26	0	109	25	26	0	80	183	177
Future Vol, veh/h	0	22	263	127	0	23	404	26	0	109	25	26	0	80	183	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	286	138	0	25	439	28	0	118	27	28	0	87	199	192
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	17.5	21.2	18.3	69.8
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	68%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	16%	0%	100%	41%	0%	100%	84%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	16%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	22	175	215	23	269	161	440
LT Vol	109	22	0	0	23	0	0	80
Through Vol	25	0	175	88	0	269	135	183
RT Vol	26	0	0	127	0	0	26	177
Lane Flow Rate	174	24	191	233	25	293	175	478
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.433	0.058	0.435	0.504	0.06	0.658	0.387	1
Departure Headway (Hd)	8.955	8.734	8.21	7.776	8.62	8.097	7.978	7.8
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	405	411	438	462	417	445	451	469
Service Time	6.655	6.459	5.96	5.546	6.346	5.847	5.734	5.509
HCM Lane V/C Ratio	0.43	0.058	0.436	0.504	0.06	0.658	0.388	1.019
HCM Control Delay	18.3	12	17.2	18.3	11.9	25.2	15.7	69.8
HCM Lane LOS	C	B	C	C	B	D	C	F
HCM 95th-tile Q	2.1	0.2	2.2	2.8	0.2	4.6	1.8	13.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	97	51	186	176	50	79	773	141	55	847	51
Future Volume (veh/h)	39	97	51	186	176	50	79	773	141	55	847	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	105	55	202	191	54	86	840	153	60	921	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	179	140	142	255	200	133	1897	346	82	2046	122
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.08	0.63	0.62	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2991	545	1634	3394	203
Grp Volume(v), veh/h	42	105	55	202	191	54	86	497	496	60	480	496
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1767	1634	1770	1827
Q Serve(g_s), s	3.0	6.5	4.3	10.4	11.8	4.0	6.1	17.1	17.3	4.3	0.0	0.0
Cycle Q Clear(g_c), s	3.0	6.5	4.3	10.4	11.8	4.0	6.1	17.1	17.3	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	75	179	140	142	255	200	133	1122	1120	82	1067	1101
V/C Ratio(X)	0.56	0.59	0.39	1.43	0.75	0.27	0.65	0.44	0.44	0.73	0.45	0.45
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1122	1120	82	1067	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.42	0.42	0.42
Uniform Delay (d), s/veh	56.1	52.0	51.0	54.8	49.8	46.4	53.4	11.2	11.4	53.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.1	1.8	227.7	5.3	0.7	4.4	1.1	1.1	13.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	1.8	13.6	6.5	1.6	2.9	8.6	8.7	2.2	0.2	0.2
LnGrp Delay(d),s/veh	62.5	55.0	52.8	282.5	55.1	47.1	57.9	12.2	12.4	66.8	0.6	0.6
LnGrp LOS	E	E	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		202			447			1079			1036	
Approach Delay, s/veh		56.0			156.9			16.0			4.4	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.1	14.4	15.5	13.8	76.3	9.5	20.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.3	19.3	12.4	8.5	8.1	2.0	5.0	13.8
Green Ext Time (p_c), s	0.0	10.2	0.0	1.0	0.1	10.3	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	114	155	93	105	91	238	806	139	202	885	119
Future Volume (veh/h)	51	114	155	93	105	91	238	806	139	202	885	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	55	124	168	101	114	99	259	876	151	220	962	129
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	553	228	95	552	228	300	1748	720	259	1659	684
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	55	124	168	101	114	99	259	876	151	220	962	129
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.9	3.7	13.2	7.0	3.4	7.4	18.5	20.0	7.0	15.7	23.8	6.2
Cycle Q Clear(g_c), s	3.9	3.7	13.2	7.0	3.4	7.4	18.5	20.0	7.0	15.7	23.8	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	553	228	95	552	228	300	1748	720	259	1659	684
V/C Ratio(X)	0.58	0.22	0.74	1.06	0.21	0.44	0.86	0.50	0.21	0.85	0.58	0.19
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1748	720	259	1659	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	55.0	44.3	48.3	56.5	44.2	45.9	47.6	20.4	17.1	49.1	23.2	18.6
Incr Delay (d2), s/veh	5.4	0.2	4.6	87.8	0.1	0.8	22.2	1.0	0.7	14.3	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.8	5.6	5.5	1.7	3.0	10.2	10.0	2.9	8.1	11.8	2.6
LnGrp Delay(d),s/veh	60.4	44.5	52.9	145.1	44.3	46.6	69.7	21.5	17.8	63.4	24.1	18.9
LnGrp LOS	E	D	D	F	D	D	E	C	B	E	C	B
Approach Vol, veh/h		347			314			1286			1311	
Approach Delay, s/veh		51.1			77.4			30.7			30.2	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	63.3	11.0	22.7	26.0	60.3	11.0	22.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.7	22.0	9.0	15.2	20.5	25.8	5.9	9.4
Green Ext Time (p_c), s	0.0	11.3	0.0	1.6	0.0	9.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	122	107	97	258	133	265	905	112	118	1030	177
Future Volume (veh/h)	69	122	107	97	258	133	265	905	112	118	1030	177
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	75	133	116	105	280	145	288	984	122	128	1120	192
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	264	213	82	442	182	123	855	670	353	2124	875
Arrive On Green	0.07	0.14	0.12	0.05	0.12	0.12	0.10	0.61	0.61	0.22	0.60	0.60
Sat Flow, veh/h	1634	1863	1504	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	75	126	123	105	280	145	288	984	122	128	1120	192
Grp Sat Flow(s),veh/h/ln	1634	1770	1597	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	5.4	7.9	8.7	6.0	9.0	7.4	9.0	55.1	3.2	8.0	22.2	7.3
Cycle Q Clear(g_c), s	5.4	7.9	8.7	6.0	9.0	7.4	9.0	55.1	3.2	8.0	22.2	7.3
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	250	226	82	442	182	123	855	670	353	2124	875
V/C Ratio(X)	0.69	0.50	0.55	1.29	0.63	0.80	2.35	1.15	0.18	0.36	0.53	0.22
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	353	2124	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.88	0.88	0.88	0.51	0.51	0.51	0.64	0.64	0.64
Uniform Delay (d), s/veh	54.8	47.6	48.8	57.0	49.9	20.8	54.0	23.4	7.0	40.0	14.0	11.0
Incr Delay (d2), s/veh	15.0	1.4	1.8	187.8	1.3	7.8	620.3	75.1	0.3	0.4	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.9	3.9	7.0	4.5	3.4	25.2	45.7	1.3	3.7	10.9	3.0
LnGrp Delay(d),s/veh	69.7	49.0	50.6	244.8	51.2	28.6	674.3	98.5	7.3	40.4	14.6	11.4
LnGrp LOS	E	D	D	F	D	C	F	F	A	D	B	B
Approach Vol, veh/h		324			530			1394			1440	
Approach Delay, s/veh		54.4			83.4			209.5			16.5	
Approach LOS		D			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.9	59.1	10.0	21.0	13.0	76.0	12.0	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.9	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.0	57.1	8.0	10.7	11.0	24.2	7.4	11.0
Green Ext Time (p_c), s	3.3	0.0	0.0	2.2	0.0	7.6	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	194	75	116	261	128	197	400	78	327	664	139
Future Volume (veh/h)	55	194	75	116	261	128	197	400	78	327	664	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	60	211	82	126	284	139	214	435	85	355	722	151
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	347	143	174	507	209	257	1576	649	354	1785	736
Arrive On Green	0.06	0.10	0.10	0.11	0.14	0.14	0.31	0.89	0.89	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	60	211	82	126	284	139	214	435	85	355	722	151
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.2	6.9	4.6	9.0	9.0	10.8	14.6	2.1	0.5	26.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	6.9	4.6	9.0	9.0	10.8	14.6	2.1	0.5	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	347	143	174	507	209	257	1576	649	354	1785	736
V/C Ratio(X)	0.37	0.61	0.57	0.72	0.56	0.66	0.83	0.28	0.13	1.00	0.40	0.21
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1576	649	354	1785	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.92	0.92	0.70	0.70	0.70	0.94	0.94	0.94	0.27	0.27	0.27
Uniform Delay (d), s/veh	52.6	51.9	26.4	51.9	47.9	48.7	39.6	3.8	1.5	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	3.3	9.5	0.7	2.5	12.7	0.4	0.4	25.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	2.0	4.5	4.4	4.5	7.4	1.1	0.3	14.1	0.0	0.0
LnGrp Delay(d),s/veh	53.9	53.5	29.7	61.4	48.5	51.2	52.4	4.2	1.8	59.4	0.2	0.2
LnGrp LOS	D	D	C	E	D	D	D	A	A	F	A	A
Approach Vol, veh/h		353			549			734			1228	
Approach Delay, s/veh		48.0			52.2			18.0			17.3	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.4	16.8	15.8	22.9	64.5	11.4	21.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	4.1	11.0	8.9	16.6	2.0	6.2	12.8
Green Ext Time (p_c), s	0.0	6.8	0.0	0.9	0.3	6.9	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	419	135	97	294	91	98	903	85	212	1881	537
Future Volume (veh/h)	221	419	135	97	294	91	98	903	85	212	1881	537
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	240	455	147	105	320	99	107	982	92	230	2045	584
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	686	282	205	532	219	150	2563	240	109	1828	753
Arrive On Green	0.11	0.19	0.19	0.06	0.15	0.15	0.09	0.54	0.54	0.07	0.52	0.52
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4732	442	1634	3539	1458
Grp Volume(v), veh/h	240	455	147	105	320	99	107	703	371	230	2045	584
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1785	1634	1770	1458
Q Serve(g_s), s	8.8	14.3	10.8	3.8	10.1	7.4	7.6	14.4	14.4	8.0	62.0	38.7
Cycle Q Clear(g_c), s	8.8	14.3	10.8	3.8	10.1	7.4	7.6	14.4	14.4	8.0	62.0	38.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	342	686	282	205	532	219	150	1836	967	109	1828	753
V/C Ratio(X)	0.70	0.66	0.52	0.51	0.60	0.45	0.71	0.38	0.38	2.11	1.12	0.78
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1836	967	109	1828	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.93	0.93	0.93	0.76	0.76	0.76
Uniform Delay (d), s/veh	51.6	44.8	43.4	54.3	47.6	46.5	53.0	15.9	15.9	56.0	29.0	23.4
Incr Delay (d2), s/veh	3.6	0.9	1.2	2.0	1.1	1.5	14.0	0.6	1.1	523.0	59.7	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.0	4.5	1.7	5.1	3.1	4.0	6.9	7.4	19.4	45.4	16.8
LnGrp Delay(d),s/veh	55.2	45.6	44.5	56.2	48.7	47.9	66.9	16.5	17.0	579.0	88.7	29.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	C
Approach Vol, veh/h		842			524			1181			2859	
Approach Delay, s/veh		48.2			50.1			21.2			116.0	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.0	11.8	27.2	15.0	66.0	17.0	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	16.4	5.8	16.3	9.6	64.0	10.8	12.1
Green Ext Time (p_c), s	0.0	25.6	0.1	3.8	0.0	0.0	0.2	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	78.3
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	0	16	49	0	11	24	1690	118	25	1487	43
Future Volume (veh/h)	56	0	16	49	0	11	24	1690	118	25	1487	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	0	17	53	0	12	26	1837	128	27	1616	47
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
Arrive On Green	0.06	0.00	0.05	0.06	0.00	0.03	0.04	0.72	0.72	0.04	0.72	0.72
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	61	0	17	53	0	12	26	1837	128	27	1616	47
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.7	1.3	1.9	15.4	1.1
Cycle Q Clear(g_c), s	4.4	0.0	1.2	3.8	0.0	0.9	1.9	35.7	1.3	1.9	15.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	85	67	98	0	72	59	2564	1057	60	3687	1057
V/C Ratio(X)	0.62	0.00	0.25	0.54	0.00	0.17	0.44	0.72	0.12	0.45	0.44	0.04
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2564	1057	82	3687	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	41.1	54.8	0.0	55.9	56.7	9.5	0.9	56.6	6.7	4.7
Incr Delay (d2), s/veh	6.2	0.0	2.0	4.6	0.0	1.1	5.1	1.7	0.2	5.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	1.8	0.0	0.4	0.9	17.7	0.6	1.0	7.3	0.5
LnGrp Delay(d),s/veh	61.2	0.0	43.1	59.4	0.0	57.0	61.8	11.2	1.1	61.9	7.0	4.8
LnGrp LOS	E		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		78			65			1991			1690	
Approach Delay, s/veh		57.2			59.0			11.2			7.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	90.9	11.2	9.5	8.3	91.0	11.2	9.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	3.9	37.7	5.8	3.2	3.9	17.4	6.4	2.9
Green Ext Time (p_c), s	0.0	14.3	0.0	0.0	0.0	28.1	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	226	1661	107	119	1265
Future Volume (veh/h)	392	226	1661	107	119	1265
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	426	246	1805	116	129	1375
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	426	246	1805	116	129	1375
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	19.7	44.4	3.7	9.2	0.0
Cycle Q Clear(g_c), s	19.7	19.7	44.4	3.7	9.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	1.59	1.03	0.79	0.12	0.86	0.51
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.66	0.66	1.00	1.00	0.72	0.72
Uniform Delay (d), s/veh	50.2	50.2	15.5	8.3	48.3	0.0
Incr Delay (d2), s/veh	276.2	54.6	2.9	0.3	28.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.4	11.6	22.5	1.6	5.4	0.2
LnGrp Delay(d),s/veh	326.3	104.9	18.4	8.5	77.1	0.5
LnGrp LOS	F	F	B	A	E	A
Approach Vol, veh/h	672		1921			1504
Approach Delay, s/veh	245.2		17.8			7.1
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.2	46.4				2.0		21.7
Green Ext Time (p_c), s	0.0	21.8				42.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	81	198	124	116	120	91	502	29	61	923	47
Future Volume (veh/h)	107	81	198	124	116	120	91	502	29	61	923	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	116	88	215	135	126	130	99	546	32	66	1003	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	103	251	144	151	156	144	1697	99	107	1634	83
Arrive On Green	0.12	0.21	0.20	0.09	0.18	0.17	0.18	1.00	0.97	0.13	0.95	0.92
Sat Flow, veh/h	1634	481	1175	1634	841	868	1634	3398	199	1634	3427	174
Grp Volume(v), veh/h	116	0	303	135	0	256	99	284	294	66	518	536
Grp Sat Flow(s),veh/h/ln	1634	0	1655	1634	0	1710	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	8.0	0.0	21.2	9.9	0.0	17.4	6.8	0.0	0.1	4.6	3.9	4.2
Cycle Q Clear(g_c), s	8.0	0.0	21.2	9.9	0.0	17.4	6.8	0.0	0.1	4.6	3.9	4.2
Prop In Lane	1.00		0.71	1.00		0.51	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	200	0	353	144	0	306	144	884	913	107	844	874
V/C Ratio(X)	0.58	0.00	0.86	0.94	0.00	0.84	0.69	0.32	0.32	0.61	0.61	0.61
Avail Cap(c_a), veh/h	200	0	419	144	0	379	218	884	913	163	844	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.85	0.00	0.85	1.00	0.00	1.00	0.90	0.90	0.90	0.87	0.87	0.87
Uniform Delay (d), s/veh	49.7	0.0	46.1	54.4	0.0	48.0	47.9	0.0	0.1	50.7	1.5	1.7
Incr Delay (d2), s/veh	3.5	0.0	12.4	55.6	0.0	12.5	5.1	0.9	0.8	4.9	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	10.9	6.7	0.0	9.3	3.3	0.2	0.3	2.2	2.1	2.2
LnGrp Delay(d),s/veh	53.3	0.0	58.4	110.0	0.0	60.5	53.0	0.9	1.0	55.6	4.5	4.5
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		419			391			677			1120	
Approach Delay, s/veh		57.0			77.6			8.6			7.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	63.9	14.6	29.6	14.6	61.2	18.7	25.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	10.6	2.1	11.9	23.2	8.8	6.2	10.0	19.4
Green Ext Time (p_c), s	0.0	7.5	0.0	0.7	0.1	7.4	0.5	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	56	2	655	0	279	821	0	0	0	1159	700
Future Vol, veh/h	0	0	0	0	0	56	2	655	0	279	821	0	0	0	1159	700
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	61	2	712	0	303	892	0	0	0	1260	761
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66	60.4	69
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	821	58	655	1159	700
LT Vol	279	0	56	0	0	0
Through Vol	0	821	2	0	1159	0
RT Vol	0	0	0	655	0	700
Lane Flow Rate	303	892	63	712	1260	761
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.716	1	0.159	1	1	1
Departure Headway (Hd)	8.501	8.001	9.081	7.899	7.872	7.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	464	393	463	479	510
Service Time	6.218	5.718	6.869	5.687	5.61	4.911
HCM Lane V/C Ratio	0.708	1.922	0.16	1.538	2.63	1.492
HCM Control Delay	29.9	70.8	13.6	70.6	70.3	66.9
HCM Lane LOS	D	F	B	F	F	F
HCM 95th-tile Q	5.5	13	0.6	13	13.1	13.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	531	195	395	147	584	0	0	764	221
Future Volume (veh/h)	0	0	0	531	195	395	147	584	0	0	764	221
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				577	212	429	160	635	0	0	830	240
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1064	606	475	500	2122	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.16	0.60	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				577	212	429	160	635	0	0	830	240
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.4	10.4	33.7	5.4	10.5	0.0	0.0	10.2	5.6
Cycle Q Clear(g_c), s				17.4	10.4	33.7	5.4	10.5	0.0	0.0	10.2	5.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1064	606	475	500	2122	0	0	1430	589
V/C Ratio(X)				0.54	0.35	0.90	0.32	0.30	0.00	0.00	0.58	0.41
Avail Cap(c_a), veh/h				1185	675	529	500	2122	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.35	0.35	0.35	0.95	0.95	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				33.2	30.8	38.7	44.8	11.7	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.2	0.1	7.5	0.3	0.3	0.0	0.0	1.2	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	5.4	14.6	2.4	5.2	0.0	0.0	4.8	2.4
LnGrp Delay(d),s/veh				33.3	30.9	46.2	45.2	12.1	0.0	0.0	9.0	8.8
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1218			795			1070	
Approach Delay, s/veh					37.4			18.7			8.9	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.4			23.4	53.0		43.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.5			7.4	12.2		35.7
Green Ext Time (p_c), s		3.6			2.1	5.1		3.3

Intersection Summary		
HCM 2010 Ctrl Delay		22.7
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	261	466	185	331	851	0	0	1662	645
Future Volume (veh/h)	0	0	0	261	466	185	331	851	0	0	1662	645
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				284	507	201	360	925	0	0	1807	701
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				591	660	272	340	2644	0	0	1788	737
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.51	0.51
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				284	507	201	360	925	0	0	1807	701
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Cycle Q Clear(g_c), s				9.6	16.3	15.6	25.0	0.3	0.0	0.0	60.6	55.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				591	660	272	340	2644	0	0	1788	737
V/C Ratio(X)				0.48	0.77	0.74	1.06	0.35	0.00	0.00	1.01	0.95
Avail Cap(c_a), veh/h				822	917	378	340	2644	0	0	1788	737
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.81	0.81	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.6	46.4	46.1	43.4	0.1	0.0	0.0	29.7	28.3
Incr Delay (d2), s/veh				0.6	2.6	4.8	59.9	0.3	0.0	0.0	9.2	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.2	6.7	16.9	0.2	0.0	0.0	31.8	22.8
LnGrp Delay(d),s/veh				44.2	49.0	50.9	103.3	0.4	0.0	0.0	38.9	32.0
LnGrp LOS				D	D	D	F	A			F	C
Approach Vol, veh/h					992			1285			2508	
Approach Delay, s/veh					48.0			29.2			36.9	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			29.0	64.6		26.4
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.3			27.0	62.6		18.3
Green Ext Time (p_c), s		42.0			0.0	0.0		3.4

Intersection Summary		
HCM 2010 Ctrl Delay		37.2
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1	88	0	0	0	0	624	109	499	431	0
Future Volume (veh/h)	206	1	88	0	0	0	0	624	109	499	431	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	1	96				0	678	118	542	468	0
Adj No. of Lanes	0	1	1				0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	267	1	220				0	733	574	499	1395	0
Arrive On Green	0.15	0.15	0.15				0.00	0.39	0.39	0.31	0.75	0.00
Sat Flow, veh/h	1767	8	1458				0	1863	1458	1634	1863	0
Grp Volume(v), veh/h	225	0	96				0	678	118	542	468	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1634	1863	0
Q Serve(g_s), s	11.1	0.0	5.4				0.0	31.2	4.8	27.5	7.6	0.0
Cycle Q Clear(g_c), s	11.1	0.0	5.4				0.0	31.2	4.8	27.5	7.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	268	0	220				0	733	574	499	1395	0
V/C Ratio(X)	0.84	0.00	0.44				0.00	0.93	0.21	1.09	0.34	0.00
Avail Cap(c_a), veh/h	355	0	292				0	733	574	499	1395	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	0.0	34.7				0.0	26.0	18.0	31.3	3.8	0.0
Incr Delay (d2), s/veh	12.7	0.0	1.4				0.0	19.3	0.8	65.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	2.2				0.0	19.9	2.1	21.4	4.0	0.0
LnGrp Delay(d),s/veh	49.8	0.0	36.1				0.0	45.4	18.8	96.7	4.4	0.0
LnGrp LOS	D		D					D	B	F	A	
Approach Vol, veh/h		321						796			1010	
Approach Delay, s/veh		45.7						41.5			53.9	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.0	39.9		18.1		71.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	29.5	33.2		13.1		9.6		
Green Ext Time (p_c), s	0.0	0.0		0.5		5.7		

Intersection Summary	
HCM 2010 Ctrl Delay	48.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	116	219	0	0	0	0	622	481	356	911	0
Future Volume (veh/h)	184	116	219	0	0	0	0	622	481	356	911	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	200	126	238				0	676	523	387	990	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	316	685	282				0	2813	807	486	2619	0
Arrive On Green	0.19	0.19	0.19				0.00	0.55	0.55	0.31	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	200	126	238				0	676	523	387	990	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	13.5	3.6	18.9				0.0	8.2	30.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	13.5	3.6	18.9				0.0	8.2	30.0	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	685	282				0	2813	807	486	2619	0
V/C Ratio(X)	0.63	0.18	0.84				0.00	0.24	0.65	0.80	0.38	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2813	807	660	2619	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	44.5	40.5	46.6				0.0	13.8	18.7	39.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.1	10.8				0.0	0.2	4.0	3.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.8	8.5				0.0	3.9	13.0	6.1	0.1	0.0
LnGrp Delay(d),s/veh	46.6	40.6	57.5				0.0	14.0	22.7	43.8	0.3	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		564						1199			1377	
Approach Delay, s/veh		49.8						17.8			12.5	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.4	70.4		27.2		92.8		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.4	32.0		20.9		2.0		
Green Ext Time (p_c), s	1.0	9.3		1.7		15.6		

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	461	124	0	0	0	0	850	519	766	1253	0
Future Volume (veh/h)	172	461	124	0	0	0	0	850	519	766	1253	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	187	501	135				0	924	564	833	1362	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	531	593	244				0	1708	704	792	2710	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	187	501	135				0	924	564	833	1362	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	16.5	10.2				0.0	21.9	39.2	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	531	593	244				0	1708	704	792	2710	0
V/C Ratio(X)	0.35	0.84	0.55				0.00	0.54	0.80	1.05	0.50	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1708	704	792	2710	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.82	0.82	0.82				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.2	48.4	45.8				0.0	21.7	26.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	7.9	1.7				0.0	1.2	9.4	26.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	4.2				0.0	10.9	17.5	15.9	0.0	0.0
LnGrp Delay(d),s/veh	44.5	56.4	47.5				0.0	23.0	35.6	56.6	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		823						1488			2195	
Approach Delay, s/veh		52.2						27.8			21.5	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.9		24.1		95.9		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	41.2		18.5		2.0		
Green Ext Time (p_c), s	0.0	10.1		1.0		28.1		

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	50	0	46	0	50
Future Vol, veh/h	50	50	0	46	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	0	50	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	132	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	862	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	862	978
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1481	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	108	554	113	0	553
Future Vol, veh/h	0	108	554	113	0	553
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	602	123	0	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1265	664	0	0	725	0
Stage 1	664	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	187	461	-	-	878	-
Stage 1	512	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	461	-	-	878	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	878	-
HCM Lane V/C Ratio	-	-	0.255	-	-
HCM Control Delay (s)	-	-	15.5	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	586	596	107	0	111
Future Vol, veh/h	0	586	596	107	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	637	648	116	0	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	764	0	-	0	1343	706
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	849	-	-	-	168	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	849	-	-	-	168	436
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	527	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	849	-	-	-	436
HCM Lane V/C Ratio	-	-	-	-	0.277
HCM Control Delay (s)	0	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	19	134	82	96	155
Future Vol, veh/h	12	19	134	82	96	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	21	146	89	104	168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	523	146	0	0	146	0
Stage 1	146	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	514	901	-	-	1436	-
Stage 1	881	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	901	-	-	1436	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	477	901	1436	-
HCM Lane V/C Ratio	-	-	0.027	0.023	0.073	-
HCM Control Delay (s)	-	-	12.8	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	16	20	148	94	96	159
Future Vol, veh/h	16	20	148	94	96	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	22	161	102	104	173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	543	161	0	0	161	0
Stage 1	161	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	501	884	-	-	1418	-
Stage 1	868	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	464	884	-	-	1418	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	464	884	1418	-
HCM Lane V/C Ratio	-	-	0.037	0.025	0.074	-
HCM Control Delay (s)	-	-	13.1	9.2	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	144	71	0	152
Future Vol, veh/h	0	21	144	71	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	157	77	0	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	157	0	0	157	0
Stage 1	157	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	672	889	-	-	1423	-
Stage 1	871	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	672	889	-	-	1423	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	889	1423	-
HCM Lane V/C Ratio	-	-	-	0.026	-	-
HCM Control Delay (s)	-	-	0	9.2	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	90	77	50	13	14
Future Vol, veh/h	74	90	77	50	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	98	84	54	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	343	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	653	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	618	975
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1513	-	-	-	618	975
HCM Lane V/C Ratio	0.053	-	-	-	0.023	0.016
HCM Control Delay (s)	7.5	-	-	-	11	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	73	85	67	65	10	9
Future Vol, veh/h	73	85	67	65	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	92	73	71	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	324	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	670	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	635	989
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1527	-	-	-	635	989
HCM Lane V/C Ratio	0.052	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	55	81	70	54	4	6
Future Vol, veh/h	55	81	70	54	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	88	76	59	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	284	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	706	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	678	985
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1523	-	-	-	678	985
HCM Lane V/C Ratio	0.039	-	-	-	0.006	0.007
HCM Control Delay (s)	7.5	-	-	-	10.3	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

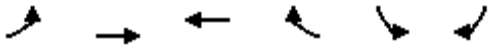
Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	89	25	38	79	6	10
Future Vol, veh/h	89	25	38	79	6	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	27	41	86	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	265	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1496	-	724	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	704	959
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	959	-	-	1496	-
HCM Lane V/C Ratio	0.009	0.011	-	-	0.028	-
HCM Control Delay (s)	10.2	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	203	219	0	266	58
Future Volume (veh/h)	0	203	219	0	266	58
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	221	238	0	289	63
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	367	367	0	2524	1161
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	221	238	0	289	63
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.2	7.8	0.0	2.5	1.1
Cycle Q Clear(g_c), s	0.0	7.2	7.8	0.0	2.5	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	367	367	0	2524	1161
V/C Ratio(X)	0.00	0.60	0.65	0.00	0.11	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2524	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.4	51.7	0.0	2.7	2.6
Incr Delay (d2), s/veh	0.0	1.6	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.9	0.0	1.1	0.5
LnGrp Delay(d),s/veh	0.0	53.0	53.0	0.0	2.8	2.7
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		221	238		352	
Approach Delay, s/veh		53.0	53.0		2.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.4		101.6		18.4
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.2		4.5		9.8
Green Ext Time (p_c), s				2.7		1.2		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	449	0	0	508	345	36	0	316	0	0	0
Future Volume (veh/h)	27	449	0	0	508	345	36	0	316	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	29	488	0	0	552	375	39	0	343			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	35	1345	0	0	1105	455	1673	0	770			
Arrive On Green	0.02	0.38	0.00	0.00	0.31	0.31	0.53	0.00	0.53			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	29	488	0	0	552	375	39	0	343			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.3	12.9	0.0	0.0	16.5	30.9	0.8	0.0	18.9			
Cycle Q Clear(g_c), s	2.3	12.9	0.0	0.0	16.5	30.9	0.8	0.0	18.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	35	1345	0	0	1105	455	1673	0	770			
V/C Ratio(X)	0.83	0.36	0.00	0.00	0.50	0.82	0.02	0.00	0.45			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1673	0	770			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.12	0.12	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	29.0	0.0	0.0	36.4	41.4	14.7	0.0	19.0			
Incr Delay (d2), s/veh	48.8	0.2	0.0	0.0	0.0	0.8	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	6.3	0.0	0.0	8.1	12.6	0.3	0.0	7.6			
LnGrp Delay(d),s/veh	112.2	29.1	0.0	0.0	36.5	42.2	14.7	0.0	19.4			
LnGrp LOS	F	C			D	D	B		B			
Approach Vol, veh/h		517			927			382				
Approach Delay, s/veh		33.8			38.8			18.9				
Approach LOS		C			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		74.6		55.4			8.8	46.6
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		20.9		14.9			4.3	32.9
Green Ext Time (p_c), s		0.0		9.0			0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	74	198	14	0	8	293	27	0	63	10	19	0	75	11	168
Future Vol, veh/h	0	74	198	14	0	8	293	27	0	63	10	19	0	75	11	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	215	15	0	9	318	29	0	68	11	21	0	82	12	183
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.4	12.6	11.2	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	82%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	17%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	74	132	80	8	195	125	75	7	172
LT Vol	63	0	74	0	0	8	0	0	75	0	0
Through Vol	0	10	0	132	66	0	195	98	0	7	4
RT Vol	0	19	0	0	14	0	0	27	0	0	168
Lane Flow Rate	68	32	80	143	87	9	212	136	82	8	187
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.059	0.161	0.267	0.159	0.017	0.39	0.243	0.167	0.015	0.32
Departure Headway (Hd)	7.687	6.728	7.203	6.698	6.574	7.11	6.606	6.453	7.362	6.86	6.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	529	495	534	543	501	541	553	485	519	578
Service Time	5.476	4.517	4.981	4.476	4.353	4.886	4.381	4.228	5.141	4.64	3.952
HCM Lane V/C Ratio	0.147	0.06	0.162	0.268	0.16	0.018	0.392	0.246	0.169	0.015	0.324
HCM Control Delay	11.8	9.9	11.4	11.9	10.6	10	13.6	11.3	11.6	9.7	11.9
HCM Lane LOS	B	A	B	B	B	A	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.1	0.6	0.1	1.8	0.9	0.6	0	1.4

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	586	596	111	0	116
Future Vol, veh/h	0	586	596	111	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	637	648	121	0	126

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	768	0	-	0	1345	708
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	846	-	-	-	167	435
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	846	-	-	-	167	435
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	846	-	-	-	435
HCM Lane V/C Ratio	-	-	-	-	0.29
HCM Control Delay (s)	0	-	-	-	16.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	118	12	562	100	11	445
Future Vol, veh/h	118	12	562	100	11	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	611	109	12	484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1119	611	0	0	611	0
Stage 1	611	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	229	494	-	-	968	-
Stage 1	542	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	494	-	-	968	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.5	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	226	494	968	-
HCM Lane V/C Ratio	-	-	0.568	0.026	0.012	-
HCM Control Delay (s)	-	-	40	12.5	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3.1	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	22	75	36
Future Vol, veh/h	0	40	0	22	75	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	24	82	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	60	121	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	872	993	1464	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	993	1464	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	993	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

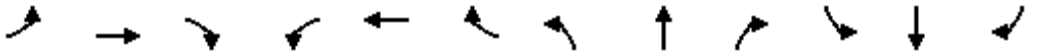
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	53	19	60	25	90	24	1703	161	166	1248	11
Future Volume (veh/h)	15	53	19	60	25	90	24	1703	161	166	1248	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	16	58	21	65	27	98	26	1851	175	180	1357	12
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	188	233	84	230	63	229	38	1939	180	211	2510	22
Arrive On Green	0.18	0.18	0.17	0.18	0.18	0.17	0.02	0.59	0.59	0.13	0.70	0.69
Sat Flow, veh/h	1161	1306	473	1211	353	1283	1634	3274	305	1634	3595	32
Grp Volume(v), veh/h	16	0	79	65	0	125	26	987	1039	180	668	701
Grp Sat Flow(s),veh/h/ln	1161	0	1779	1211	0	1636	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.5	0.0	4.6	5.9	0.0	8.2	1.9	61.7	66.0	12.9	21.9	22.0
Cycle Q Clear(g_c), s	9.7	0.0	4.6	10.4	0.0	8.2	1.9	61.7	66.0	12.9	21.9	22.0
Prop In Lane	1.00		0.27	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	188	0	317	230	0	292	38	1048	1071	211	1236	1297
V/C Ratio(X)	0.09	0.00	0.25	0.28	0.00	0.43	0.68	0.94	0.97	0.85	0.54	0.54
Avail Cap(c_a), veh/h	188	0	317	230	0	292	101	1062	1085	245	1236	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	42.5	46.9	0.0	44.0	58.1	22.6	23.5	51.1	8.8	8.8
Incr Delay (d2), s/veh	0.9	0.0	1.9	3.1	0.0	4.5	18.8	15.5	20.2	21.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.4	2.1	0.0	4.1	1.1	34.4	38.6	7.1	10.7	11.3
LnGrp Delay(d),s/veh	49.1	0.0	44.3	50.0	0.0	48.6	77.0	38.1	43.7	72.6	9.3	9.2
LnGrp LOS	D		D	D		D	E	D	D	E	A	A
Approach Vol, veh/h		95			190			2052			1549	
Approach Delay, s/veh		45.1			49.1			41.4			16.6	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.5	75.1		25.4	6.8	87.8		25.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	14.9	68.0		11.7	3.9	24.0		12.4
Green Ext Time (p_c), s	0.1	2.6		0.5	0.0	33.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	413	31	46	313	21	69
Future Vol, veh/h	413	31	46	313	21	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	449	34	50	340	23	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	483	0	906	466
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1080	-	307	597
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	290	597
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	1080	-
HCM Lane V/C Ratio	0.204	-	-	0.046	-
HCM Control Delay (s)	14.4	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	62.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	440	97	0	469	272	7	0	69	14	363
Future Vol, veh/h	0	6	440	97	0	469	272	7	0	69	14	363
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	7	478	105	0	510	296	8	0	75	15	395
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	67.2	70.4	50
HCM LOS	F	F	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	1%	63%	0%	28%
Vol Thru, %	3%	81%	37%	0%	53%
Vol Right, %	81%	18%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	446	543	741	7	47
LT Vol	69	6	469	0	13
Through Vol	14	440	272	0	25
RT Vol	363	97	0	7	9
Lane Flow Rate	485	590	805	8	51
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.929	1	1	0.015	0.132
Departure Headway (Hd)	6.896	7.145	7.978	6.96	9.32
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	528	508	459	512	384
Service Time	4.915	5.222	5.757	4.738	7.385
HCM Lane V/C Ratio	0.919	1.161	1.754	0.016	0.133
HCM Control Delay	50	67.2	71	9.8	13.8
HCM Lane LOS	E	F	F	A	B
HCM 95th-tile Q	11.4	13.7	12.9	0	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	25	9
Future Vol, veh/h	0	13	25	9
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	27	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	116.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	212	707	434	45	89	269
Future Vol, veh/h	212	707	434	45	89	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	768	472	49	97	292

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	521	0	-	0	1725	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	1229	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1045	-	-	-	98	574
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1045	-	-	-	~ 60	574
Mov Cap-2 Maneuver	-	-	-	-	~ 60	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	170	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	$ 566.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	183
HCM Lane V/C Ratio	0.221	-	-	-	2.126
HCM Control Delay (s)	9.4	0	-	-	$ 566.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	30.5

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	12	6	15	4	85	2	1438	75	158	1227	11
Future Vol, veh/h	6	12	6	15	4	85	2	1438	75	158	1227	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	13	7	16	4	92	2	1563	82	172	1334	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2471	3332	673	2625	3297	822	1346	0	0	1645	0	0
Stage 1	1683	1683	-	1608	1608	-	-	-	-	-	-	-
Stage 2	788	1649	-	1017	1689	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	~ 8	398	~ 12	8	317	508	-	-	389	-	-
Stage 1	98	149	-	109	162	-	-	-	-	-	-	-
Stage 2	350	155	-	254	148	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 4	398	-	~ 4	317	508	-	-	389	-	-
Mov Cap-2 Maneuver	-	~ 4	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	98	83	-	109	161	-	-	-	-	-	-	-
Stage 2	240	154	-	117	83	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	2.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	508	-	-	-	-	389	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-	0.441	-	-
HCM Control Delay (s)	12.1	-	-	-	-	21.4	-	-
HCM Lane LOS	B	-	-	-	-	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	2.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	378	0	0	102	0	0
Future Vol, veh/h	378	0	0	102	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	411	0	0	111	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	411	0	522	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1148	-	515	641
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1148	-	515	641
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	914	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1148	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	205	0	0	107	0	0
Future Vol, veh/h	205	0	0	107	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	223	0	0	116	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	223	0	339	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1346	-	657	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1346	-	657	817
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	909	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1346	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	271	54	30	125	7	38	90	24	4	62	0
Future Vol, veh/h	6	271	54	30	125	7	38	90	24	4	62	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	295	59	33	136	8	41	98	26	4	67	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	353	0	0	576	546	324	604	571	140
Stage 1	-	-	-	-	-	-	337	337	-	205	205	-
Stage 2	-	-	-	-	-	-	239	209	-	399	366	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1440	-	-	1206	-	-	428	445	717	410	431	908
Stage 1	-	-	-	-	-	-	677	641	-	797	732	-
Stage 2	-	-	-	-	-	-	764	729	-	627	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1206	-	-	365	429	717	317	416	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	429	-	317	416	-
Stage 1	-	-	-	-	-	-	673	637	-	792	710	-
Stage 2	-	-	-	-	-	-	671	707	-	508	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	18.1	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	438	1440	-	-	1206	-	-	408
HCM Lane V/C Ratio	0.377	0.005	-	-	0.027	-	-	0.176
HCM Control Delay (s)	18.1	7.5	0	-	8.1	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	277	0	0	156	0	0
Future Vol, veh/h	277	0	0	156	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	301	0	0	170	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	471	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1260	-	551	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1260	-	551	739
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	860	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1260	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	162	0	0	91	0	0
Future Vol, veh/h	162	0	0	91	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	0	99	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	275	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	715	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	715	867
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	925	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1400	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	278	0	0	157	0	0
Future Vol, veh/h	278	0	0	157	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	302	0	0	171	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	302	302	387	302
Stage 1	-	-	0	0	302	-
Stage 2	-	-	302	302	85	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	690	611	616	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	750	664	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	690	0	616	738
Mov Cap-2 Maneuver	-	-	690	0	616	-
Stage 1	-	-	-	0	750	-
Stage 2	-	-	750	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	117.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	313	61	50	53	279	450
Future Vol, veh/h	313	61	50	53	279	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	340	66	54	58	303	489

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	407	0	539	373
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1152	-	503	673
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1152	-	479	673
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	193.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	-	-	1152	-
HCM Lane V/C Ratio	1.359	-	-	0.047	-
HCM Control Delay (s)	193.5	-	-	8.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	34.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	81	166	41	308	450	49
Future Vol, veh/h	81	166	41	308	450	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	180	45	335	489	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	940	516	542	0	-	0
Stage 1	516	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	293	559	1027	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	559	1027	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.7	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1027	-	419	-	-
HCM Lane V/C Ratio	0.043	-	0.641	-	-
HCM Control Delay (s)	8.7	0	27.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	4.3	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	128	0	0	101
Future Vol, veh/h	0	0	128	0	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	139	0	0	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	249	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	739	909	-	-	1445	-
Stage 1	888	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	739	909	-	-	1445	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	915	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1445	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	203	79	0
Future Vol, veh/h	0	0	0	203	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	221	86	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	43	86	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	774	1018	1508	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	774	1018	1508	-	-	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	53	349	147	88	493
Future Vol, veh/h	66	53	349	147	88	493
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	58	379	160	96	536

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1106	379	0	0	379	0
Stage 1	379	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	233	668	-	-	1179	-
Stage 1	692	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	668	-	-	1179	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	206	668	1179	-
HCM Lane V/C Ratio	-	-	0.348	0.086	0.081	-
HCM Control Delay (s)	-	-	31.5	10.9	8.3	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.3	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	2	128	3	3	101
Future Vol, veh/h	2	2	128	3	3	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	139	3	3	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	257	141	0	0	142	0
Stage 1	141	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	732	907	-	-	1441	-
Stage 1	886	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	907	-	-	1441	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	810	1441	-
HCM Lane V/C Ratio	-	-	0.005	0.002	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	23	0	9	0	0	157	31
Future Vol, veh/h	0	0	0	0	0	23	0	9	0	0	157	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	25	0	10	0	0	171	34
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.3	8.1
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	63%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	37%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	105	83	0	0	23	9	13	33	33
LT Vol	0	0	0	0	0	23	0	13	0	0
Through Vol	0	105	52	0	0	0	0	0	33	33
RT Vol	0	0	31	0	0	0	9	0	0	0
Lane Flow Rate	0	114	91	0	0	25	10	14	36	36
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.149	0.112	0	0	0.04	0.012	0.022	0.05	0.032
Departure Headway (Hd)	4.715	4.715	4.455	5.324	5.324	5.739	4.538	5.531	5.029	3.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	752	794	0	0	627	793	651	716	1094
Service Time	2.5	2.5	2.24	3.029	3.029	3.443	2.242	3.233	2.731	0.993
HCM Lane V/C Ratio	0	0.152	0.115	0	0	0.04	0.013	0.022	0.05	0.033
HCM Control Delay	7.5	8.3	7.8	8	8	8.7	7.3	8.4	8	6.1
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.5	0.4	0	0	0.1	0	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	66	0
Future Vol, veh/h	0	13	66	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	72	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	36.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	2	497	0	0	0	652	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	2	497	0	0	0	652	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	2	540	0	0	0	709	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	21.6	47.3
HCM LOS	-	-	C	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	497	0	0	0	0	652	0
LT Vol	2	0	0	0	0	0	0	0
Through Vol	0	497	0	0	0	0	652	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	2	540	0	0	0	0	709	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.003	0.756	0	0	0	0	0.968	0
Departure Headway (Hd)	5.545	5.041	5.041	7.343	7.343	4.919	4.919	4.919
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	718	0	0	0	0	737	0
Service Time	3.259	2.755	2.755	5.114	5.114	2.632	2.632	2.632
HCM Lane V/C Ratio	0.003	0.752	0	0	0	0	0.962	0
HCM Control Delay	8.3	21.7	7.8	10.1	10.1	7.6	47.3	7.6
HCM Lane LOS	A	C	N	N	N	N	E	N
HCM 95th-tile Q	0	7	0	0	0	0	14.9	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	22	10	75	32	7	2	15	126	56	4	97	9
Future Vol, veh/h	22	10	75	32	7	2	15	126	56	4	97	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	11	82	35	8	2	16	137	61	4	105	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	287	284	105	290	284	137	105	0	0	137	0	0
Stage 1	114	114	-	170	170	-	-	-	-	-	-	-
Stage 2	173	170	-	120	114	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	665	625	949	662	625	911	1486	-	-	1447	-	-
Stage 1	891	801	-	832	758	-	-	-	-	-	-	-
Stage 2	829	758	-	884	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	650	617	949	591	617	911	1486	-	-	1447	-	-
Mov Cap-2 Maneuver	650	617	-	591	617	-	-	-	-	-	-	-
Stage 1	881	799	-	823	750	-	-	-	-	-	-	-
Stage 2	810	750	-	795	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	11.3	0.6	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1486	-	-	650	617	949	591	617	911	1447	-	-
HCM Lane V/C Ratio	0.011	-	-	0.037	0.018	0.086	0.059	0.012	0.002	0.003	-	-
HCM Control Delay (s)	7.4	-	-	10.8	10.9	9.2	11.5	10.9	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.3	0.2	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	17	30	206	85	4
Future Vol, veh/h	6	17	30	206	85	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	18	33	224	92	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	272	48	97	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	695	1011	1494	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	678	1011	1494	-	-	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	896	-	-
HCM Lane V/C Ratio	0.022	-	0.028	-	-
HCM Control Delay (s)	7.5	0.1	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1610	211	118	1195	12	145	1	57	191	12	450
Future Volume (veh/h)	247	1610	211	118	1195	12	145	1	57	191	12	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	268	1750	229	128	1299	13	158	1	62	208	13	489
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1137	11	194	1	76	132	8	311
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	1458	1634	3590	36	1227	8	482	480	30	1129
Grp Volume(v), veh/h	268	1750	229	128	640	672	221	0	0	710	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1856	1716	0	0	1639	0	0
Q Serve(g_s), s	14.0	44.0	14.2	8.0	38.0	38.0	14.9	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	14.2	8.0	38.0	38.0	14.9	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.71		0.28	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	535	109	560	588	272	0	0	451	0	0
V/C Ratio(X)	1.41	1.35	0.43	1.18	1.14	1.14	0.81	0.00	0.00	1.57	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	272	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.74	0.74	0.74	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	28.5	56.0	41.0	41.0	48.9	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	206.6	161.2	0.4	128.8	79.4	79.0	22.7	0.0	0.0	269.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	50.5	5.7	7.5	30.9	32.3	8.8	0.0	0.0	48.6	0.0	0.0
LnGrp Delay(d),s/veh	259.6	199.2	29.0	184.8	120.4	120.0	71.6	0.0	0.0	312.9	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	E			F		
Approach Vol, veh/h		2247			1440			221			710	
Approach Delay, s/veh		189.0			125.9			71.6			312.9	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		16.9	10.0	46.0		35.0	16.0	40.0
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	182.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1665	308	13	845	18	155	24	42	53	25	103
Future Volume (veh/h)	82	1665	308	13	845	18	155	24	42	53	25	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	89	1810	335	14	918	20	168	26	46	58	27	112
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	1523	273	48	1083	24	338	170	301	83	38	159
Arrive On Green	0.23	0.51	0.49	0.03	0.31	0.29	0.21	0.28	0.28	0.05	0.12	0.12
Sat Flow, veh/h	1774	2997	537	1634	3541	77	1634	602	1066	1774	313	1300
Grp Volume(v), veh/h	89	1045	1100	14	459	479	168	0	72	58	0	139
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1634	1770	1848	1634	0	1668	1774	0	1614
Q Serve(g_s), s	4.9	61.0	61.0	1.0	29.2	29.2	10.9	0.0	3.9	3.9	0.0	9.9
Cycle Q Clear(g_c), s	4.9	61.0	61.0	1.0	29.2	29.2	10.9	0.0	3.9	3.9	0.0	9.9
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.64	1.00		0.81
Lane Grp Cap(c), veh/h	411	900	897	48	541	565	338	0	471	83	0	198
V/C Ratio(X)	0.22	1.16	1.23	0.29	0.85	0.85	0.50	0.00	0.15	0.70	0.00	0.70
Avail Cap(c_a), veh/h	411	900	897	82	811	847	338	0	471	136	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	29.5	29.8	57.0	39.0	39.1	42.1	0.0	32.5	56.3	0.0	50.8
Incr Delay (d2), s/veh	0.0	74.0	102.8	3.4	5.5	5.3	1.1	0.0	0.7	10.0	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	48.0	55.0	0.5	15.1	15.7	5.0	0.0	1.9	2.1	0.0	5.5
LnGrp Delay(d),s/veh	37.3	103.5	132.6	60.4	44.5	44.3	43.2	0.0	33.1	66.3	0.0	69.7
LnGrp LOS	D	F	F	E	D	D	D		C	E		E
Approach Vol, veh/h		2234			952			240			197	
Approach Delay, s/veh		115.2			44.7			40.2			68.7	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	37.9	7.5	65.0	28.8	18.7	31.8	40.7
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	5.9	5.9	3.0	63.0	12.9	11.9	6.9	31.2
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.4	2.6	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	89.2
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	52.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	911	121	156	677	66	195
Future Vol, veh/h	911	121	156	677	66	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	990	132	170	736	72	212

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1122	0	1763	561
Stage 1	-	-	-	-	1056	-
Stage 2	-	-	-	-	707	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	618	-	75	471
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	618	-	~ 54	471
Mov Cap-2 Maneuver	-	-	-	-	~ 54	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	326	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	$ 421
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	-	-	618	-
HCM Lane V/C Ratio	1.773	-	-	0.274	-
HCM Control Delay (s)	$ 421	-	-	13	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	20.6	-	-	1.1	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	967	8	31	931	23	91
Future Vol, veh/h	967	8	31	931	23	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1051	9	34	1012	25	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1060	0	1628	530
Stage 1	-	-	-	-	1055	-
Stage 2	-	-	-	-	573	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	653	-	93	493
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	653	-	88	493
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	653	-
HCM Lane V/C Ratio	0.284	-	-	0.052	-
HCM Control Delay (s)	16.5	-	-	10.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	569	143	113	425	108	106	590	69	62	548	237
Future Volume (veh/h)	326	569	143	113	425	108	106	590	69	62	548	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	354	618	155	123	462	117	115	641	75	67	596	258
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	983	405	290	716	295	163	1041	429	119	642	278
Arrive On Green	0.25	0.28	0.28	0.18	0.20	0.20	0.10	0.29	0.29	0.07	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2408	1041
Grp Volume(v), veh/h	354	618	155	123	462	117	115	641	75	67	438	416
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	18.6	13.8	5.2	6.0	10.8	6.3	6.1	14.1	1.9	3.6	21.7	21.8
Cycle Q Clear(g_c), s	18.6	13.8	5.2	6.0	10.8	6.3	6.1	14.1	1.9	3.6	21.7	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	414	983	405	290	716	295	163	1041	429	119	472	448
V/C Ratio(X)	0.86	0.63	0.38	0.42	0.65	0.40	0.70	0.62	0.17	0.56	0.93	0.93
Avail Cap(c_a), veh/h	436	983	405	290	716	295	163	1041	429	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	28.4	12.0	32.9	32.9	31.1	39.2	27.4	7.4	40.4	32.2	32.8
Incr Delay (d2), s/veh	14.8	3.0	2.7	1.0	4.4	4.0	7.7	0.6	0.1	4.2	24.7	25.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	7.1	2.4	2.8	5.7	2.9	3.1	6.9	0.8	1.8	13.8	13.3
LnGrp Delay(d),s/veh	46.8	31.5	14.8	33.9	37.4	35.1	46.9	28.0	7.5	44.5	56.9	58.7
LnGrp LOS	D	C	B	C	D	D	D	C	A	D	E	E
Approach Vol, veh/h		1127			702			831			921	
Approach Delay, s/veh		34.0			36.4			28.8			56.8	
Approach LOS		C			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	30.5	20.0	29.0	13.0	28.0	26.8	22.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.6	16.1	8.0	15.8	8.1	23.8	20.6	12.8
Green Ext Time (p_c), s	0.0	3.3	1.6	2.0	0.0	0.0	0.2	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	21.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1200	15	9	605	1	57	0	38	1	0	0
Future Vol, veh/h	0	1200	15	9	605	1	57	0	38	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1304	16	10	658	1	62	0	41	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	659	0	0	1304	0	0	1982	1982	1304	2003	1982	658
Stage 1	-	-	-	-	-	-	1304	1304	-	678	678	-
Stage 2	-	-	-	-	-	-	678	678	-	1325	1304	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	929	-	-	531	-	-	~ 46	61	196	44	61	464
Stage 1	-	-	-	-	-	-	197	230	-	442	452	-
Stage 2	-	-	-	-	-	-	442	452	-	192	230	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	929	-	-	531	-	-	~ 45	59	196	34	59	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 45	59	-	34	59	-
Stage 1	-	-	-	-	-	-	197	230	-	442	438	-
Stage 2	-	-	-	-	-	-	429	438	-	152	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	$ 431.9	114.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	929	-	-	531	-	-	34
HCM Lane V/C Ratio	1.589	-	-	-	0.018	-	-	0.032
HCM Control Delay (s)	$ 431.9	0	-	-	11.9	0	-	114.4
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	9.1	0	-	-	0.1	-	-	0.1

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1027	0	1	687	1	0	0	1	1	0	0
Future Vol, veh/h	0	1027	0	1	687	1	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1116	0	1	747	1	0	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	748	0	0	1116	0	0	1865	1866	1116	1866	1865	747
Stage 1	-	-	-	-	-	-	1116	1116	-	749	749	-
Stage 2	-	-	-	-	-	-	749	750	-	1117	1116	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	861	-	-	626	-	-	56	73	253	56	73	413
Stage 1	-	-	-	-	-	-	252	283	-	404	419	-
Stage 2	-	-	-	-	-	-	404	419	-	252	283	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	861	-	-	626	-	-	56	73	253	56	73	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	56	73	-	56	73	-
Stage 1	-	-	-	-	-	-	252	283	-	404	418	-
Stage 2	-	-	-	-	-	-	403	418	-	251	283	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.3	70.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	861	-	-	626	-	-	56
HCM Lane V/C Ratio	0.004	-	-	-	0.002	-	-	0.019
HCM Control Delay (s)	19.3	0	-	-	10.8	0	-	70.6
HCM Lane LOS	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	58.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	950	173	0	112	603	39	0	135	145	240
Future Vol, veh/h	0	20	950	173	0	112	603	39	0	135	145	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	1033	188	0	122	655	42	0	147	158	261
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	70.3	70.7	27.3
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	0%	2%	15%	20%
Vol Thru, %	52%	0%	83%	80%	72%
Vol Right, %	0%	100%	15%	5%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	240	1143	754	157
LT Vol	135	0	20	112	32
Through Vol	145	0	950	603	113
RT Vol	0	240	173	39	12
Lane Flow Rate	304	261	1242	820	171
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.744	0.569	1	1	0.446
Departure Headway (Hd)	8.796	7.855	7.807	7.894	9.412
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	414	462	472	467	384
Service Time	6.509	5.568	5.844	5.93	7.435
HCM Lane V/C Ratio	0.734	0.565	2.631	1.756	0.445
HCM Control Delay	33.1	20.5	70.3	70.7	19.8
HCM Lane LOS	D	C	F	F	C
HCM 95th-tile Q	6	3.5	13.1	13	2.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	113	12
Future Vol, veh/h	0	32	113	12
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	123	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	19.8
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1245	15	14	806	0	9	0	7	0	0	0
Future Vol, veh/h	0	1245	15	14	806	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1353	16	15	876	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	876	0	0	1370	0	0	2268	2268	1361	2272	2277	876
Stage 1	-	-	-	-	-	-	1361	1361	-	907	907	-
Stage 2	-	-	-	-	-	-	907	907	-	1365	1370	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	771	-	-	501	-	-	29	41	181	28	40	348
Stage 1	-	-	-	-	-	-	183	216	-	330	355	-
Stage 2	-	-	-	-	-	-	330	355	-	182	214	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	771	-	-	501	-	-	28	39	181	26	38	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	28	39	-	26	38	-
Stage 1	-	-	-	-	-	-	183	216	-	330	334	-
Stage 2	-	-	-	-	-	-	311	334	-	174	214	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	132.6	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	44	771	-	-	501	-	-	-
HCM Lane V/C Ratio	0.395	-	-	-	0.03	-	-	-
HCM Control Delay (s)	132.6	0	-	-	12.4	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	1024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	742	241	275	801	0	110	0	93	0	0	0
Future Vol, veh/h	0	742	241	275	801	0	110	0	93	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	807	262	299	871	0	120	0	101	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	871	0	0	1068	0	0	2406	2406	938	2456	2536	871
Stage 1	-	-	-	-	-	-	938	938	-	1468	1468	-
Stage 2	-	-	-	-	-	-	1468	1468	-	988	1068	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	774	-	-	653	-	-	~ 23	33	321	21	27	350
Stage 1	-	-	-	-	-	-	317	343	-	159	192	-
Stage 2	-	-	-	-	-	-	159	192	-	297	298	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	774	-	-	653	-	-	~ 5	4	321	3	3	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	4	-	3	3	-
Stage 1	-	-	-	-	-	-	317	343	-	159	22	-
Stage 2	-	-	-	-	-	-	~ 18	22	-	203	298	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.9	$ 11389.4	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	9	774	-	-	653	-	-	-
HCM Lane V/C Ratio	24.517	-	-	-	0.458	-	-	-
HCM Control Delay (s)	$ 11389.4	0	-	-	15.1	0	-	0
HCM Lane LOS	F	A	-	-	C	A	-	A
HCM 95th %tile Q(veh)	29.3	0	-	-	2.4	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1242	746	0	0	0
Future Vol, veh/h	0	1242	746	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1350	811	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	811	0	-	0	2161	811
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	1350	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	815	-	-	-	52	379
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	241	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	815	-	-	-	52	379
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	241	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	815	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1242	213	394	726	58	125	139	297	44	92	38
Future Volume (veh/h)	46	1242	213	394	726	58	125	139	297	44	92	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	50	1350	232	428	789	63	136	151	323	48	100	41
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	1022	418	86	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.10	0.10	0.05	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1446	1634	3539	1443
Grp Volume(v), veh/h	50	1350	232	428	789	63	136	151	323	48	100	41
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1446	1634	1770	1443
Q Serve(g_s), s	3.6	49.0	8.7	14.0	46.3	2.9	9.9	4.7	18.2	3.4	2.7	2.7
Cycle Q Clear(g_c), s	3.6	49.0	8.7	14.0	46.3	2.9	9.9	4.7	18.2	3.4	2.7	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	1022	418	86	826	337
V/C Ratio(X)	0.61	1.77	0.39	2.25	0.89	0.09	0.77	0.15	0.77	0.56	0.12	0.12
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	1022	418	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	35.5	10.5	53.0	28.7	17.3	56.4	40.7	24.4	55.5	36.3	36.3
Incr Delay (d2), s/veh	12.7	354.0	0.4	576.9	11.3	0.1	8.5	0.1	5.9	5.5	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	99.9	3.5	36.8	26.4	1.1	4.9	2.3	8.0	1.7	1.3	1.1
LnGrp Delay(d),s/veh	68.5	389.5	10.9	629.9	40.0	17.3	64.8	40.9	30.3	60.9	36.6	37.0
LnGrp LOS	E	F	B	F	D	B	E	D	C	E	D	D
Approach Vol, veh/h		1632			1280			610			189	
Approach Delay, s/veh		325.9			236.1			40.6			42.9	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	38.7	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.4	20.2	16.0	51.0	11.9	4.7	5.6	48.3
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	2.5	0.0	3.1

Intersection Summary			
HCM 2010 Ctrl Delay		233.6	
HCM 2010 LOS		F	

Intersection	
Int Delay, s/veh	9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1752	96	77	1150	36	58
Future Vol, veh/h	1752	96	77	1150	36	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1904	104	84	1250	39	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2009	0	3374	1957
Stage 1	-	-	-	-	1957	-
Stage 2	-	-	-	-	1417	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	284	-	~ 9	80
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	224	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	284	-	0	80
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	~ 7	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	284.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	80	-	-	284	-
HCM Lane V/C Ratio	1.277	-	-	0.295	-
HCM Control Delay (s)	284.9	-	-	22.9	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	7.7	-	-	1.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	439	1156	210	852	964	91	112	671	258	167	823	207
Future Volume (veh/h)	439	1156	210	852	964	91	112	671	258	167	823	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	477	1257	228	926	1048	99	122	729	280	182	895	225
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1032	425	608	1032	425	136	751	288	136	841	211
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2502	961	1634	2804	704
Grp Volume(v), veh/h	477	1257	228	926	1048	99	122	516	493	182	565	555
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1693	1634	1770	1738
Q Serve(g_s), s	23.0	35.0	15.8	23.0	35.0	6.2	8.9	34.5	34.6	10.0	36.0	36.0
Cycle Q Clear(g_c), s	23.0	35.0	15.8	23.0	35.0	6.2	8.9	34.5	34.6	10.0	36.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.41
Lane Grp Cap(c), veh/h	313	1032	425	608	1032	425	136	531	508	136	531	522
V/C Ratio(X)	1.52	1.22	0.54	1.52	1.02	0.23	0.90	0.97	0.97	1.34	1.06	1.07
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	531	508	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	0.21	0.21	0.21	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	42.5	35.7	48.5	42.5	32.3	54.5	41.5	42.1	55.0	42.0	42.4
Incr Delay (d2), s/veh	251.1	106.9	1.3	239.8	23.0	0.1	15.2	12.3	12.7	192.7	57.0	57.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.2	32.4	6.5	30.3	20.4	2.5	4.6	18.7	18.0	11.8	26.0	25.6
LnGrp Delay(d),s/veh	299.6	149.4	37.0	288.3	65.5	32.4	69.6	53.8	54.8	247.7	99.0	100.3
LnGrp LOS	F	F	D	F	F	C	E	D	D	F	F	F
Approach Vol, veh/h		1962			2073			1131			1302	
Approach Delay, s/veh		172.9			163.4			56.0			120.3	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	36.6	25.0	37.0	10.9	38.0	25.0	37.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		138.8
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	701	190	641	751	159	206	798	112	109	634	112
Future Volume (veh/h)	493	701	190	641	751	159	206	798	112	109	634	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	536	762	207	697	816	173	224	867	122	118	689	122
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	752	310	558	900	371	280	929	383	158	794	327
Arrive On Green	0.30	0.21	0.21	0.34	0.25	0.25	0.09	0.26	0.26	0.05	0.22	0.22
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	536	762	207	697	816	173	224	867	122	118	689	122
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	36.0	25.5	15.6	41.0	26.8	12.0	8.3	28.7	3.2	4.4	22.5	4.1
Cycle Q Clear(g_c), s	36.0	25.5	15.6	41.0	26.8	12.0	8.3	28.7	3.2	4.4	22.5	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	752	310	558	900	371	280	929	383	158	794	327
V/C Ratio(X)	1.09	1.01	0.67	1.25	0.91	0.47	0.80	0.93	0.32	0.74	0.87	0.37
Avail Cap(c_a), veh/h	490	752	310	558	900	371	280	929	383	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	47.3	43.4	39.5	43.4	37.9	53.7	43.2	5.7	56.2	44.8	9.2
Incr Delay (d2), s/veh	45.6	13.3	0.5	126.2	12.8	0.9	15.3	17.2	2.2	17.2	12.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	13.8	6.3	38.0	14.7	4.9	4.2	16.2	1.5	2.3	12.4	2.0
LnGrp Delay(d),s/veh	87.6	60.6	43.9	165.7	56.2	38.8	68.9	60.4	7.9	73.5	57.2	12.5
LnGrp LOS	F	F	D	F	E	D	E	E	A	E	E	B
Approach Vol, veh/h		1505			1686			1213			929	
Approach Delay, s/veh		67.9			99.7			56.7			53.4	
Approach LOS		E			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.5	45.0	29.5	14.6	30.9	40.0	34.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.4	30.7	43.0	27.5	10.3	24.5	38.0	28.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	72.9
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	53.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	114	111	236	0	108	21	99	0	36	294	151	0	45	222	18
Future Vol, veh/h	0	114	111	236	0	108	21	99	0	36	294	151	0	45	222	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	124	121	257	0	117	23	108	0	39	320	164	0	49	241	20
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	69.5	15.8	69.5	30.1
HCM LOS	F	C	F	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	25%	100%	0%	16%
Vol Thru, %	61%	24%	0%	18%	78%
Vol Right, %	31%	51%	0%	82%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	461	108	120	285
LT Vol	36	114	108	0	45
Through Vol	294	111	0	21	222
RT Vol	151	236	0	99	18
Lane Flow Rate	523	501	117	130	310
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	1	0.313	0.309	0.719
Departure Headway (Hd)	7.62	7.636	9.603	8.526	8.361
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	476	476	376	423	434
Service Time	5.678	5.694	7.341	6.264	6.388
HCM Lane V/C Ratio	1.099	1.053	0.311	0.307	0.714
HCM Control Delay	69.5	69.5	16.7	15	30.1
HCM Lane LOS	F	F	C	B	D
HCM 95th-tile Q	13.3	13.2	1.3	1.3	5.6

Intersection	
Int Delay, s/veh	74.5

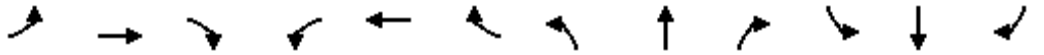
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	66	509	11	106	301	101	7	181	72	40	12	21
Future Vol, veh/h	66	509	11	106	301	101	7	181	72	40	12	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	553	12	115	327	110	8	197	78	43	13	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	437	0	0	565	0	0	1104	1370	283	1131	1322	218
Stage 1	-	-	-	-	-	-	703	703	-	613	613	-
Stage 2	-	-	-	-	-	-	401	667	-	518	709	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1119	-	-	1003	-	-	166	~ 145	714	158	155	786
Stage 1	-	-	-	-	-	-	394	438	-	446	481	-
Stage 2	-	-	-	-	-	-	597	455	-	509	435	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1119	-	-	1003	-	-	129	~ 120	714	-	128	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	~ 120	-	-	128	-
Stage 1	-	-	-	-	-	-	369	410	-	417	426	-
Stage 2	-	-	-	-	-	-	497	403	-	221	407	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.9	$ 402.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	157	1119	-	-	1003	-	-	-
HCM Lane V/C Ratio	0.059	1.752	0.064	-	-	0.115	-	-	-
HCM Control Delay (s)	34.6	$ 413.1	8.4	-	-	9.1	-	-	-
HCM Lane LOS	D	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.2	19.9	0.2	-	-	0.4	-	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	266	384	284	231	51	339	669	445	74	825	89
Future Volume (veh/h)	80	266	384	284	231	51	339	669	445	74	825	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	87	289	417	309	251	55	368	727	484	80	897	97
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	178	257	177	426	93	204	838	656	82	699	547
Arrive On Green	0.08	0.26	0.24	0.11	0.29	0.27	0.13	0.45	0.45	0.05	0.38	0.38
Sat Flow, veh/h	1634	691	996	1634	1481	325	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	87	0	706	309	0	306	368	727	484	80	897	97
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1805	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	6.2	0.0	31.0	13.0	0.0	17.5	15.0	42.2	20.4	5.9	45.0	5.3
Cycle Q Clear(g_c), s	6.2	0.0	31.0	13.0	0.0	17.5	15.0	42.2	20.4	5.9	45.0	5.3
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	0	436	177	0	519	204	838	656	82	699	547
V/C Ratio(X)	0.67	0.00	1.62	1.75	0.00	0.59	1.80	0.87	0.74	0.98	1.28	0.18
Avail Cap(c_a), veh/h	144	0	436	177	0	519	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.75	0.75	0.75	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.8	0.0	45.0	53.5	0.0	36.8	52.5	29.8	10.5	56.9	37.5	25.1
Incr Delay (d2), s/veh	10.2	0.0	289.4	357.8	0.0	1.8	375.0	9.1	5.5	24.8	128.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	49.4	23.4	0.0	8.9	28.0	23.7	9.1	3.2	48.1	2.2
LnGrp Delay(d),s/veh	63.9	0.0	334.4	411.3	0.0	38.5	427.5	38.9	16.0	81.7	166.4	25.2
LnGrp LOS	E		F	F		D	F	D	B	F	F	C
Approach Vol, veh/h		793			615			1579			1074	
Approach Delay, s/veh		304.8			225.9			122.4			147.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	13.5	38.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	7.9	44.2	15.0	33.0	17.0	47.0	8.2	19.5
Green Ext Time (p_c), s	0.0	5.5	0.0	0.0	0.0	0.0	0.0	1.9

Intersection Summary		
HCM 2010 Ctrl Delay		180.3
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	55.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	148	627	274	0	30	373	63	0	111	38	22	0	112	296	133
Future Vol, veh/h	0	148	627	274	0	30	373	63	0	111	38	22	0	112	296	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	161	682	298	0	33	405	68	0	121	41	24	0	122	322	145
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	64.5	24.4	23.3	75.9
HCM LOS	F	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	66%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	34%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	148	418	483	30	249	187	541
LT Vol	111	148	0	0	30	0	0	112
Through Vol	38	0	418	209	0	249	124	296
RT Vol	22	0	0	274	0	0	63	133
Lane Flow Rate	186	161	454	525	33	270	204	588
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.52	0.399	1	1	0.087	0.679	0.499	1
Departure Headway (Hd)	10.079	8.932	8.433	8.036	9.55	9.05	8.815	9.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	357	401	427	452	375	400	409	406
Service Time	7.849	6.725	6.225	5.829	7.308	6.808	6.573	6.823
HCM Lane V/C Ratio	0.521	0.401	1.063	1.162	0.088	0.675	0.499	1.448
HCM Control Delay	23.3	17.6	73.2	71.3	13.2	29	20.1	75.9
HCM Lane LOS	C	C	F	F	B	D	C	F
HCM 95th-tile Q	2.9	1.9	12.6	12.9	0.3	4.9	2.7	12.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	237	82	135	140	23	119	1443	349	41	958	48
Future Volume (veh/h)	73	237	82	135	140	23	119	1443	349	41	958	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	79	258	89	147	152	25	129	1568	379	45	1041	52
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	310	243	142	350	274	179	1608	373	82	1729	86
Arrive On Green	0.06	0.17	0.17	0.09	0.19	0.19	0.11	0.56	0.55	0.10	1.00	0.97
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2853	663	1634	3431	171
Grp Volume(v), veh/h	79	258	89	147	152	25	129	949	998	45	537	556
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1746	1634	1770	1833
Q Serve(g_s), s	5.7	16.1	6.5	10.4	8.7	1.7	9.2	60.5	67.6	3.1	0.0	0.2
Cycle Q Clear(g_c), s	5.7	16.1	6.5	10.4	8.7	1.7	9.2	60.5	67.6	3.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	106	310	243	142	350	274	179	997	984	82	892	924
V/C Ratio(X)	0.74	0.83	0.37	1.04	0.43	0.09	0.72	0.95	1.01	0.55	0.60	0.60
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	997	984	82	892	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.1	48.4	44.4	54.8	43.1	40.2	51.7	24.6	26.6	52.7	0.0	0.1
Incr Delay (d2), s/veh	24.3	16.5	0.9	86.1	0.8	0.1	0.6	2.8	12.6	0.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.7	2.7	8.1	4.6	0.7	4.2	30.0	35.7	1.4	0.1	0.1
LnGrp Delay(d),s/veh	79.4	64.9	45.3	141.3	43.9	40.4	52.3	27.4	39.2	53.4	0.3	0.3
LnGrp LOS	E	E	D	F	D	D	D	C	F	D	A	A
Approach Vol, veh/h		426			324			2076			1138	
Approach Delay, s/veh		63.5			87.8			34.6			2.4	
Approach LOS		E			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	71.6	14.4	24.0	17.1	64.5	11.8	26.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	15.1	69.6	12.4	18.1	11.2	2.2	7.7	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	26.1	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	214	239	87	124	128	302	1138	147	234	1342	76
Future Volume (veh/h)	79	214	239	87	124	128	302	1138	147	234	1342	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	86	233	260	95	135	139	328	1237	160	254	1459	83
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	754	311	95	674	278	300	1546	637	259	1458	601
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	86	233	260	95	135	139	328	1237	160	254	1459	83
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.1	6.7	20.5	7.0	3.9	10.2	22.0	36.3	8.3	18.6	49.4	4.3
Cycle Q Clear(g_c), s	6.1	6.7	20.5	7.0	3.9	10.2	22.0	36.3	8.3	18.6	49.4	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	754	311	95	674	278	300	1546	637	259	1458	601
V/C Ratio(X)	0.65	0.31	0.84	1.00	0.20	0.50	1.09	0.80	0.25	0.98	1.00	0.14
Avail Cap(c_a), veh/h	177	841	346	95	674	278	300	1546	637	259	1458	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	53.5	39.8	45.2	56.5	40.9	43.5	49.0	29.3	21.4	50.3	35.3	22.0
Incr Delay (d2), s/veh	5.3	0.2	15.0	81.4	0.1	1.1	79.8	4.4	0.9	36.8	17.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.3	9.6	5.3	1.9	4.2	16.5	18.6	3.5	11.0	27.7	1.8
LnGrp Delay(d),s/veh	58.8	40.0	60.2	137.9	41.0	44.6	128.8	33.7	22.3	87.2	53.1	22.3
LnGrp LOS	E	D	E	F	D	D	F	C	C	F	F	C
Approach Vol, veh/h		579			369			1725			1796	
Approach Delay, s/veh		51.9			67.3			50.7			56.5	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.4	11.0	29.6	26.0	53.4	13.7	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	20.6	38.3	9.0	22.5	24.0	51.4	8.1	12.2
Green Ext Time (p_c), s	0.0	7.7	0.0	1.1	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	351	224	62	240	43	150	697	228	215	1261	106
Future Volume (veh/h)	62	351	224	62	240	43	150	697	228	215	1261	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	67	382	243	67	261	47	163	758	248	234	1371	115
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	434	272	82	675	278	123	802	628	292	995	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.57	0.57	0.18	0.53	0.53
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	67	323	302	67	261	47	163	758	248	234	1371	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.8	21.2	21.7	4.9	7.7	2.1	9.0	45.5	8.3	16.5	64.1	4.8
Cycle Q Clear(g_c), s	4.8	21.2	21.7	4.9	7.7	2.1	9.0	45.5	8.3	16.5	64.1	4.8
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	339	82	675	278	123	802	628	292	995	779
V/C Ratio(X)	0.62	0.88	0.89	0.82	0.39	0.17	1.33	0.94	0.39	0.80	1.38	0.15
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	292	995	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.92	0.92	0.92	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	46.1	47.1	56.5	42.4	17.5	54.0	24.3	9.2	47.3	27.9	14.1
Incr Delay (d2), s/veh	8.6	18.5	21.9	43.1	0.3	0.3	153.7	3.1	0.2	14.9	176.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	12.3	11.8	3.2	3.8	0.9	9.3	23.7	3.4	8.6	81.4	2.0
LnGrp Delay(d),s/veh	63.1	64.6	69.0	99.6	42.7	17.7	207.7	27.4	9.4	62.1	204.3	14.5
LnGrp LOS	E	E	E	F	D	B	F	C	A	E	F	B
Approach Vol, veh/h		692			375			1169			1720	
Approach Delay, s/veh		66.4			49.8			48.7			172.3	
Approach LOS		E			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	55.7	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	19.5	47.5	6.9	23.7	11.0	66.1	6.8	9.7
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.9

Intersection Summary		
HCM 2010 Ctrl Delay	105.6	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	386	105	131	188	192	166	816	198	211	554	56
Future Volume (veh/h)	110	386	105	131	188	192	166	816	198	211	554	56
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	120	420	114	142	204	209	180	887	215	229	602	61
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	558	230	177	647	266	226	1537	633	272	1637	675
Arrive On Green	0.08	0.16	0.16	0.11	0.18	0.18	0.28	0.87	0.87	0.33	0.93	0.93
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	120	420	114	142	204	209	180	887	215	229	602	61
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.2	13.6	6.1	10.2	6.0	16.4	12.3	7.9	2.1	15.6	2.3	0.4
Cycle Q Clear(g_c), s	8.2	13.6	6.1	10.2	6.0	16.4	12.3	7.9	2.1	15.6	2.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	558	230	177	647	266	226	1537	633	272	1637	675
V/C Ratio(X)	0.61	0.75	0.50	0.80	0.32	0.78	0.80	0.58	0.34	0.84	0.37	0.09
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1537	633	354	1637	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.61	0.61	0.61	0.53	0.53	0.53	0.54	0.54	0.54	0.09	0.09	0.09
Uniform Delay (d), s/veh	48.0	48.3	23.8	52.2	42.5	46.8	41.9	5.0	1.9	38.6	2.5	2.4
Incr Delay (d2), s/veh	3.4	2.0	1.0	13.0	0.1	5.0	4.8	0.9	0.8	1.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	6.8	2.6	5.3	3.0	7.0	5.8	3.6	0.9	7.1	1.0	0.2
LnGrp Delay(d),s/veh	51.4	50.3	24.8	65.3	42.7	51.8	46.7	5.8	2.7	40.0	2.6	2.4
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		654			555			1282			892	
Approach Delay, s/veh		46.0			51.9			11.0			12.1	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	56.1	17.0	22.9	20.6	59.5	14.0	25.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	17.6	9.9	12.2	15.6	14.3	4.3	10.2	18.4
Green Ext Time (p_c), s	0.4	9.1	0.0	1.3	0.3	9.6	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	677	497	191	167	409	170	215	2239	149	141	1546	543
Future Volume (veh/h)	677	497	191	167	409	170	215	2239	149	141	1546	543
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	736	540	208	182	445	185	234	2434	162	153	1680	590
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	803	331	283	676	279	150	1713	706	109	1624	669
Arrive On Green	0.13	0.23	0.23	0.09	0.19	0.19	0.09	0.48	0.48	0.07	0.46	0.46
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	736	540	208	182	445	185	234	2434	162	153	1680	590
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	16.7	15.4	6.7	14.0	14.1	11.0	58.1	7.7	8.0	55.1	44.1
Cycle Q Clear(g_c), s	15.0	16.7	15.4	6.7	14.0	14.1	11.0	58.1	7.7	8.0	55.1	44.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	803	331	283	676	279	150	1713	706	109	1624	669
V/C Ratio(X)	1.86	0.67	0.63	0.64	0.66	0.66	1.56	1.42	0.23	1.40	1.03	0.88
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1713	706	109	1624	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.46	0.46	0.46	0.70	0.70	0.70
Uniform Delay (d), s/veh	52.5	42.3	41.8	52.8	44.9	45.0	54.5	31.0	18.0	56.0	32.5	29.5
Incr Delay (d2), s/veh	393.2	1.0	1.6	3.7	1.1	2.7	267.5	191.1	0.3	216.0	28.3	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.2	8.3	6.4	3.1	6.9	5.9	16.1	73.8	3.2	10.1	33.2	19.8
LnGrp Delay(d),s/veh	445.7	43.3	43.5	56.5	46.0	47.7	322.0	222.1	18.3	272.0	60.8	41.1
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	F	D
Approach Vol, veh/h		1484			812			2830			2423	
Approach Delay, s/veh		242.9			48.7			218.7			69.3	
Approach LOS		F			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	62.1	14.7	31.2	15.0	59.1	19.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	60.1	8.7	18.7	13.0	57.1	17.0	16.1
Green Ext Time (p_c), s	0.0	0.0	0.1	4.9	0.0	0.0	0.0	4.8

Intersection Summary		
HCM 2010 Ctrl Delay		157.2
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	19	155	150	8	19	53	1872	50	35	2438	67
Future Volume (veh/h)	142	19	155	150	8	19	53	1872	50	35	2438	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	154	21	168	163	9	21	58	2035	54	38	2650	73
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	242	190	136	69	161	82	2153	887	73	3068	880
Arrive On Green	0.08	0.13	0.13	0.08	0.14	0.12	0.05	0.61	0.61	0.04	0.60	0.60
Sat Flow, veh/h	1634	1863	1458	1634	497	1161	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	154	21	168	163	0	30	58	2035	54	38	2650	73
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1658	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	1.2	11.3	10.0	0.0	1.9	4.2	63.6	1.0	2.7	51.8	2.5
Cycle Q Clear(g_c), s	9.0	1.2	11.3	10.0	0.0	1.9	4.2	63.6	1.0	2.7	51.8	2.5
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	242	190	136	0	230	82	2153	887	73	3068	880
V/C Ratio(X)	1.26	0.09	0.89	1.20	0.00	0.13	0.71	0.95	0.06	0.52	0.86	0.08
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2153	887	82	3068	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	45.9	35.6	55.0	0.0	45.9	56.1	21.7	2.7	56.0	19.7	9.9
Incr Delay (d2), s/veh	165.6	0.2	12.7	139.7	0.0	0.3	24.7	10.2	0.1	5.5	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.6	5.2	9.8	0.0	0.9	2.5	33.9	0.4	1.3	25.0	1.1
LnGrp Delay(d),s/veh	221.1	46.1	48.3	194.7	0.0	46.1	80.9	31.9	2.8	61.6	23.2	10.1
LnGrp LOS	F	D	D	F		D	F	C	A	E	C	B
Approach Vol, veh/h		343			193			2147			2761	
Approach Delay, s/veh		125.8			171.6			32.5			23.4	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	77.0	14.0	19.6	10.0	76.4	13.0	20.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	11.7	65.6	12.0	13.3	6.2	53.8	11.0	3.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.2	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	212	204	1394	233	161	1679
Future Volume (veh/h)	212	204	1394	233	161	1679
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	230	222	1515	253	175	1825
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	230	222	1515	253	175	1825
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	16.4	18.0	77.3	9.0	11.0	0.0
Cycle Q Clear(g_c), s	16.4	18.0	77.3	9.0	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	0.86	0.93	1.26	0.27	1.17	1.27
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.53	0.53	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	48.8	49.4	21.4	9.2	49.0	0.0
Incr Delay (d2), s/veh	13.8	25.5	125.0	0.7	82.6	123.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.9	81.0	3.8	8.3	49.2
LnGrp Delay(d),s/veh	62.6	74.9	146.3	9.9	131.6	123.7
LnGrp LOS	E	E	F	A	F	F
Approach Vol, veh/h	452		1768			2000
Approach Delay, s/veh	68.6		126.8			124.4
Approach LOS	E		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	79.3				2.0		20.0
Green Ext Time (p_c), s	0.0	0.0				82.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	119.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	105	141	91	114	192	96	1050	103	82	737	46
Future Volume (veh/h)	119	105	141	91	114	192	96	1050	103	82	737	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	129	114	153	99	124	209	104	1141	112	89	801	50
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	175	235	142	138	233	149	1484	145	133	1508	94
Arrive On Green	0.11	0.24	0.23	0.09	0.22	0.21	0.18	0.91	0.88	0.16	0.89	0.86
Sat Flow, veh/h	1634	722	969	1634	624	1053	1634	3257	319	1634	3384	211
Grp Volume(v), veh/h	129	0	267	99	0	333	104	619	634	89	419	432
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1677	1634	1770	1806	1634	1770	1825
Q Serve(g_s), s	9.2	0.0	17.1	7.1	0.0	23.2	7.2	12.4	13.2	6.1	5.9	6.1
Cycle Q Clear(g_c), s	9.2	0.0	17.1	7.1	0.0	23.2	7.2	12.4	13.2	6.1	5.9	6.1
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	177	0	411	142	0	372	149	806	823	133	788	813
V/C Ratio(X)	0.73	0.00	0.65	0.70	0.00	0.90	0.70	0.77	0.77	0.67	0.53	0.53
Avail Cap(c_a), veh/h	196	0	429	144	0	372	218	806	823	163	788	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.75	0.00	0.75	1.00	0.00	1.00	0.83	0.83	0.83	0.89	0.89	0.89
Uniform Delay (d), s/veh	51.8	0.0	41.3	53.2	0.0	45.9	47.5	3.5	3.7	48.7	3.9	4.1
Incr Delay (d2), s/veh	9.0	0.0	2.5	13.5	0.0	23.3	4.8	5.8	5.7	6.7	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	8.2	3.7	0.0	13.1	3.4	6.4	7.0	3.0	3.0	3.2
LnGrp Delay(d),s/veh	60.8	0.0	43.8	66.7	0.0	69.2	52.3	9.2	9.4	55.4	6.2	6.3
LnGrp LOS	E		D	E		E	D	A	A	E	A	A
Approach Vol, veh/h		396			432			1357			940	
Approach Delay, s/veh		49.3			68.6			12.6			10.9	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	58.7	14.4	33.1	15.0	57.5	17.0	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	8.1	15.2	9.1	19.1	9.2	8.1	11.2	25.2
Green Ext Time (p_c), s	0.0	10.9	0.0	1.0	0.1	11.1	0.3	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.5
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	64.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	121	6	448	0	235	983	0	0	0	1784	431
Future Vol, veh/h	0	0	0	0	0	121	6	448	0	235	983	0	0	0	1784	431
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	132	7	487	0	255	1068	0	0	0	1939	468
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	58.1	62.6	68
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	983	127	448	1784	431
LT Vol	235	0	121	0	0	0
Through Vol	0	983	6	0	1784	0
RT Vol	0	0	0	448	0	431
Lane Flow Rate	255	1068	138	487	1939	468
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.617	1	0.344	1	1	0.952
Departure Headway (Hd)	8.689	8.19	8.974	7.799	8.012	7.313
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	416	459	402	467	485	497
Service Time	6.407	5.907	6.698	5.523	5.725	5.026
HCM Lane V/C Ratio	0.613	2.327	0.343	1.043	3.998	0.942
HCM Control Delay	24.4	71.7	16.3	69.9	70.8	56.3
HCM Lane LOS	C	F	C	F	F	F
HCM 95th-tile Q	4	12.8	1.5	13.1	13	11.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	529	142	390	256	856	0	0	992	183
Future Volume (veh/h)	0	0	0	529	142	390	256	856	0	0	992	183
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				575	154	424	278	930	0	0	1078	199
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1052	600	469	512	2135	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.21	0.80	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				575	154	424	278	930	0	0	1078	199
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.4	7.3	33.4	9.4	9.6	0.0	0.0	17.9	4.3
Cycle Q Clear(g_c), s				17.4	7.3	33.4	9.4	9.6	0.0	0.0	17.9	4.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1052	600	469	512	2135	0	0	1430	589
V/C Ratio(X)				0.55	0.26	0.90	0.54	0.44	0.00	0.00	0.75	0.34
Avail Cap(c_a), veh/h				1185	675	529	512	2135	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.33	0.33	0.33	0.82	0.82	0.00	0.00	0.80	0.80
Uniform Delay (d), s/veh				33.5	30.1	38.9	43.2	5.7	0.0	0.0	8.6	7.3
Incr Delay (d2), s/veh				0.1	0.1	7.0	1.0	0.5	0.0	0.0	3.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.8	3.8	14.3	4.1	4.7	0.0	0.0	8.7	1.9
LnGrp Delay(d),s/veh				33.6	30.2	45.9	44.2	6.2	0.0	0.0	11.6	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1153			1208			1277	
Approach Delay, s/veh					37.7			14.9			11.1	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.9			23.9	53.0		43.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.6			11.4	19.9		35.4
Green Ext Time (p_c), s		6.2			1.7	6.4		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	392	508	334	443	1844	0	0	1786	479
Future Volume (veh/h)	0	0	0	392	508	334	443	1844	0	0	1786	479
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				426	552	363	482	2004	0	0	1941	521
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				426	552	363	482	2004	0	0	1941	521
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.8	16.4	29.5	25.0	0.0	0.0	0.0	51.9	37.9
Cycle Q Clear(g_c), s				13.8	16.4	29.5	25.0	0.0	0.0	0.0	51.9	37.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.52	0.60	0.96	1.42	0.84	0.00	0.00	1.27	0.83
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.22	0.22	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.0	39.0	43.8	35.0	0.0	0.0	0.0	34.0	30.1
Incr Delay (d2), s/veh				0.6	1.1	35.9	191.0	0.8	0.0	0.0	121.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	8.2	15.7	29.2	0.3	0.0	0.0	51.0	15.4
LnGrp Delay(d),s/veh				38.6	40.1	79.8	226.0	0.8	0.0	0.0	155.2	31.3
LnGrp LOS				D	D	E	F	A			F	C
Approach Vol, veh/h					1341			2486			2462	
Approach Delay, s/veh					50.4			44.5			128.9	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.5
Green Ext Time (p_c), s		62.8			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	78.8
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	60.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	321	1	253	0	0	0	0	0	0	584	95	0	786	543	0
Future Vol, veh/h	0	321	1	253	0	0	0	0	0	0	584	95	0	786	543	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	349	1	275	0	0	0	0	0	0	635	103	0	854	590	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	31.4	63.7	70.7
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	584	95	322	253	786	543
LT Vol	0	0	321	0	786	0
Through Vol	584	0	1	0	0	543
RT Vol	0	95	0	253	0	0
Lane Flow Rate	635	103	350	275	854	590
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.217	0.828	0.559	1	1
Departure Headway (Hd)	8.275	7.574	8.521	7.324	8.198	7.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	477	424	492	453	478
Service Time	5.975	5.274	6.286	5.088	5.902	5.4
HCM Lane V/C Ratio	1.43	0.216	0.825	0.559	1.885	1.234
HCM Control Delay	72	12.4	41.1	19	71.7	69.3
HCM Lane LOS	F	B	E	C	F	F
HCM 95th-tile Q	12.8	0.8	7.8	3.4	12.8	13.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	168	315	0	0	0	0	1050	580	453	1068	0
Future Volume (veh/h)	278	168	315	0	0	0	0	1050	580	453	1068	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	302	183	342				0	1141	630	492	1161	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	422	914	377				0	2333	669	580	2389	0
Arrive On Green	0.26	0.26	0.26				0.00	0.46	0.46	0.37	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	302	183	342				0	1141	630	492	1161	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	20.2	4.9	27.3				0.0	18.8	49.4	17.1	0.0	0.0
Cycle Q Clear(g_c), s	20.2	4.9	27.3				0.0	18.8	49.4	17.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	422	914	377				0	2333	669	580	2389	0
V/C Ratio(X)	0.72	0.20	0.91				0.00	0.49	0.94	0.85	0.49	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2333	669	660	2389	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.69	0.69	0.00
Uniform Delay (d), s/veh	40.5	34.8	43.1				0.0	22.7	30.9	36.5	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.1	23.2				0.0	0.7	23.1	6.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	2.4	13.4				0.0	8.9	24.1	7.9	0.2	0.0
LnGrp Delay(d),s/veh	45.5	34.9	66.3				0.0	23.4	54.0	43.1	0.5	0.0
LnGrp LOS	D	C	E					C	D	D	A	
Approach Vol, veh/h		827						1771			1653	
Approach Delay, s/veh		51.8						34.3			13.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.9	59.1		35.0		85.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	19.1	51.4		29.3		2.0		
Green Ext Time (p_c), s	0.8	0.0		1.1		28.6		

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	565	292	0	0	0	0	1532	531	689	1859	0
Future Volume (veh/h)	372	565	292	0	0	0	0	1532	531	689	1859	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	404	614	317				0	1665	577	749	2021	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1658	683	792	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	404	614	317				0	1665	577	749	2021	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.3	20.6	21.8				0.0	56.2	41.8	26.9	0.0	0.0
Cycle Q Clear(g_c), s	14.3	20.6	21.8				0.0	56.2	41.8	26.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1658	683	792	2660	0
V/C Ratio(X)	0.70	0.95	1.20				0.00	1.00	0.84	0.95	0.76	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1658	683	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.67	0.67	0.67				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	46.0	48.6	49.1				0.0	31.9	28.1	29.2	0.0	0.0
Incr Delay (d2), s/veh	2.6	19.0	110.6				0.0	23.2	12.2	2.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	11.8	16.9				0.0	32.7	19.1	11.8	0.1	0.0
LnGrp Delay(d),s/veh	48.6	67.6	159.7				0.0	55.1	40.3	32.1	0.2	0.0
LnGrp LOS	D	E	F					F	D	C	A	
Approach Vol, veh/h		1335						2242			2770	
Approach Delay, s/veh		83.7						51.3			8.8	
Approach LOS		F						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	60.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	28.9	58.2		23.8		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		64.6		

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	174	0	0	123
Future Vol, veh/h	0	0	174	0	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	189	0	0	134

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	323	189	0	0	189	0
Stage 1	189	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	671	853	-	-	1385	-
Stage 1	843	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	671	853	-	-	1385	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	892	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1385	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	885	531	101	0	33
Future Vol, veh/h	0	885	531	101	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	962	577	110	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	687	0	-	0	1594	632
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	962	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	907	-	-	-	118	480
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	907	-	-	-	118	480
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	480
HCM Lane V/C Ratio	-	-	-	-	0.075
HCM Control Delay (s)	0	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	59	42	128	17	18	127
Future Vol, veh/h	59	42	128	17	18	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	46	139	18	20	138

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	316	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	677	909	-	-	1445	-
Stage 1	888	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	909	-	-	1445	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	668	909	1445	-
HCM Lane V/C Ratio	-	-	0.096	0.05	0.014	-
HCM Control Delay (s)	-	-	11	9.2	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	23	131	13	12	135
Future Vol, veh/h	37	23	131	13	12	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	25	142	14	13	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	315	142	0	0	142	0
Stage 1	142	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	678	906	-	-	1441	-
Stage 1	885	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	672	906	-	-	1441	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	672	906	1441	-
HCM Lane V/C Ratio	-	-	0.06	0.028	0.009	-
HCM Control Delay (s)	-	-	10.7	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	29	124	6	0	128
Future Vol, veh/h	0	29	124	6	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	135	7	0	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	274	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	716	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	914	-	-	1449	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	914	1449	-
HCM Lane V/C Ratio	-	-	-	0.034	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	122	124	7	14	16
Future Vol, veh/h	4	122	124	7	14	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	133	135	8	15	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	135	0	-	0	276	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1449	-	-	-	714	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	712	914
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1449	-	-	-	712	914
HCM Lane V/C Ratio	0.003	-	-	-	0.021	0.019
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	125	127	10	24	28
Future Vol, veh/h	9	125	127	10	24	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	136	138	11	26	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	138	0	-	0	293	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1446	-	-	-	698	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	693	910
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1446	-	-	-	693	910
HCM Lane V/C Ratio	0.007	-	-	-	0.038	0.033
HCM Control Delay (s)	7.5	-	-	-	10.4	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	124	138	6	17	21
Future Vol, veh/h	8	124	138	6	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	135	150	7	18	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	150	0	-	0	302	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1431	-	-	-	690	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	686	896
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1431	-	-	-	686	896
HCM Lane V/C Ratio	0.006	-	-	-	0.027	0.025
HCM Control Delay (s)	7.5	-	-	-	10.4	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

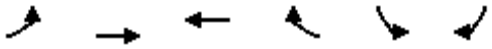
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	114	16	21	108	7	4
Future Vol, veh/h	114	16	21	108	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	17	23	117	8	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	124	0	287	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1463	-	703	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1463	-	692	927
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	927	-	-	1463	-
HCM Lane V/C Ratio	0.011	0.005	-	-	0.016	-
HCM Control Delay (s)	10.3	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	334	264	0	366	44
Future Volume (veh/h)	0	334	264	0	366	44
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	363	287	0	398	48
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	521	521	0	2387	1098
Arrive On Green	0.00	0.15	0.15	0.00	0.75	0.75
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	363	287	0	398	48
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	11.7	9.0	0.0	4.3	1.0
Cycle Q Clear(g_c), s	0.0	11.7	9.0	0.0	4.3	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	521	521	0	2387	1098
V/C Ratio(X)	0.00	0.70	0.55	0.00	0.17	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2387	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.6	47.5	0.0	4.2	3.8
Incr Delay (d2), s/veh	0.0	1.7	0.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	4.5	0.0	1.9	0.4
LnGrp Delay(d),s/veh	0.0	50.3	48.1	0.0	4.3	3.9
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		363	287		446	
Approach Delay, s/veh		50.3	48.1		4.3	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				23.6		96.4		23.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				13.7		6.3		11.0
Green Ext Time (p_c), s				4.0		1.5		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	655	0	0	607	327	51	0	320	0	0	0
Future Volume (veh/h)	52	655	0	0	607	327	51	0	320	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	57	712	0	0	660	355	55	0	348			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1391	0	0	1118	461	1632	0	751			
Arrive On Green	0.03	0.39	0.00	0.00	0.32	0.32	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	57	712	0	0	660	355	55	0	348			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	19.9	0.0	0.0	20.4	28.6	1.1	0.0	19.8			
Cycle Q Clear(g_c), s	4.0	19.9	0.0	0.0	20.4	28.6	1.1	0.0	19.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1391	0	0	1118	461	1632	0	751			
V/C Ratio(X)	1.13	0.51	0.00	0.00	0.59	0.77	0.03	0.00	0.46			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1632	0	751			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	30.0	0.0	0.0	37.4	40.2	15.6	0.0	20.1			
Incr Delay (d2), s/veh	162.7	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.4			
Initial Q Delay(d3),s/veh	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	9.7	0.0	0.0	10.0	11.6	0.5	0.0	8.0			
LnGrp Delay(d),s/veh	227.4	30.3	0.0	0.0	37.4	40.6	15.6	0.0	20.5			
LnGrp LOS	F	C			D	D	B		C			
Approach Vol, veh/h		769			1015			403				
Approach Delay, s/veh		44.9			38.5			19.9				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		72.9		57.1			10.0	47.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		21.8		21.9			6.0	30.6
Green Ext Time (p_c), s		0.0		11.8			0.0	10.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	230	409	57	0	11	301	68	0	41	19	15	0	75	17	172
Future Vol, veh/h	0	230	409	57	0	11	301	68	0	41	19	15	0	75	17	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	250	445	62	0	12	327	74	0	45	21	16	0	82	18	187
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	18.3	16.4	12.8	15
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	71%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	29%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	230	273	193	11	201	168	75	11	178
LT Vol	41	0	230	0	0	11	0	0	75	0	0
Through Vol	0	19	0	273	136	0	201	100	0	11	6
RT Vol	0	15	0	0	57	0	0	68	0	0	172
Lane Flow Rate	45	37	250	296	210	12	218	183	82	12	193
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.115	0.087	0.538	0.596	0.41	0.028	0.478	0.386	0.2	0.029	0.411
Departure Headway (Hd)	9.319	8.51	7.742	7.236	7.027	8.396	7.889	7.602	8.844	8.34	7.656
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	384	420	465	498	511	426	456	472	405	429	469
Service Time	7.095	6.287	5.497	4.99	4.781	6.159	5.651	5.364	6.609	6.104	5.42
HCM Lane V/C Ratio	0.117	0.088	0.538	0.594	0.411	0.028	0.478	0.388	0.202	0.028	0.412
HCM Control Delay	13.3	12.1	19.2	20.2	14.6	11.4	17.7	15.1	13.8	11.4	15.7
HCM Lane LOS	B	B	C	C	B	B	C	C	B	B	C
HCM 95th-tile Q	0.4	0.3	3.1	3.8	2	0.1	2.5	1.8	0.7	0.1	2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	999	506	0	0	0
Future Vol, veh/h	0	999	506	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1086	550	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	550	0	-	0	1636	550
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	1086	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1020	-	-	-	111	535
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1020	-	-	-	111	535
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	324	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1020	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	117	0	0	89
Future Vol, veh/h	0	0	117	0	0	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	127	0	0	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	224	127	0	0	127	0
Stage 1	127	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	764	923	-	-	1459	-
Stage 1	899	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	764	923	-	-	1459	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	927	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1459	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	38	19	77	36	83	24	1311	115	152	1457	7
Future Volume (veh/h)	9	38	19	77	36	83	24	1311	115	152	1457	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	10	41	21	84	39	90	26	1425	125	165	1584	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	275	290	149	333	125	289	38	1745	152	197	2263	11
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.53	0.53	0.12	0.63	0.62
Sat Flow, veh/h	1157	1162	595	1229	501	1157	1634	3294	287	1634	3611	18
Grp Volume(v), veh/h	10	0	62	84	0	129	26	762	788	165	776	816
Grp Sat Flow(s),veh/h/ln	1157	0	1758	1229	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.9	0.0	3.3	6.8	0.0	7.6	1.9	42.7	43.4	11.9	35.0	35.0
Cycle Q Clear(g_c), s	8.5	0.0	3.3	10.1	0.0	7.6	1.9	42.7	43.4	11.9	35.0	35.0
Prop In Lane	1.00		0.34	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	275	0	439	333	0	414	38	938	960	197	1109	1166
V/C Ratio(X)	0.04	0.00	0.14	0.25	0.00	0.31	0.68	0.81	0.82	0.84	0.70	0.70
Avail Cap(c_a), veh/h	275	0	439	333	0	414	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	35.1	39.0	0.0	36.8	58.1	23.3	23.5	51.6	14.9	14.9
Incr Delay (d2), s/veh	0.2	0.0	0.7	1.8	0.0	2.0	18.8	4.4	4.6	18.4	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.7	2.5	0.0	3.7	1.1	21.9	22.9	6.4	17.5	18.4
LnGrp Delay(d),s/veh	40.3	0.0	35.8	40.8	0.0	38.7	77.0	27.7	28.1	70.1	16.5	16.4
LnGrp LOS	D		D	D		D	E	C	C	E	B	B
Approach Vol, veh/h		72			213			1576			1757	
Approach Delay, s/veh		36.4			39.5			28.7			21.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.5	67.6		34.0	6.8	79.2		34.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	13.9	45.4		10.5	3.9	37.0		12.1
Green Ext Time (p_c), s	0.2	17.7		0.6	0.0	24.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	12	62	389	37	20
Future Vol, veh/h	285	12	62	389	37	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	310	13	67	423	40	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	323	0	874	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1237	-	320	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	297	724
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1237	-
HCM Lane V/C Ratio	0.166	-	-	0.054	-
HCM Control Delay (s)	16.5	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	57.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	233	76	0	461	365	22	0	90	28	439
Future Vol, veh/h	0	7	233	76	0	461	365	22	0	90	28	439
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	8	253	83	0	501	397	24	0	98	30	477
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	24.8	67.8	63.2
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	78%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	557	316	826	22	36
LT Vol	90	7	461	0	4
Through Vol	28	233	365	0	28
RT Vol	439	76	0	22	4
Lane Flow Rate	605	343	898	24	39
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.689	1	0.044	0.095
Departure Headway (Hd)	6.383	7.223	7.676	6.697	8.729
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	569	501	485	535	411
Service Time	4.418	5.236	5.408	4.43	6.776
HCM Lane V/C Ratio	1.063	0.685	1.852	0.045	0.095
HCM Control Delay	63.2	24.8	69.3	9.7	12.7
HCM Lane LOS	F	C	F	A	B
HCM 95th-tile Q	14.5	5.2	13.2	0.1	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	28	4
Future Vol, veh/h	0	4	28	4
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	30	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.7
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	123.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	319	468	546	62	70	219
Future Vol, veh/h	319	468	546	62	70	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	347	509	593	67	76	238

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	661	0	-	0	1829	627
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	1202	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	927	-	-	-	84	484
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	285	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	~ 40	484
Mov Cap-2 Maneuver	-	-	-	-	~ 40	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	136	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	$ 705.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	927	-	-	-	131
HCM Lane V/C Ratio	0.374	-	-	-	2.398
HCM Control Delay (s)	11.2	0	-	-	$ 705.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	27.2

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

Intersection	
Int Delay, s/veh	15.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	31	0	23	9	140	0	948	11	129	1449	4
Future Vol, veh/h	0	31	0	23	9	140	0	948	11	129	1449	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	0	25	10	152	0	1030	12	140	1575	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2378	2900	790	2121	2896	521	1579	0	0	1042	0	0
Stage 1	1858	1858	-	1036	1036	-	-	-	-	-	-	-
Stage 2	520	1042	-	1085	1860	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	~ 16	333	29	16	500	413	-	-	663	-	-
Stage 1	76	122	-	248	307	-	-	-	-	-	-	-
Stage 2	507	305	-	231	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	~ 13	333	-	13	500	413	-	-	663	-	-
Mov Cap-2 Maneuver	4	~ 13	-	-	13	-	-	-	-	-	-	-
Stage 1	76	96	-	248	307	-	-	-	-	-	-	-
Stage 2	341	305	-	118	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1311.9		0	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	413	-	-	13	-	663	-	-
HCM Lane V/C Ratio	-	-	-	2.592	-	0.211	-	-
HCM Control Delay (s)	0	-	-	$ 1311.9	-	11.9	-	-
HCM Lane LOS	A	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.1	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	245	7	2	161	2	0
Future Vol, veh/h	245	7	2	161	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	8	2	175	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	449	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1289	-	568	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	567	769
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	-	-	1289	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	133	0	0	170	0	0
Future Vol, veh/h	133	0	0	170	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	145	0	0	185	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	330	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	665	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	665	902
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	847	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	140	70	74	223	17	42	50	8	2	62	4
Future Vol, veh/h	6	140	70	74	223	17	42	50	8	2	62	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	152	76	80	242	18	46	54	9	2	67	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	228	0	0	651	625	190	648	654	252
Stage 1	-	-	-	-	-	-	203	203	-	413	413	-
Stage 2	-	-	-	-	-	-	448	422	-	235	241	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1303	-	-	1340	-	-	382	401	852	383	386	787
Stage 1	-	-	-	-	-	-	799	733	-	616	594	-
Stage 2	-	-	-	-	-	-	590	588	-	768	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1340	-	-	307	371	852	318	357	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	371	-	318	357	-
Stage 1	-	-	-	-	-	-	794	729	-	612	552	-
Stage 2	-	-	-	-	-	-	479	547	-	699	702	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	19.5	17.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	356	1303	-	-	1340	-	-	367
HCM Lane V/C Ratio	0.305	0.005	-	-	0.06	-	-	0.201
HCM Control Delay (s)	19.5	7.8	0	-	7.9	0	-	17.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	137	0	0	274	0	0
Future Vol, veh/h	137	0	0	274	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	0	0	298	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	149	0	447	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1432	-	569	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1432	-	569	898
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	753	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1432	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	80	0	0	160	0	0
Future Vol, veh/h	80	0	0	160	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	0	0	174	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	261	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	728	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	728	971
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	856	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1509	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	137	0	0	275	0	0
Future Vol, veh/h	137	0	0	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	0	0	299	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	149	149	298	149
Stage 1	-	-	0	0	149	-
Stage 2	-	-	149	149	149	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	843	743	693	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	879	774	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	843	0	693	898
Mov Cap-2 Maneuver	-	-	843	0	693	-
Stage 1	-	-	-	0	879	-
Stage 2	-	-	879	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	21.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	121	45	77	136	239	298
Future Vol, veh/h	121	45	77	136	239	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	49	84	148	260	324

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	471	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1396	-	551	890
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1396	-	515	890
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	672	-	-	1396	-
HCM Lane V/C Ratio	0.869	-	-	0.06	-
HCM Control Delay (s)	35.3	-	-	7.7	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	10.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	57	64	91	418	347	128
Future Vol, veh/h	57	64	91	418	347	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	70	99	454	377	139

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1099	447	516	0	-	0
Stage 1	447	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	235	612	1050	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	612	1050	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.3	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	316	-	-
HCM Lane V/C Ratio	0.094	-	0.416	-	-
HCM Control Delay (s)	8.8	0	24.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	83	0	0	129
Future Vol, veh/h	0	0	83	0	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	90	0	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	758	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	968	-	-	1505	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1505	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	242	93	0
Future Vol, veh/h	0	0	0	242	93	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	263	101	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	233	51	101	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	735	1006	1489	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	1006	1489	-	-	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	880	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	97	124	474	57	46	339
Future Vol, veh/h	97	124	474	57	46	339
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	135	515	62	50	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	983	515	0	0	515	0
Stage 1	515	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	276	560	-	-	1051	-
Stage 1	600	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	259	560	-	-	1051	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	259	560	1051	-
HCM Lane V/C Ratio	-	-	0.407	0.241	0.048	-
HCM Control Delay (s)	-	-	28.1	13.5	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.9	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	83	0	0	129
Future Vol, veh/h	0	0	83	0	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	90	0	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	758	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	968	-	-	1505	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1505	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	24	0	17	0	0	167	74
Future Vol, veh/h	0	0	0	0	0	24	0	17	0	0	167	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	26	0	18	0	0	182	80
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.3	8.3
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	111	130	0	0	24	17	15	39	39
LT Vol	0	0	0	0	0	24	0	15	0	0
Through Vol	0	111	56	0	0	0	0	0	39	39
RT Vol	0	0	74	0	0	0	17	0	0	0
Lane Flow Rate	0	121	141	0	0	26	18	16	42	42
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.16	0.17	0	0	0.043	0.024	0.026	0.061	0.04
Departure Headway (Hd)	4.866	4.866	4.466	5.505	5.505	5.898	4.698	5.656	5.154	3.415
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	742	808	0	0	610	765	636	698	1053
Service Time	2.566	2.566	2.166	3.22	3.22	3.609	2.409	3.362	2.861	1.121
HCM Lane V/C Ratio	0	0.163	0.175	0	0	0.043	0.024	0.025	0.06	0.04
HCM Control Delay	7.6	8.5	8.1	8.2	8.2	8.9	7.5	8.5	8.2	6.3
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.6	0.6	0	0	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	78	0
Future Vol, veh/h	0	15	78	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	85	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	457	0	0	0	498	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	457	0	0	0	498	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	497	0	0	0	541	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	17.4	19.9
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	457	0	0	0	0	498	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	457	0	0	0	0	498	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	497	0	0	0	0	541	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.679	0	0	0	0	0.735	0
Departure Headway (Hd)	4.92	4.92	4.92	6.916	6.916	4.89	4.89	4.89
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	740	0	0	0	0	742	0
Service Time	2.63	2.63	2.63	4.668	4.668	2.599	2.599	2.599
HCM Lane V/C Ratio	0	0.672	0	0	0	0	0.729	0
HCM Control Delay	7.6	17.4	7.6	9.7	9.7	7.6	19.9	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	5.4	0	0	0	0	6.6	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	4	17	0	2	0	6	83	0	0	129	5
Future Vol, veh/h	7	4	17	0	2	0	6	83	0	0	129	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	0	2	0	7	90	0	0	140	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	244	243	140	245	243	90	140	0	0	90	0	0
Stage 1	140	140	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	142	140	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	710	659	908	709	659	968	1443	-	-	1505	-	-
Stage 1	863	781	-	903	810	-	-	-	-	-	-	-
Stage 2	902	810	-	861	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	706	656	908	689	656	968	1443	-	-	1505	-	-
Mov Cap-2 Maneuver	706	656	-	689	656	-	-	-	-	-	-	-
Stage 1	859	781	-	899	806	-	-	-	-	-	-	-
Stage 2	895	806	-	839	781	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.5	0.5	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1443	-	-	706	656	908	-	656	-	1505	-	-
HCM Lane V/C Ratio	0.005	-	-	0.011	0.007	0.02	-	0.003	-	-	-	-
HCM Control Delay (s)	7.5	-	-	10.2	10.5	9	0	10.5	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	-	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	20	35	242	93	9
Future Vol, veh/h	7	20	35	242	93	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	22	38	263	101	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	314	55	111	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	654	1000	1477	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	634	1000	1477	-	-	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1477	-	870	-	-
HCM Lane V/C Ratio	0.026	-	0.034	-	-
HCM Control Delay (s)	7.5	0.1	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	1119	219	132	1311	25	141	0	48	19	12	86
Future Volume (veh/h)	393	1119	219	132	1311	25	141	0	48	19	12	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	427	1216	238	143	1425	27	153	0	52	21	13	93
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1296	534	110	1125	21	428	0	145	27	17	121
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.33	0.00	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1634	3539	1458	1634	3553	67	1285	0	437	271	168	1199
Grp Volume(v), veh/h	427	1216	238	143	709	743	205	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1638	0	0
Q Serve(g_s), s	14.0	39.8	14.8	8.1	38.0	38.0	10.8	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	39.8	14.8	8.1	38.0	38.0	10.8	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.17		0.73
Lane Grp Cap(c), veh/h	191	1296	534	110	560	586	573	0	0	165	0	0
V/C Ratio(X)	2.24	0.94	0.45	1.30	1.27	1.27	0.36	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	110	560	586	573	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	36.7	28.8	56.0	41.0	41.0	30.4	0.0	0.0	52.8	0.0	0.0
Incr Delay (d2), s/veh	572.9	11.9	0.5	171.0	128.1	128.6	1.7	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.6	21.6	6.0	8.8	38.5	40.3	5.4	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	625.9	48.6	29.3	227.0	169.1	169.7	32.1	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	F	D	C	F	F	F	C			E		
Approach Vol, veh/h		1881			1595			205			127	
Approach Delay, s/veh		177.2			174.6			32.1			60.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.9	12.1	47.9		16.1	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		12.8	10.1	41.8		11.1	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.1		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	164.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1209	115	9	972	13	146	7	9	7	4	96
Future Volume (veh/h)	67	1209	115	9	972	13	146	7	9	7	4	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	73	1314	125	10	1057	14	159	8	10	8	4	104
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1468	139	43	1225	16	463	285	356	23	6	163
Arrive On Green	0.13	0.45	0.43	0.03	0.34	0.33	0.28	0.38	0.37	0.01	0.11	0.10
Sat Flow, veh/h	1774	3266	310	1634	3576	47	1634	752	940	1774	58	1512
Grp Volume(v), veh/h	73	710	729	10	523	548	159	0	18	8	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1692	1774	0	1570
Q Serve(g_s), s	4.5	44.2	44.8	0.7	33.1	33.1	9.3	0.0	0.8	0.5	0.0	7.9
Cycle Q Clear(g_c), s	4.5	44.2	44.8	0.7	33.1	33.1	9.3	0.0	0.8	0.5	0.0	7.9
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.56	1.00		0.96
Lane Grp Cap(c), veh/h	236	795	812	43	606	635	463	0	640	23	0	169
V/C Ratio(X)	0.31	0.89	0.90	0.23	0.86	0.86	0.34	0.00	0.03	0.35	0.00	0.64
Avail Cap(c_a), veh/h	236	900	918	82	811	850	463	0	640	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.0	30.4	30.7	57.3	36.8	36.8	34.1	0.0	23.5	58.7	0.0	51.6
Incr Delay (d2), s/veh	0.3	5.1	5.3	2.8	7.4	7.1	0.4	0.0	0.1	9.0	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	22.6	23.5	0.4	17.4	18.1	4.3	0.0	0.4	0.3	0.0	4.2
LnGrp Delay(d),s/veh	47.4	35.4	36.0	60.0	44.2	43.9	34.6	0.0	23.6	67.8	0.0	68.6
LnGrp LOS	D	D	D	E	D	D	C		C	E		E
Approach Vol, veh/h		1512			1081			177			116	
Approach Delay, s/veh		36.3			44.2			33.5			68.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	49.4	7.1	57.9	38.0	16.9	20.0	45.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.5	2.8	2.7	46.8	11.3	9.9	6.5	35.1
Green Ext Time (p_c), s	0.0	0.6	0.0	5.1	0.0	0.3	2.2	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	670	61	39	759	93	121
Future Vol, veh/h	670	61	39	759	93	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	66	42	825	101	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	795	0	1258	397
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	822	-	163	602
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	822	-	155	602
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	67.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	822	-
HCM Lane V/C Ratio	0.871	-	-	0.052	-
HCM Control Delay (s)	67.8	-	-	9.6	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	7.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	646	9	20	864	15	30
Future Vol, veh/h	646	9	20	864	15	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	702	10	22	939	16	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	712	0	1220	356
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	884	-	172	640
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	168	640
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	884	-
HCM Lane V/C Ratio	0.097	-	-	0.025	-
HCM Control Delay (s)	12.9	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	253	138	93	404	51	67	382	50	34	572	225
Future Volume (veh/h)	286	253	138	93	404	51	67	382	50	34	572	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	311	275	150	101	439	55	73	415	54	37	622	245
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	983	405	328	880	362	126	1043	430	80	662	261
Arrive On Green	0.23	0.28	0.28	0.20	0.25	0.25	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	311	275	150	101	439	55	73	415	54	37	443	424
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	16.3	5.5	5.3	4.7	9.6	2.7	3.9	8.4	1.3	2.0	22.1	22.1
Cycle Q Clear(g_c), s	16.3	5.5	5.3	4.7	9.6	2.7	3.9	8.4	1.3	2.0	22.1	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	376	983	405	328	880	362	126	1043	430	80	472	451
V/C Ratio(X)	0.83	0.28	0.37	0.31	0.50	0.15	0.58	0.40	0.13	0.46	0.94	0.94
Avail Cap(c_a), veh/h	436	983	405	328	880	362	163	1043	430	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	25.4	13.1	30.7	29.0	26.4	40.1	25.3	6.4	41.6	32.3	32.9
Incr Delay (d2), s/veh	11.1	0.7	2.6	0.5	2.0	0.9	3.1	0.2	0.1	4.1	26.9	27.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	2.8	2.4	2.2	4.9	1.2	1.9	4.1	0.5	1.0	14.2	13.8
LnGrp Delay(d),s/veh	44.1	26.2	15.7	31.2	31.0	27.3	43.2	25.5	6.5	45.7	59.2	60.8
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		736			595			542			904	
Approach Delay, s/veh		31.6			30.7			26.0			59.4	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	30.5	22.1	29.0	10.9	28.0	24.7	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	10.4	6.7	7.5	5.9	24.1	18.3	11.6
Green Ext Time (p_c), s	0.0	4.4	1.5	1.5	0.0	0.0	0.4	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	518	47	20	795	0	10	2	6	4	0	0
Future Vol, veh/h	0	518	47	20	795	0	10	2	6	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	563	51	22	864	0	11	2	7	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	864	0	0	563	0	0	1471	1471	563	1475	1471	864
Stage 1	-	-	-	-	-	-	563	563	-	908	908	-
Stage 2	-	-	-	-	-	-	908	908	-	567	563	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	779	-	-	1008	-	-	105	127	526	104	127	354
Stage 1	-	-	-	-	-	-	511	509	-	330	354	-
Stage 2	-	-	-	-	-	-	330	354	-	508	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	779	-	-	1008	-	-	102	122	526	98	122	354
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	122	-	98	122	-
Stage 1	-	-	-	-	-	-	511	509	-	330	339	-
Stage 2	-	-	-	-	-	-	316	339	-	500	509	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	34.1	43.4
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	779	-	-	1008	-	-	98
HCM Lane V/C Ratio	0.137	-	-	-	0.022	-	-	0.044
HCM Control Delay (s)	34.1	0	-	-	8.7	0	-	43.4
HCM Lane LOS	D	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	57
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	319	131	0	215	800	8	0	159	71	52
Future Vol, veh/h	0	17	319	131	0	215	800	8	0	159	71	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	347	142	0	234	870	9	0	173	77	57
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	67.2	68.2	22.5
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	52	467	1023	167
LT Vol	159	0	17	215	0
Through Vol	71	0	319	800	163
RT Vol	0	52	131	8	4
Lane Flow Rate	250	57	508	1112	182
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.618	0.123	1	1	0.445
Departure Headway (Hd)	8.893	7.847	7.18	7.502	8.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	407	458	508	500	410
Service Time	6.611	5.566	5.218	5.417	6.842
HCM Lane V/C Ratio	0.614	0.124	1	2.224	0.444
HCM Control Delay	25	11.7	67.2	68.2	18.7
HCM Lane LOS	C	B	F	F	C
HCM 95th-tile Q	4	0.4	13.7	13.5	2.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	163	4
Future Vol, veh/h	0	0	163	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	177	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.7
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	375	13	10	178	0	5	0	3	0	0	0
Future Vol, veh/h	0	375	13	10	178	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	408	14	11	193	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	422	0	0	630	630	415	631	637	193
Stage 1	-	-	-	-	-	-	415	415	-	215	215	-
Stage 2	-	-	-	-	-	-	215	215	-	416	422	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1380	-	-	1137	-	-	394	399	637	394	395	849
Stage 1	-	-	-	-	-	-	615	592	-	787	725	-
Stage 2	-	-	-	-	-	-	787	725	-	614	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1137	-	-	391	395	637	389	391	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	395	-	389	391	-
Stage 1	-	-	-	-	-	-	615	592	-	787	717	-
Stage 2	-	-	-	-	-	-	778	717	-	611	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	13	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	457	1380	-	-	1137	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.01	-	-	-
HCM Control Delay (s)	13	0	-	-	8.2	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	41.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	230	95	725	145	0	33	0	23	0	0	0
Future Vol, veh/h	0	230	95	725	145	0	33	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	250	103	788	158	0	36	0	25	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	353	0	0	2036	2036	302	2048	2087	158
Stage 1	-	-	-	-	-	-	302	302	-	1734	1734	-
Stage 2	-	-	-	-	-	-	1734	1734	-	314	353	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1206	-	-	42	57	738	41	53	887
Stage 1	-	-	-	-	-	-	707	664	-	111	142	-
Stage 2	-	-	-	-	-	-	111	142	-	697	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1206	-	-	~ 18	16	738	17	15	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	16	-	17	15	-
Stage 1	-	-	-	-	-	-	707	664	-	111	40	-
Stage 2	-	-	-	-	-	-	~ 32	40	-	673	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.2	$ 760.5	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	1422	-	-	1206	-	-	-
HCM Lane V/C Ratio	2.029	-	-	-	0.653	-	-	-
HCM Control Delay (s)	$ 760.5	0	-	-	13.4	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	7.1	0	-	-	5.1	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	230	827	0	0	0
Future Vol, veh/h	0	230	827	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	250	899	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	899	0	-	0	1149	899
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	756	-	-	-	219	338
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	219	338
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	792	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	756	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	402	37	365	899	95	73	134	131	23	181	45
Future Volume (veh/h)	78	402	37	365	899	95	73	134	131	23	181	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	85	437	40	397	977	103	79	146	142	25	197	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	504	392	416	885	691	126	1084	443	58	937	382
Arrive On Green	0.05	0.27	0.27	0.25	0.47	0.47	0.03	0.10	0.10	0.04	0.26	0.26
Sat Flow, veh/h	1634	1863	1450	1634	1863	1454	1634	3539	1446	1634	3539	1445
Grp Volume(v), veh/h	85	437	40	397	977	103	79	146	142	25	197	49
Grp Sat Flow(s),veh/h/ln	1634	1863	1450	1634	1863	1454	1634	1770	1446	1634	1770	1445
Q Serve(g_s), s	6.0	26.8	1.9	28.7	57.0	4.8	5.7	4.5	5.4	1.8	5.2	3.1
Cycle Q Clear(g_c), s	6.0	26.8	1.9	28.7	57.0	4.8	5.7	4.5	5.4	1.8	5.2	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	504	392	416	885	691	126	1084	443	58	937	382
V/C Ratio(X)	1.04	0.87	0.10	0.95	1.10	0.15	0.63	0.13	0.32	0.43	0.21	0.13
Avail Cap(c_a), veh/h	82	761	592	416	885	691	177	1084	443	109	937	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	41.7	18.8	44.0	31.5	17.8	56.8	39.5	10.1	56.7	34.3	33.6
Incr Delay (d2), s/veh	111.1	7.0	0.1	32.5	62.9	0.1	4.7	0.2	1.8	5.0	0.5	0.7
Initial Q Delay(d3),s/veh	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	14.8	0.8	16.7	44.7	1.9	2.8	2.2	2.4	0.9	2.6	1.3
LnGrp Delay(d),s/veh	168.9	48.7	19.0	76.6	94.4	17.9	61.5	39.7	11.9	61.7	34.9	34.3
LnGrp LOS	F	D	B	E	F	B	E	D	B	E	C	C
Approach Vol, veh/h		562			1477			367			271	
Approach Delay, s/veh		64.8			84.3			33.6			37.2	
Approach LOS		E			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	40.7	34.6	36.4	13.2	35.8	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.8	7.4	30.7	28.8	7.7	7.2	8.0	59.0
Green Ext Time (p_c), s	0.0	2.1	0.0	1.6	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	12.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	691	45	42	1386	33	29
Future Vol, veh/h	691	45	42	1386	33	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	751	49	46	1507	36	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	800	0	2374	776
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	1598	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	823	-	38	397
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	182	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	823	-	~ 25	397
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	120	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 454.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	45	-	-	823	-
HCM Lane V/C Ratio	1.498	-	-	0.055	-
HCM Control Delay (s)	$ 454.7	-	-	9.6	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	6.6	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	468	177	492	1013	100	85	495	120	62	791	304
Future Volume (veh/h)	206	468	177	492	1013	100	85	495	120	62	791	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	224	509	192	535	1101	109	92	538	130	67	860	330
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	946	390	608	1032	425	136	964	232	110	813	311
Arrive On Green	0.17	0.27	0.27	0.19	0.29	0.29	0.17	0.68	0.65	0.07	0.32	0.31
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2831	681	1634	2505	958
Grp Volume(v), veh/h	224	509	192	535	1101	109	92	336	332	67	607	583
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1694
Q Serve(g_s), s	15.9	14.8	13.3	19.7	35.0	6.9	6.3	11.7	12.2	4.8	39.0	39.0
Cycle Q Clear(g_c), s	15.9	14.8	13.3	19.7	35.0	6.9	6.3	11.7	12.2	4.8	39.0	39.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	273	946	390	608	1032	425	136	602	593	110	575	550
V/C Ratio(X)	0.82	0.54	0.49	0.88	1.07	0.26	0.68	0.56	0.56	0.61	1.06	1.06
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	602	593	136	575	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	37.6	37.1	47.2	42.5	32.5	48.5	14.5	15.2	54.4	40.5	41.1
Incr Delay (d2), s/veh	14.1	0.5	1.0	11.6	44.8	0.2	9.7	2.8	2.9	5.4	53.2	55.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	7.3	5.5	9.6	23.5	2.8	3.2	6.1	6.1	2.3	27.5	26.7
LnGrp Delay(d),s/veh	62.3	38.1	38.1	58.7	87.3	32.8	58.2	17.3	18.0	59.8	93.7	96.6
LnGrp LOS	E	D	D	E	F	C	E	B	B	E	F	F
Approach Vol, veh/h		925			1745			760			1257	
Approach Delay, s/veh		43.9			75.1			22.6			93.3	
Approach LOS		D			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	44.8	27.0	36.1	14.0	43.0	24.1	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.8	14.2	21.7	16.8	8.3	41.0	17.9	37.0
Green Ext Time (p_c), s	0.0	7.9	0.0	8.1	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.3
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	469	154	198	499	80	70	396	58	87	376	63
Future Volume (veh/h)	162	469	154	198	499	80	70	396	58	87	376	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	176	510	167	215	542	87	76	430	63	95	409	68
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	645	266	302	801	330	1090	1591	656	158	550	227
Arrive On Green	0.14	0.18	0.18	0.18	0.23	0.23	0.34	0.45	0.45	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	176	510	167	215	542	87	76	430	63	95	409	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	12.4	16.5	12.7	14.8	16.8	5.9	1.9	9.1	1.4	3.5	13.2	3.5
Cycle Q Clear(g_c), s	12.4	16.5	12.7	14.8	16.8	5.9	1.9	9.1	1.4	3.5	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	645	266	302	801	330	1090	1591	656	158	550	227
V/C Ratio(X)	0.76	0.79	0.63	0.71	0.68	0.26	0.07	0.27	0.10	0.60	0.74	0.30
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1090	1591	656	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	46.9	45.3	45.9	42.4	38.2	26.5	20.7	4.4	55.8	48.4	22.9
Incr Delay (d2), s/veh	4.5	4.3	2.7	3.1	1.8	0.4	0.0	0.4	0.3	6.1	8.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.5	5.3	6.9	8.4	2.4	0.8	4.6	0.6	1.7	7.1	1.6
LnGrp Delay(d),s/veh	54.1	51.2	48.0	49.0	44.2	38.6	26.5	21.1	4.7	61.9	57.2	26.3
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		853			844			569			572	
Approach Delay, s/veh		51.2			44.8			20.0			54.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	57.9	26.2	25.9	45.3	22.7	20.9	31.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	11.1	16.8	18.5	3.9	15.2	14.4	18.8
Green Ext Time (p_c), s	0.0	2.2	3.4	1.4	1.0	1.4	0.5	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	8	58	0	315	53	117	0	75	109	98	0	21	286	52
Future Vol, veh/h	0	13	8	58	0	315	53	117	0	75	109	98	0	21	286	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	9	63	0	342	58	127	0	82	118	107	0	23	311	57
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	11.7	21.5	17.3	22.7
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	73%	0%	69%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	282	79	315	170	359
LT Vol	75	13	315	0	21
Through Vol	109	8	0	53	286
RT Vol	98	58	0	117	52
Lane Flow Rate	307	86	342	185	390
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.553	0.17	0.708	0.331	0.693
Departure Headway (Hd)	6.499	7.14	7.446	6.442	6.39
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	555	501	486	558	566
Service Time	4.549	5.215	5.194	4.19	4.434
HCM Lane V/C Ratio	0.553	0.172	0.704	0.332	0.689
HCM Control Delay	17.3	11.7	26.4	12.4	22.7
HCM Lane LOS	C	B	D	B	C
HCM 95th-tile Q	3.3	0.6	5.5	1.4	5.4

Intersection	
Int Delay, s/veh	75

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	265	16	90	430	39	8	258	75	55	23	49
Future Vol, veh/h	32	265	16	90	430	39	8	258	75	55	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	288	17	98	467	42	9	280	82	60	25	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	510	0	0	305	0	0	808	1071	153	1038	1059	255
Stage 1	-	-	-	-	-	-	366	366	-	684	684	-
Stage 2	-	-	-	-	-	-	442	705	-	354	375	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1051	-	-	1253	-	-	272	~ 219	866	185	223	744
Stage 1	-	-	-	-	-	-	626	621	-	405	447	-
Stage 2	-	-	-	-	-	-	564	437	-	636	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1253	-	-	210	~ 195	866	-	199	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	~ 195	-	-	199	-
Stage 1	-	-	-	-	-	-	605	600	-	392	412	-
Stage 2	-	-	-	-	-	-	453	403	-	297	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	291.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	236	1051	-	-	1253	-	-	-
HCM Lane V/C Ratio	0.041	1.534	0.033	-	-	0.078	-	-	-
HCM Control Delay (s)	22.9	298.3	8.5	-	-	8.1	-	-	-
HCM Lane LOS	C	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	21.9	0.1	-	-	0.3	-	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	117	418	444	335	62	170	341	163	30	1042	71
Future Volume (veh/h)	34	117	418	444	335	62	170	341	163	30	1042	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	37	127	454	483	364	67	185	371	177	33	1133	77
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	92	330	177	497	92	204	855	669	67	699	547
Arrive On Green	0.04	0.26	0.24	0.11	0.32	0.31	0.25	0.92	0.92	0.04	0.38	0.38
Sat Flow, veh/h	1634	358	1279	1634	1531	282	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	37	0	581	483	0	431	185	371	177	33	1133	77
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.7	0.0	31.0	13.0	0.0	25.3	13.2	3.3	1.0	2.4	45.0	4.2
Cycle Q Clear(g_c), s	2.7	0.0	31.0	13.0	0.0	25.3	13.2	3.3	1.0	2.4	45.0	4.2
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	0	423	177	0	589	204	855	669	67	699	547
V/C Ratio(X)	0.54	0.00	1.37	2.73	0.00	0.73	0.91	0.43	0.26	0.49	1.62	0.14
Avail Cap(c_a), veh/h	144	0	423	177	0	589	204	855	669	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.79	0.79	0.79
Uniform Delay (d), s/veh	56.4	0.0	45.2	53.5	0.0	36.0	44.3	2.8	1.0	56.3	37.5	24.7
Incr Delay (d2), s/veh	6.5	0.0	182.6	793.6	0.0	4.7	37.2	1.6	0.9	4.4	285.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	35.4	44.9	0.0	13.5	8.0	1.8	0.5	1.2	78.4	1.8
LnGrp Delay(d),s/veh	62.9	0.0	227.8	847.1	0.0	40.7	81.5	4.3	2.0	60.7	322.6	25.2
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		618			914			733			1243	
Approach Delay, s/veh		217.9			466.8			23.3			297.2	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	59.1	17.0	35.0	19.0	49.0	9.0	43.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.4	5.3	15.0	33.0	15.2	47.0	4.7	27.3
Green Ext Time (p_c), s	0.0	11.4	0.0	0.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	270.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	42.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	334	161	0	28	493	28	0	122	25	29	0	117	270	260
Future Vol, veh/h	0	27	334	161	0	28	493	28	0	122	25	29	0	117	270	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	363	175	0	30	536	30	0	133	27	32	0	127	293	283
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	23.7	32.3	21.7	73.1
HCM LOS	C	D	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	27	223	272	28	329	192	647
LT Vol	122	27	0	0	28	0	0	117
Through Vol	25	0	223	111	0	329	164	270
RT Vol	29	0	0	161	0	0	28	260
Lane Flow Rate	191	29	242	296	30	357	209	703
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.507	0.074	0.573	0.667	0.075	0.836	0.484	1
Departure Headway (Hd)	9.545	9.121	8.621	8.208	8.928	8.429	8.327	8.51
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	395	421	444	399	429	431	436
Service Time	7.245	6.821	6.321	5.908	6.728	6.229	6.127	6.219
HCM Lane V/C Ratio	0.501	0.073	0.575	0.667	0.075	0.832	0.485	1.612
HCM Control Delay	21.7	12.5	22.3	25.9	12.5	41.9	18.8	73.1
HCM Lane LOS	C	B	C	D	B	E	C	F
HCM 95th-tile Q	2.8	0.2	3.5	4.8	0.2	8	2.6	12.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	55	191	179	21	97	876	174	34	901	58
Future Volume (veh/h)	42	106	55	191	179	21	97	876	174	34	901	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	115	60	208	195	23	105	952	189	37	979	63
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	188	147	142	258	202	154	1872	371	72	1976	127
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.09	0.64	0.62	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2945	584	1634	3377	217
Grp Volume(v), veh/h	46	115	60	208	195	23	105	572	569	37	513	529
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1824
Q Serve(g_s), s	3.3	7.1	4.6	10.4	12.1	1.7	7.5	20.9	21.2	2.6	0.0	0.0
Cycle Q Clear(g_c), s	3.3	7.1	4.6	10.4	12.1	1.7	7.5	20.9	21.2	2.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	80	188	147	142	258	202	154	1125	1118	72	1035	1067
V/C Ratio(X)	0.58	0.61	0.41	1.47	0.76	0.11	0.68	0.51	0.51	0.52	0.50	0.50
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1125	1118	82	1035	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	0.12	0.12	0.12
Uniform Delay (d), s/veh	55.9	51.7	50.6	54.8	49.7	45.2	52.6	11.8	12.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.2	1.8	245.2	5.8	0.2	3.3	1.0	1.0	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.9	14.3	6.6	0.7	3.5	10.5	10.5	1.2	0.1	0.1
LnGrp Delay(d),s/veh	62.3	54.9	52.4	300.0	55.5	45.5	55.9	12.8	13.0	54.3	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	D	A	A
Approach Vol, veh/h		221			426			1246			1079	
Approach Delay, s/veh		55.8			174.4			16.5			2.1	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	80.3	14.4	16.1	15.3	74.2	9.9	20.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.6	23.2	12.4	9.1	9.5	2.0	5.3	14.1
Green Ext Time (p_c), s	0.0	12.2	0.0	1.0	0.1	12.5	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	117	159	94	105	88	283	951	165	237	1061	133
Future Volume (veh/h)	47	117	159	94	105	88	283	951	165	237	1061	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	127	173	102	114	96	308	1034	179	258	1153	145
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	564	232	95	574	237	300	1736	715	259	1648	679
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	127	173	102	114	96	308	1034	179	258	1153	145
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.6	7.0	3.3	7.1	22.0	25.2	8.6	18.9	31.0	7.1
Cycle Q Clear(g_c), s	3.7	3.8	13.6	7.0	3.3	7.1	22.0	25.2	8.6	18.9	31.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	564	232	95	574	237	300	1736	715	259	1648	679
V/C Ratio(X)	0.56	0.23	0.74	1.07	0.20	0.41	1.03	0.60	0.25	1.00	0.70	0.21
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1736	715	259	1648	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	55.3	44.0	48.1	56.5	43.5	45.1	49.0	22.0	17.7	50.5	25.4	19.0
Incr Delay (d2), s/veh	5.4	0.2	4.7	74.7	0.1	0.4	59.4	1.5	0.8	40.4	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	5.1	1.6	2.9	14.8	12.7	3.6	11.4	15.4	2.9
LnGrp Delay(d),s/veh	60.7	44.2	52.8	131.7	43.6	45.5	108.5	23.5	18.6	90.8	26.8	19.4
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		351			312			1521			1556	
Approach Delay, s/veh		50.8			73.0			40.1			36.7	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	62.9	11.0	23.1	26.0	59.9	10.6	23.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.9	27.2	9.0	15.6	24.0	33.0	5.7	9.1
Green Ext Time (p_c), s	0.0	12.3	0.0	1.5	0.0	8.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	125	110	107	282	78	326	844	138	74	1066	181
Future Volume (veh/h)	32	125	110	107	282	78	326	844	138	74	1066	181
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	136	120	116	307	85	354	917	150	80	1159	197
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	234	191	82	472	195	123	855	670	378	1147	898
Arrive On Green	0.04	0.13	0.11	0.05	0.13	0.13	0.15	0.92	0.92	0.23	0.62	0.62
Sat Flow, veh/h	1634	1852	1513	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	35	129	127	116	307	85	354	917	150	80	1159	197
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.5	8.3	9.1	6.0	9.9	4.0	9.0	55.1	0.9	4.7	73.9	7.2
Cycle Q Clear(g_c), s	2.5	8.3	9.1	6.0	9.9	4.0	9.0	55.1	0.9	4.7	73.9	7.2
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	223	201	82	472	195	123	855	670	378	1147	898
V/C Ratio(X)	0.50	0.58	0.63	1.42	0.65	0.44	2.89	1.07	0.22	0.21	1.01	0.22
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	378	1147	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.90	0.90	0.90	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	49.4	50.7	57.0	49.3	18.2	51.0	4.9	1.4	37.3	23.1	10.3
Incr Delay (d2), s/veh	4.9	2.1	2.8	241.3	1.4	1.4	851.9	35.1	0.1	0.3	29.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	4.2	8.2	4.9	1.7	33.0	31.1	0.3	2.2	46.9	3.0
LnGrp Delay(d),s/veh	61.1	51.5	53.5	298.3	50.7	19.6	902.9	40.0	1.5	37.5	52.3	10.8
LnGrp LOS	E	D	D	F	D	B	F	F	A	D	F	B
Approach Vol, veh/h		291			508			1421			1436	
Approach Delay, s/veh		53.6			102.0			250.9			45.8	
Approach LOS		D			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	59.1	10.0	19.1	13.0	77.9	9.1	20.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.7	57.1	8.0	11.1	11.0	75.9	4.5	11.9
Green Ext Time (p_c), s	4.9	0.0	0.0	2.0	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		133.9
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	183	48	128	262	86	175	331	83	308	637	136
Future Volume (veh/h)	45	183	48	128	262	86	175	331	83	308	637	136
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	199	52	139	285	93	190	360	90	335	692	148
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	332	137	177	527	217	235	1585	653	354	1843	760
Arrive On Green	0.05	0.09	0.09	0.11	0.15	0.15	0.29	0.90	0.90	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	49	199	52	139	285	93	190	360	90	335	692	148
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	6.5	2.9	9.9	8.9	7.0	13.0	1.6	0.5	23.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	6.5	2.9	9.9	8.9	7.0	13.0	1.6	0.5	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	332	137	177	527	217	235	1585	653	354	1843	760
V/C Ratio(X)	0.33	0.60	0.38	0.79	0.54	0.43	0.81	0.23	0.14	0.95	0.38	0.19
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1585	653	354	1843	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.57	0.57	0.57	0.94	0.94	0.94	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.7	52.2	27.3	52.1	47.3	46.4	41.2	3.5	1.4	33.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.6	12.4	0.5	0.8	9.5	0.3	0.4	5.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.3	1.2	5.1	4.4	2.8	6.4	0.8	0.3	11.0	0.0	0.0
LnGrp Delay(d),s/veh	54.0	53.9	29.0	64.6	47.8	47.2	50.7	3.8	1.8	39.3	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		300			517			640			1175	
Approach Delay, s/veh		49.6			52.2			17.5			11.2	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.8	17.0	15.2	21.3	66.5	10.4	21.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	25.6	3.6	11.9	8.5	15.0	2.0	5.4	10.9
Green Ext Time (p_c), s	0.0	6.1	0.0	0.8	0.3	6.2	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	456	145	108	318	69	107	1047	102	221	2149	621
Future Volume (veh/h)	241	456	145	108	318	69	107	1047	102	221	2149	621
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	262	496	158	117	346	75	116	1138	111	240	2336	675
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	722	298	218	561	231	150	1866	769	109	1777	732
Arrive On Green	0.11	0.20	0.20	0.07	0.16	0.16	0.09	0.53	0.53	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	262	496	158	117	346	75	116	1138	111	240	2336	675
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.6	15.6	11.6	4.3	10.9	5.5	8.3	26.9	4.7	8.0	60.3	51.5
Cycle Q Clear(g_c), s	9.6	15.6	11.6	4.3	10.9	5.5	8.3	26.9	4.7	8.0	60.3	51.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	722	298	218	561	231	150	1866	769	109	1777	732
V/C Ratio(X)	0.72	0.69	0.53	0.54	0.62	0.32	0.77	0.61	0.14	2.20	1.31	0.92
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1866	769	109	1777	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.91	0.91	0.91	0.69	0.69	0.69
Uniform Delay (d), s/veh	51.3	44.2	42.6	54.0	47.1	44.8	53.3	19.8	14.5	56.0	29.9	27.7
Incr Delay (d2), s/veh	4.6	0.9	1.2	2.0	1.1	0.8	20.2	1.4	0.4	561.7	144.4	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.7	4.8	1.9	5.4	2.3	4.6	13.5	1.9	20.6	65.0	23.5
LnGrp Delay(d),s/veh	55.9	45.1	43.8	56.1	48.2	45.6	73.5	21.1	14.9	617.7	174.3	42.0
LnGrp LOS	E	D	D	E	D	D	E	C	B	F	F	D
Approach Vol, veh/h		916			538			1365			3251	
Approach Delay, s/veh		48.0			49.5			25.1			179.6	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	67.3	12.3	28.5	15.0	64.3	17.7	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	28.9	6.3	17.6	10.3	62.3	11.6	12.9
Green Ext Time (p_c), s	0.0	18.3	0.1	3.9	0.0	0.0	0.2	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	113.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	25	62	0	13	29	2031	143	30	1778	52
Future Volume (veh/h)	87	0	25	62	0	13	29	2031	143	30	1778	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	95	0	27	67	0	14	32	2208	155	33	1933	57
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	95	0	27	67	0	14	32	2208	155	33	1933	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	58.9	1.7	2.4	21.7	1.4
Cycle Q Clear(g_c), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	58.9	1.7	2.4	21.7	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
V/C Ratio(X)	0.78	0.00	0.39	0.55	0.00	0.19	0.49	0.89	0.15	0.49	0.54	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2492	1027	82	3585	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	40.9	53.6	0.0	55.8	56.4	14.0	1.0	56.3	8.4	5.4
Incr Delay (d2), s/veh	26.1	0.0	3.6	3.8	0.0	1.2	5.5	5.1	0.3	5.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.8	2.3	0.0	0.5	1.1	30.0	0.8	1.2	10.2	0.6
LnGrp Delay(d),s/veh	80.6	0.0	44.5	57.4	0.0	57.1	61.9	19.1	1.3	61.8	9.0	5.5
LnGrp LOS	F		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		122			81			2395			2023	
Approach Delay, s/veh		72.6			57.4			18.5			9.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	88.5	12.9	9.7	8.8	88.6	13.0	9.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.9	60.9	6.7	3.9	4.3	23.7	8.9	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	27.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	269	1925	139	93	1355
Future Volume (veh/h)	579	269	1925	139	93	1355
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	629	292	2092	151	101	1473
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1209	947	142	1433
Arrive On Green	0.16	0.16	0.65	0.65	0.17	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	629	292	2092	151	101	1473
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.9	4.9	7.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.9	4.9	7.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1209	947	142	1433
V/C Ratio(X)	2.34	1.22	1.73	0.16	0.71	1.03
Avail Cap(c_a), veh/h	268	239	1209	947	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.67	0.67	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.0	8.2	48.2	0.0
Incr Delay (d2), s/veh	612.9	121.5	331.9	0.4	1.4	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.5	16.0	151.1	2.0	3.2	6.3
LnGrp Delay(d),s/veh	663.0	171.7	353.0	8.6	49.6	15.9
LnGrp LOS	F	F	F	A	D	F
Approach Vol, veh/h	921		2243			1574
Approach Delay, s/veh	507.3		329.8			18.1
Approach LOS	F		F			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.4	81.9				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	19.9	79.9				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	260.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	80	217	158	127	113	74	442	30	38	910	43
Future Volume (veh/h)	119	80	217	158	127	113	74	442	30	38	910	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	129	87	236	172	138	123	80	480	33	41	989	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	100	270	144	165	147	124	1704	117	77	1646	78
Arrive On Green	0.13	0.22	0.21	0.09	0.18	0.17	0.15	1.00	0.98	0.09	0.96	0.92
Sat Flow, veh/h	1634	444	1206	1634	909	810	1634	3361	230	1634	3440	163
Grp Volume(v), veh/h	129	0	323	172	0	261	80	252	261	41	509	527
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1720	1634	1770	1822	1634	1770	1834
Q Serve(g_s), s	8.9	0.0	22.7	10.6	0.0	17.6	5.5	0.0	0.1	2.9	3.5	3.7
Cycle Q Clear(g_c), s	8.9	0.0	22.7	10.6	0.0	17.6	5.5	0.0	0.1	2.9	3.5	3.7
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	215	0	370	144	0	311	124	897	924	77	847	877
V/C Ratio(X)	0.60	0.00	0.87	1.19	0.00	0.84	0.65	0.28	0.28	0.53	0.60	0.60
Avail Cap(c_a), veh/h	215	0	418	144	0	381	218	897	924	163	847	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Uniform Delay (d), s/veh	49.1	0.0	45.5	54.7	0.0	47.8	49.4	0.0	0.1	53.1	1.4	1.5
Incr Delay (d2), s/veh	4.3	0.0	15.8	135.6	0.0	12.9	5.1	0.7	0.7	5.0	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	12.0	10.2	0.0	9.5	2.7	0.2	0.2	1.4	1.8	1.9
LnGrp Delay(d),s/veh	53.4	0.0	61.3	190.3	0.0	60.7	54.5	0.7	0.8	58.1	4.2	4.2
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		452			433			593			1077	
Approach Delay, s/veh		59.0			112.2			8.0			6.3	
Approach LOS		E			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	64.8	14.6	30.9	13.1	61.4	19.8	25.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.9	2.1	12.6	24.7	7.5	5.7	10.9	19.6
Green Ext Time (p_c), s	0.0	7.0	0.0	0.5	0.1	6.9	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	67.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	67	2	778	0	344	820	0	0	0	1301	897
Future Vol, veh/h	0	0	0	0	0	67	2	778	0	344	820	0	0	0	1301	897
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	2	846	0	374	891	0	0	0	1414	975
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66.9	64.7	69.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	820	69	778	1301	897
LT Vol	344	0	67	0	0	0
Through Vol	0	820	2	0	1301	0
RT Vol	0	0	0	778	0	897
Lane Flow Rate	374	891	75	846	1414	975
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.887	1	0.194	1	1	1
Departure Headway (Hd)	8.538	8.038	9.305	8.12	7.967	7.268
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	463	385	448	467	507
Service Time	6.26	5.76	7.077	5.892	5.709	5.01
HCM Lane V/C Ratio	0.878	1.924	0.195	1.888	3.028	1.923
HCM Control Delay	49.6	71	14.3	71.6	70.7	67.4
HCM Lane LOS	E	F	B	F	F	F
HCM 95th-tile Q	9.2	12.9	0.7	12.8	13	13.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	544	200	373	153	548	0	0	714	219
Future Volume (veh/h)	0	0	0	544	200	373	153	548	0	0	714	219
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				591	217	405	166	596	0	0	776	238
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1022	582	456	541	2167	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				591	217	405	166	596	0	0	776	238
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.2	10.9	31.7	5.5	9.4	0.0	0.0	9.0	5.6
Cycle Q Clear(g_c), s				18.2	10.9	31.7	5.5	9.4	0.0	0.0	9.0	5.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1022	582	456	541	2167	0	0	1430	589
V/C Ratio(X)				0.58	0.37	0.89	0.31	0.28	0.00	0.00	0.54	0.40
Avail Cap(c_a), veh/h				1185	675	529	541	2167	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.94	0.94	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				34.6	32.1	39.2	43.5	10.8	0.0	0.0	7.7	7.4
Incr Delay (d2), s/veh				0.0	0.0	1.7	0.3	0.3	0.0	0.0	1.0	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.2	5.6	12.9	2.4	4.6	0.0	0.0	4.3	2.3
LnGrp Delay(d),s/veh				34.7	32.1	41.0	43.8	11.1	0.0	0.0	8.7	8.8
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1213			762			1014	
Approach Delay, s/veh					36.3			18.3			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.0			25.0	53.0		42.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.4			7.5	11.0		33.7
Green Ext Time (p_c), s		3.4			2.0	4.8		3.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	470	187	392	970	0	0	1958	770
Future Volume (veh/h)	0	0	0	264	470	187	392	970	0	0	1958	770
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				287	511	203	426	1054	0	0	2128	837
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				595	664	274	340	2639	0	0	1784	735
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				287	511	203	426	1054	0	0	2128	837
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				595	664	274	340	2639	0	0	1784	735
V/C Ratio(X)				0.48	0.77	0.74	1.25	0.40	0.00	0.00	1.19	1.14
Avail Cap(c_a), veh/h				822	917	378	340	2639	0	0	1784	735
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.3	46.0	43.4	0.1	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	130.2	0.3	0.0	0.0	87.3	64.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	23.5	0.3	0.0	0.0	51.1	37.4
LnGrp Delay(d),s/veh				44.1	49.0	51.0	173.6	0.5	0.0	0.0	117.1	93.9
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1001			1480			2965	
Approach Delay, s/veh					48.0			50.3			110.5	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.5			29.0	64.5		26.5
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.5			27.0	62.5		18.5
Green Ext Time (p_c), s		55.7			0.0	0.0		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	82.7
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	51.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	226	1	97	0	0	0	0	0	0	646	129	0	500	419	0
Future Vol, veh/h	0	226	1	97	0	0	0	0	0	0	646	129	0	500	419	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	246	1	105	0	0	0	0	0	0	702	140	0	543	455	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	19.5	58.5	56.2
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	646	129	227	97	500	419
LT Vol	0	0	226	0	500	0
Through Vol	646	0	1	0	0	419
RT Vol	0	129	0	97	0	0
Lane Flow Rate	702	140	247	105	543	455
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.259	0.586	0.216	1	0.88
Departure Headway (Hd)	7.353	6.652	8.555	7.359	7.458	6.957
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	540	424	489	489	524
Service Time	5.092	4.391	6.274	5.078	5.188	4.687
HCM Lane V/C Ratio	1.407	0.259	0.583	0.215	1.11	0.868
HCM Control Delay	67.8	11.7	22.7	12.1	68.2	41.8
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	13.5	1	3.6	0.8	13.4	9.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	125	235	0	0	0	0	646	521	320	913	0
Future Volume (veh/h)	197	125	235	0	0	0	0	646	521	320	913	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	214	136	255				0	702	566	348	992	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	725	299				0	2813	807	450	2578	0
Arrive On Green	0.20	0.20	0.20				0.00	0.55	0.55	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	214	136	255				0	702	566	348	992	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	14.4	3.8	20.2				0.0	8.6	34.0	12.1	0.0	0.0
Cycle Q Clear(g_c), s	14.4	3.8	20.2				0.0	8.6	34.0	12.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	725	299				0	2813	807	450	2578	0
V/C Ratio(X)	0.64	0.19	0.85				0.00	0.25	0.70	0.77	0.38	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2813	807	660	2578	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	43.6	39.4	46.0				0.0	13.9	19.6	41.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	12.6				0.0	0.2	5.1	2.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	9.2				0.0	4.1	14.8	5.4	0.1	0.0
LnGrp Delay(d),s/veh	45.7	39.6	58.6				0.0	14.1	24.6	44.0	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		605						1268			1340	
Approach Delay, s/veh		49.7						18.8			11.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.0	70.4		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.1	36.0		22.2		2.0		
Green Ext Time (p_c), s	1.0	7.9		1.8		16.7		

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	468	126	0	0	0	0	999	610	880	1485	0
Future Volume (veh/h)	175	468	126	0	0	0	0	999	610	880	1485	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	190	509	137				0	1086	663	957	1614	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	536	599	247				0	1702	701	792	2704	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	190	509	137				0	1086	663	957	1614	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	599	247				0	1702	701	792	2704	0
V/C Ratio(X)	0.35	0.85	0.56				0.00	0.64	0.95	1.21	0.60	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1702	701	792	2704	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.81	0.81	0.81				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.1	48.4	45.7				0.0	23.3	29.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.3	1.8				0.0	1.8	23.0	94.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.9	4.3				0.0	13.9	25.3	23.4	0.0	0.0
LnGrp Delay(d),s/veh	44.4	56.7	47.5				0.0	25.2	52.7	124.6	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		836						1749			2571	
Approach Delay, s/veh		52.4						35.6			46.4	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.7		24.3		95.7		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	53.9		18.7		2.0		
Green Ext Time (p_c), s	0.0	0.3		1.0		41.4		

Intersection Summary	
HCM 2010 Ctrl Delay	43.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	87	0	0	121
Future Vol, veh/h	0	0	87	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	95	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	962	-	-	1499	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	962	-	-	1499	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	320	132	0	0	0
Future Vol, veh/h	0	320	132	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	348	143	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	491	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1440	-	-	-	537	905
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1440	-	-	-	537	905
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	14	107	84	93	131
Future Vol, veh/h	12	14	107	84	93	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	116	91	101	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	461	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	559	936	-	-	1473	-
Stage 1	909	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	936	-	-	1473	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	521	936	1473	-
HCM Lane V/C Ratio	-	-	0.025	0.016	0.069	-
HCM Control Delay (s)	-	-	12.1	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	19	124	97	99	137
Future Vol, veh/h	17	19	124	97	99	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	21	135	105	108	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	499	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	531	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	491	914	-	-	1449	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	491	914	1449	-
HCM Lane V/C Ratio	-	-	0.038	0.023	0.074	-
HCM Control Delay (s)	-	-	12.6	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	124	73	0	137
Future Vol, veh/h	0	21	124	73	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	135	79	0	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	706	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	706	914	-	-	1449	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	879	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	914	1449	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	82	73	51	13	14
Future Vol, veh/h	76	82	73	51	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	89	79	55	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	333	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	662	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	626	981
Mov Cap-2 Maneuver	-	-	-	-	626	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1519	-	-	-	626	981
HCM Lane V/C Ratio	0.054	-	-	-	0.023	0.016
HCM Control Delay (s)	7.5	-	-	-	10.9	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	77	62	67	10	9
Future Vol, veh/h	74	77	62	67	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	84	67	73	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	312	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	681	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	646	997
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	646	997
HCM Lane V/C Ratio	0.052	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.7	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	51	77	67	56	4	6
Future Vol, veh/h	51	77	67	56	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	84	73	61	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	268	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	721	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	695	989
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1527	-	-	-	695	989
HCM Lane V/C Ratio	0.036	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.2	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

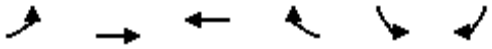
Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	26	37	59	7	10
Future Vol, veh/h	73	26	37	59	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	28	40	64	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	224	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	764	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	744	981
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	981	-	-	1519	-
HCM Lane V/C Ratio	0.01	0.011	-	-	0.026	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	198	212	0	287	63
Future Volume (veh/h)	0	198	212	0	287	63
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	215	230	0	312	68
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	357	357	0	2533	1165
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	215	230	0	312	68
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.0	7.5	0.0	2.6	1.2
Cycle Q Clear(g_c), s	0.0	7.0	7.5	0.0	2.6	1.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	357	357	0	2533	1165
V/C Ratio(X)	0.00	0.60	0.64	0.00	0.12	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2533	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.6	51.9	0.0	2.7	2.5
Incr Delay (d2), s/veh	0.0	1.6	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.7	0.0	1.2	0.5
LnGrp Delay(d),s/veh	0.0	53.3	53.2	0.0	2.8	2.6
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		215	230		380	
Approach Delay, s/veh		53.3	53.2		2.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.1		101.9		18.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.0		4.6		9.5
Green Ext Time (p_c), s				2.6		1.3		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	463	0	0	524	372	38	0	340	0	0	0
Future Volume (veh/h)	29	463	0	0	524	372	38	0	340	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	32	503	0	0	570	404	41	0	370			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	39	1418	0	0	1170	482	1607	0	739			
Arrive On Green	0.02	0.40	0.00	0.00	0.33	0.33	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	32	503	0	0	570	404	41	0	370			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.5	12.9	0.0	0.0	16.7	33.3	0.8	0.0	21.8			
Cycle Q Clear(g_c), s	2.5	12.9	0.0	0.0	16.7	33.3	0.8	0.0	21.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	39	1418	0	0	1170	482	1607	0	739			
V/C Ratio(X)	0.82	0.35	0.00	0.00	0.49	0.84	0.03	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1607	0	739			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.2	27.2	0.0	0.0	34.7	40.3	16.0	0.0	21.2			
Incr Delay (d2), s/veh	52.7	0.1	0.0	0.0	0.0	0.8	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.3	0.0	0.0	8.2	13.6	0.4	0.0	8.8			
LnGrp Delay(d),s/veh	115.8	27.4	0.0	0.0	34.7	41.1	16.0	0.0	21.7			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		535			974			411				
Approach Delay, s/veh		32.6			37.4			21.1				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.9		58.1			9.1	49.0
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.8		14.9			4.5	35.3
Green Ext Time (p_c), s		0.0		9.5			0.0	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	204	14	0	8	308	29	0	63	10	19	0	81	11	180
Future Vol, veh/h	0	79	204	14	0	8	308	29	0	63	10	19	0	81	11	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	222	15	0	9	335	32	0	68	11	21	0	88	12	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.7	13.2	11.4	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	83%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	17%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	79	136	82	8	205	132	81	7	184
LT Vol	63	0	79	0	0	8	0	0	81	0	0
Through Vol	0	10	0	136	68	0	205	103	0	7	4
RT Vol	0	19	0	0	14	0	0	29	0	0	180
Lane Flow Rate	68	32	86	148	89	9	223	143	88	8	200
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.151	0.061	0.175	0.28	0.166	0.017	0.417	0.261	0.183	0.015	0.348
Departure Headway (Hd)	7.942	6.983	7.331	6.826	6.705	7.225	6.72	6.565	7.471	6.969	6.281
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	516	486	522	530	492	531	542	477	510	567
Service Time	5.642	4.683	5.127	4.621	4.5	5.016	4.511	4.355	5.266	4.764	4.075
HCM Lane V/C Ratio	0.15	0.062	0.177	0.284	0.168	0.018	0.42	0.264	0.184	0.016	0.353
HCM Control Delay	12	10.1	11.7	12.3	10.8	10.1	14.3	11.7	12	9.9	12.4
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.1	0.6	0.1	2	1	0.7	0	1.5

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	320	132	0	0	0
Future Vol, veh/h	0	320	132	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	348	143	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	491	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1440	-	-	-	537	905
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1440	-	-	-	537	905
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	87	0	0	121
Future Vol, veh/h	0	0	87	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	95	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	962	-	-	1499	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	962	-	-	1499	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	45	19	36	18	75	27	662	115	123	670	9
Future Volume (veh/h)	6	45	19	36	18	75	27	662	115	123	670	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	7	49	21	39	20	82	29	720	125	134	728	10
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	612	618	265	644	160	654	42	904	157	166	1342	18
Arrive On Green	0.50	0.50	0.49	0.50	0.50	0.49	0.03	0.30	0.30	0.10	0.38	0.37
Sat Flow, veh/h	1186	1238	531	1221	320	1311	1634	3017	523	1634	3575	49
Grp Volume(v), veh/h	7	0	70	39	0	102	29	422	423	134	360	378
Grp Sat Flow(s),veh/h/ln	1186	0	1769	1221	0	1631	1634	1770	1770	1634	1770	1854
Q Serve(g_s), s	0.4	0.0	2.5	2.1	0.0	4.0	2.1	26.3	26.4	9.6	19.2	19.2
Cycle Q Clear(g_c), s	4.4	0.0	2.5	4.5	0.0	4.0	2.1	26.3	26.4	9.6	19.2	19.2
Prop In Lane	1.00		0.30	1.00		0.80	1.00		0.30	1.00		0.03
Lane Grp Cap(c), veh/h	612	0	883	644	0	814	42	530	530	166	665	696
V/C Ratio(X)	0.01	0.00	0.08	0.06	0.00	0.13	0.70	0.80	0.80	0.81	0.54	0.54
Avail Cap(c_a), veh/h	612	0	883	644	0	814	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	15.7	16.9	0.0	16.2	58.0	38.7	38.7	52.8	29.4	29.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.3	18.9	2.8	2.8	11.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.3	0.7	0.0	1.9	1.2	13.3	13.3	4.9	9.4	9.9
LnGrp Delay(d),s/veh	17.3	0.0	15.9	17.0	0.0	16.5	76.9	41.5	41.5	64.5	30.1	30.0
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		77			141			874			872	
Approach Delay, s/veh		16.0			16.6			42.7			35.3	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.2	39.9		63.9	7.1	49.1		63.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	11.6	28.4		6.4	4.1	21.2		6.5
Green Ext Time (p_c), s	0.2	7.1		0.5	0.0	7.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	12	62	389	37	20
Future Vol, veh/h	285	12	62	389	37	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	310	13	67	423	40	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	323	0	874	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1237	-	320	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	297	724
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1237	-
HCM Lane V/C Ratio	0.166	-	-	0.054	-
HCM Control Delay (s)	16.5	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	57.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	233	76	0	461	365	22	0	90	28	439
Future Vol, veh/h	0	7	233	76	0	461	365	22	0	90	28	439
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	8	253	83	0	501	397	24	0	98	30	477
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	24.8	67.8	63.2
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	11%
Vol Thru, %	5%	74%	44%	0%	78%
Vol Right, %	79%	24%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	557	316	826	22	36
LT Vol	90	7	461	0	4
Through Vol	28	233	365	0	28
RT Vol	439	76	0	22	4
Lane Flow Rate	605	343	898	24	39
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.689	1	0.044	0.095
Departure Headway (Hd)	6.383	7.223	7.676	6.697	8.729
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	569	501	485	535	411
Service Time	4.418	5.236	5.408	4.43	6.776
HCM Lane V/C Ratio	1.063	0.685	1.852	0.045	0.095
HCM Control Delay	63.2	24.8	69.3	9.7	12.7
HCM Lane LOS	F	C	F	A	B
HCM 95th-tile Q	14.5	5.2	13.2	0.1	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	28	4
Future Vol, veh/h	0	4	28	4
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	30	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.7
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	123.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	319	468	546	62	70	219
Future Vol, veh/h	319	468	546	62	70	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	347	509	593	67	76	238

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	661	0	-	0	1829	627
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	1202	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	927	-	-	-	84	484
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	285	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	~ 40	484
Mov Cap-2 Maneuver	-	-	-	-	~ 40	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	136	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	$ 705.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	927	-	-	-	131
HCM Lane V/C Ratio	0.374	-	-	-	2.398
HCM Control Delay (s)	11.2	0	-	-	$ 705.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	27.2

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

Intersection	
Int Delay, s/veh	15.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	31	0	23	9	140	0	948	11	129	1449	4
Future Vol, veh/h	0	31	0	23	9	140	0	948	11	129	1449	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	0	25	10	152	0	1030	12	140	1575	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2378	2900	790	2121	2896	521	1579	0	0	1042	0	0
Stage 1	1858	1858	-	1036	1036	-	-	-	-	-	-	-
Stage 2	520	1042	-	1085	1860	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	~ 16	333	29	16	500	413	-	-	663	-	-
Stage 1	76	122	-	248	307	-	-	-	-	-	-	-
Stage 2	507	305	-	231	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	~ 13	333	-	13	500	413	-	-	663	-	-
Mov Cap-2 Maneuver	4	~ 13	-	-	13	-	-	-	-	-	-	-
Stage 1	76	96	-	248	307	-	-	-	-	-	-	-
Stage 2	341	305	-	118	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1311.9		0	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	413	-	-	13	-	663	-	-
HCM Lane V/C Ratio	-	-	-	2.592	-	0.211	-	-
HCM Control Delay (s)	0	-	-	$ 1311.9	-	11.9	-	-
HCM Lane LOS	A	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.1	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	245	7	2	161	2	0
Future Vol, veh/h	245	7	2	161	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	8	2	175	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	449	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1289	-	568	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	567	769
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	-	-	1289	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	133	0	0	170	0	0
Future Vol, veh/h	133	0	0	170	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	145	0	0	185	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	330	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	665	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	665	902
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	847	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1437	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	201	885	137	186	1027	14	165	0	75	10	2	14
Future Vol, veh/h	201	885	137	186	1027	14	165	0	75	10	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	218	962	149	202	1116	15	179	0	82	11	2	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1132	0	0	1111	0	0	3010	3009	1036	3042	3076	1124
Stage 1	-	-	-	-	-	-	1473	1473	-	1528	1528	-
Stage 2	-	-	-	-	-	-	1537	1536	-	1514	1548	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	617	-	-	629	-	-	~ 8	13	281	~ 8	12	250
Stage 1	-	-	-	-	-	-	~ 158	191	-	147	179	-
Stage 2	-	-	-	-	-	-	~ 145	178	-	149	175	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	617	-	-	629	-	-	0	0	281	0	0	250
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 6	7	-	~ 5	23	-
Stage 2	-	-	-	-	-	-	~ 16	23	-	~ 4	6	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	2	76.6	21.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	617	-	-	629	-	-	250
HCM Lane V/C Ratio	0.928	0.354	-	-	0.321	-	-	0.113
HCM Control Delay (s)	76.6	14	0	-	13.4	0	-	21.2
HCM Lane LOS	F	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	8.7	1.6	-	-	1.4	-	-	0.4

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	137	0	0	274	0	0
Future Vol, veh/h	137	0	0	274	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	0	0	298	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	149	0	447	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1432	-	569	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1432	-	569	898
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	753	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1432	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	80	0	0	160	0	0
Future Vol, veh/h	80	0	0	160	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	0	0	174	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	261	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	728	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	728	971
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	856	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1509	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	137	0	0	275	0	0
Future Vol, veh/h	137	0	0	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	0	0	299	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	149	149	298	149
Stage 1	-	-	0	0	149	-
Stage 2	-	-	149	149	149	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	843	743	693	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	879	774	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	843	0	693	898
Mov Cap-2 Maneuver	-	-	843	0	693	-
Stage 1	-	-	-	0	879	-
Stage 2	-	-	879	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	21.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	121	45	77	136	239	298
Future Vol, veh/h	121	45	77	136	239	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	49	84	148	260	324

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	471	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1396	-	551	890
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1396	-	515	890
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	672	-	-	1396	-
HCM Lane V/C Ratio	0.869	-	-	0.06	-
HCM Control Delay (s)	35.3	-	-	7.7	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	10.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	57	64	91	418	347	128
Future Vol, veh/h	57	64	91	418	347	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	70	99	454	377	139

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1099	447	516	0	-	0
Stage 1	447	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	235	612	1050	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	612	1050	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.3	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	316	-	-
HCM Lane V/C Ratio	0.094	-	0.416	-	-
HCM Control Delay (s)	8.8	0	24.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	83	0	0	129
Future Vol, veh/h	0	0	83	0	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	90	0	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	758	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	968	-	-	1505	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1505	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	242	93	0
Future Vol, veh/h	0	0	0	242	93	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	263	101	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	233	51	101	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	735	1006	1489	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	1006	1489	-	-	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	880	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	97	124	474	57	46	339
Future Vol, veh/h	97	124	474	57	46	339
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	135	515	62	50	368

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	983	515	0	0	515	0
Stage 1	515	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	276	560	-	-	1051	-
Stage 1	600	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	259	560	-	-	1051	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	259	560	1051	-
HCM Lane V/C Ratio	-	-	0.407	0.241	0.048	-
HCM Control Delay (s)	-	-	28.1	13.5	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.9	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	83	0	0	129
Future Vol, veh/h	0	0	83	0	0	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	90	0	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	758	968	-	-	1505	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	968	-	-	1505	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	887	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1505	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	24	0	17	0	0	167	74
Future Vol, veh/h	0	0	0	0	0	24	0	17	0	0	167	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	26	0	18	0	0	182	80
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.3	8.3
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	111	130	0	0	24	17	15	39	39
LT Vol	0	0	0	0	0	24	0	15	0	0
Through Vol	0	111	56	0	0	0	0	0	39	39
RT Vol	0	0	74	0	0	0	17	0	0	0
Lane Flow Rate	0	121	141	0	0	26	18	16	42	42
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.16	0.17	0	0	0.043	0.024	0.026	0.061	0.04
Departure Headway (Hd)	4.866	4.866	4.466	5.505	5.505	5.898	4.698	5.656	5.154	3.415
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	742	808	0	0	610	765	636	698	1053
Service Time	2.566	2.566	2.166	3.22	3.22	3.609	2.409	3.362	2.861	1.121
HCM Lane V/C Ratio	0	0.163	0.175	0	0	0.043	0.024	0.025	0.06	0.04
HCM Control Delay	7.6	8.5	8.1	8.2	8.2	8.9	7.5	8.5	8.2	6.3
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.6	0.6	0	0	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	78	0
Future Vol, veh/h	0	15	78	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	85	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	457	0	0	0	498	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	457	0	0	0	498	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	497	0	0	0	541	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	17.4	19.9
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	457	0	0	0	0	498	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	457	0	0	0	0	498	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	497	0	0	0	0	541	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.679	0	0	0	0	0.735	0
Departure Headway (Hd)	4.92	4.92	4.92	6.916	6.916	4.89	4.89	4.89
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	740	0	0	0	0	742	0
Service Time	2.63	2.63	2.63	4.668	4.668	2.599	2.599	2.599
HCM Lane V/C Ratio	0	0.672	0	0	0	0	0.729	0
HCM Control Delay	7.6	17.4	7.6	9.7	9.7	7.6	19.9	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	5.4	0	0	0	0	6.6	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	83	0	0	129	0
Future Vol, veh/h	0	0	0	0	0	0	0	83	0	0	129	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	90	0	0	140	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	230	230	140	230	230	90	140	0	0	90	0	0
Stage 1	140	140	-	90	90	-	-	-	-	-	-	-
Stage 2	90	90	-	140	140	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	725	670	908	725	670	968	1443	-	-	1505	-	-
Stage 1	863	781	-	917	820	-	-	-	-	-	-	-
Stage 2	917	820	-	863	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	725	670	908	725	670	968	1443	-	-	1505	-	-
Mov Cap-2 Maneuver	725	670	-	725	670	-	-	-	-	-	-	-
Stage 1	863	781	-	917	820	-	-	-	-	-	-	-
Stage 2	917	820	-	863	781	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1443	-	-	-	-	-	-	-	-	1505	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	20	35	242	93	9
Future Vol, veh/h	7	20	35	242	93	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	22	38	263	101	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	314	55	111	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	654	1000	1477	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	634	1000	1477	-	-	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1477	-	870	-	-
HCM Lane V/C Ratio	0.026	-	0.034	-	-
HCM Control Delay (s)	7.5	0.1	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	1119	219	132	1311	25	141	0	48	19	12	86
Future Volume (veh/h)	393	1119	219	132	1311	25	141	0	48	19	12	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	427	1216	238	143	1425	27	153	0	52	21	13	93
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1296	534	110	1125	21	428	0	145	27	17	121
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.33	0.00	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1634	3539	1458	1634	3553	67	1285	0	437	271	168	1199
Grp Volume(v), veh/h	427	1216	238	143	709	743	205	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1721	0	0	1638	0	0
Q Serve(g_s), s	14.0	39.8	14.8	8.1	38.0	38.0	10.8	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	39.8	14.8	8.1	38.0	38.0	10.8	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.17		0.73
Lane Grp Cap(c), veh/h	191	1296	534	110	560	586	573	0	0	165	0	0
V/C Ratio(X)	2.24	0.94	0.45	1.30	1.27	1.27	0.36	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	110	560	586	573	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	36.7	28.8	56.0	41.0	41.0	30.4	0.0	0.0	52.8	0.0	0.0
Incr Delay (d2), s/veh	572.9	11.9	0.5	171.0	128.1	128.6	1.7	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.6	21.6	6.0	8.8	38.5	40.3	5.4	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	625.9	48.6	29.3	227.0	169.1	169.7	32.1	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	F	D	C	F	F	F	C			E		
Approach Vol, veh/h		1881			1595			205			127	
Approach Delay, s/veh		177.2			174.6			32.1			60.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.9	12.1	47.9		16.1	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		12.8	10.1	41.8		11.1	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.1		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	164.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1209	115	9	972	13	146	7	9	7	4	96
Future Volume (veh/h)	67	1209	115	9	972	13	146	7	9	7	4	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	73	1314	125	10	1057	14	159	8	10	8	4	104
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1468	139	43	1225	16	463	285	356	23	6	163
Arrive On Green	0.13	0.45	0.43	0.03	0.34	0.33	0.28	0.38	0.37	0.01	0.11	0.10
Sat Flow, veh/h	1774	3266	310	1634	3576	47	1634	752	940	1774	58	1512
Grp Volume(v), veh/h	73	710	729	10	523	548	159	0	18	8	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1692	1774	0	1570
Q Serve(g_s), s	4.5	44.2	44.8	0.7	33.1	33.1	9.3	0.0	0.8	0.5	0.0	7.9
Cycle Q Clear(g_c), s	4.5	44.2	44.8	0.7	33.1	33.1	9.3	0.0	0.8	0.5	0.0	7.9
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.56	1.00		0.96
Lane Grp Cap(c), veh/h	236	795	812	43	606	635	463	0	640	23	0	169
V/C Ratio(X)	0.31	0.89	0.90	0.23	0.86	0.86	0.34	0.00	0.03	0.35	0.00	0.64
Avail Cap(c_a), veh/h	236	900	918	82	811	850	463	0	640	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.0	30.4	30.7	57.3	36.8	36.8	34.1	0.0	23.5	58.7	0.0	51.6
Incr Delay (d2), s/veh	0.3	5.1	5.3	2.8	7.4	7.1	0.4	0.0	0.1	9.0	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	22.6	23.5	0.4	17.4	18.1	4.3	0.0	0.4	0.3	0.0	4.2
LnGrp Delay(d),s/veh	47.4	35.4	36.0	60.0	44.2	43.9	34.6	0.0	23.6	67.8	0.0	68.6
LnGrp LOS	D	D	D	E	D	D	C		C	E		E
Approach Vol, veh/h		1512			1081			177			116	
Approach Delay, s/veh		36.3			44.2			33.5			68.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	49.4	7.1	57.9	38.0	16.9	20.0	45.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.5	2.8	2.7	46.8	11.3	9.9	6.5	35.1
Green Ext Time (p_c), s	0.0	0.6	0.0	5.1	0.0	0.3	2.2	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	670	61	39	759	93	121
Future Vol, veh/h	670	61	39	759	93	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	66	42	825	101	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	795	0	1258	397
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	822	-	163	602
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	822	-	155	602
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	67.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	822	-
HCM Lane V/C Ratio	0.871	-	-	0.052	-
HCM Control Delay (s)	67.8	-	-	9.6	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	7.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	646	9	20	864	15	30
Future Vol, veh/h	646	9	20	864	15	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	702	10	22	939	16	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	712	0	1220	356
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	884	-	172	640
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	168	640
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	884	-
HCM Lane V/C Ratio	0.097	-	-	0.025	-
HCM Control Delay (s)	12.9	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	253	138	93	404	51	67	382	50	34	572	225
Future Volume (veh/h)	286	253	138	93	404	51	67	382	50	34	572	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	311	275	150	101	439	55	73	415	54	37	622	245
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	983	405	328	880	362	126	1043	430	80	662	261
Arrive On Green	0.23	0.28	0.28	0.20	0.25	0.25	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	311	275	150	101	439	55	73	415	54	37	443	424
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	16.3	5.5	5.3	4.7	9.6	2.7	3.9	8.4	1.3	2.0	22.1	22.1
Cycle Q Clear(g_c), s	16.3	5.5	5.3	4.7	9.6	2.7	3.9	8.4	1.3	2.0	22.1	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	376	983	405	328	880	362	126	1043	430	80	472	451
V/C Ratio(X)	0.83	0.28	0.37	0.31	0.50	0.15	0.58	0.40	0.13	0.46	0.94	0.94
Avail Cap(c_a), veh/h	436	983	405	328	880	362	163	1043	430	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	25.4	13.1	30.7	29.0	26.4	40.1	25.3	6.4	41.6	32.3	32.9
Incr Delay (d2), s/veh	11.1	0.7	2.6	0.5	2.0	0.9	3.1	0.2	0.1	4.1	26.9	27.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	2.8	2.4	2.2	4.9	1.2	1.9	4.1	0.5	1.0	14.2	13.8
LnGrp Delay(d),s/veh	44.1	26.2	15.7	31.2	31.0	27.3	43.2	25.5	6.5	45.7	59.2	60.8
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		736			595			542			904	
Approach Delay, s/veh		31.6			30.7			26.0			59.4	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	30.5	22.1	29.0	10.9	28.0	24.7	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	10.4	6.7	7.5	5.9	24.1	18.3	11.6
Green Ext Time (p_c), s	0.0	4.4	1.5	1.5	0.0	0.0	0.4	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	518	47	20	795	0	10	2	6	4	0	0
Future Vol, veh/h	0	518	47	20	795	0	10	2	6	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	563	51	22	864	0	11	2	7	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	864	0	0	563	0	0	1471	1471	563	1475	1471	864
Stage 1	-	-	-	-	-	-	563	563	-	908	908	-
Stage 2	-	-	-	-	-	-	908	908	-	567	563	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	779	-	-	1008	-	-	105	127	526	104	127	354
Stage 1	-	-	-	-	-	-	511	509	-	330	354	-
Stage 2	-	-	-	-	-	-	330	354	-	508	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	779	-	-	1008	-	-	102	122	526	98	122	354
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	122	-	98	122	-
Stage 1	-	-	-	-	-	-	511	509	-	330	339	-
Stage 2	-	-	-	-	-	-	316	339	-	500	509	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	34.1	43.4
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	779	-	-	1008	-	-	98
HCM Lane V/C Ratio	0.137	-	-	-	0.022	-	-	0.044
HCM Control Delay (s)	34.1	0	-	-	8.7	0	-	43.4
HCM Lane LOS	D	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Intersection	
Intersection Delay, s/veh	57
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	319	131	0	215	800	8	0	159	71	52
Future Vol, veh/h	0	17	319	131	0	215	800	8	0	159	71	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	347	142	0	234	870	9	0	173	77	57
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	67.2	68.2	22.5
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	52	467	1023	167
LT Vol	159	0	17	215	0
Through Vol	71	0	319	800	163
RT Vol	0	52	131	8	4
Lane Flow Rate	250	57	508	1112	182
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.618	0.123	1	1	0.445
Departure Headway (Hd)	8.893	7.847	7.18	7.502	8.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	407	458	508	500	410
Service Time	6.611	5.566	5.218	5.417	6.842
HCM Lane V/C Ratio	0.614	0.124	1	2.224	0.444
HCM Control Delay	25	11.7	67.2	68.2	18.7
HCM Lane LOS	C	B	F	F	C
HCM 95th-tile Q	4	0.4	13.7	13.5	2.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	163	4
Future Vol, veh/h	0	0	163	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	177	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.7
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	375	13	10	178	0	5	0	3	0	0	0
Future Vol, veh/h	0	375	13	10	178	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	408	14	11	193	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	422	0	0	630	630	415	631	637	193
Stage 1	-	-	-	-	-	-	415	415	-	215	215	-
Stage 2	-	-	-	-	-	-	215	215	-	416	422	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1380	-	-	1137	-	-	394	399	637	394	395	849
Stage 1	-	-	-	-	-	-	615	592	-	787	725	-
Stage 2	-	-	-	-	-	-	787	725	-	614	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1137	-	-	391	395	637	389	391	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	395	-	389	391	-
Stage 1	-	-	-	-	-	-	615	592	-	787	717	-
Stage 2	-	-	-	-	-	-	778	717	-	611	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	13	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	457	1380	-	-	1137	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.01	-	-	-
HCM Control Delay (s)	13	0	-	-	8.2	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	41.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	230	95	725	145	0	33	0	23	0	0	0
Future Vol, veh/h	0	230	95	725	145	0	33	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	250	103	788	158	0	36	0	25	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	353	0	0	2036	2036	302	2048	2087	158
Stage 1	-	-	-	-	-	-	302	302	-	1734	1734	-
Stage 2	-	-	-	-	-	-	1734	1734	-	314	353	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1206	-	-	42	57	738	41	53	887
Stage 1	-	-	-	-	-	-	707	664	-	111	142	-
Stage 2	-	-	-	-	-	-	111	142	-	697	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1206	-	-	~ 18	16	738	17	15	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	16	-	17	15	-
Stage 1	-	-	-	-	-	-	707	664	-	111	40	-
Stage 2	-	-	-	-	-	-	~ 32	40	-	673	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.2	$ 760.5	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	1422	-	-	1206	-	-	-
HCM Lane V/C Ratio	2.029	-	-	-	0.653	-	-	-
HCM Control Delay (s)	$ 760.5	0	-	-	13.4	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	7.1	0	-	-	5.1	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	230	827	0	0	0
Future Vol, veh/h	0	230	827	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	250	899	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	899	0	-	0	1149	899
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	756	-	-	-	219	338
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	219	338
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	792	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	756	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	402	37	365	899	95	73	134	131	23	181	45
Future Volume (veh/h)	78	402	37	365	899	95	73	134	131	23	181	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	85	437	40	397	977	103	79	146	142	25	197	49
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	504	392	416	885	691	126	1084	443	58	937	382
Arrive On Green	0.05	0.27	0.27	0.25	0.47	0.47	0.03	0.10	0.10	0.04	0.26	0.26
Sat Flow, veh/h	1634	1863	1450	1634	1863	1454	1634	3539	1446	1634	3539	1445
Grp Volume(v), veh/h	85	437	40	397	977	103	79	146	142	25	197	49
Grp Sat Flow(s),veh/h/ln	1634	1863	1450	1634	1863	1454	1634	1770	1446	1634	1770	1445
Q Serve(g_s), s	6.0	26.8	1.9	28.7	57.0	4.8	5.7	4.5	5.4	1.8	5.2	3.1
Cycle Q Clear(g_c), s	6.0	26.8	1.9	28.7	57.0	4.8	5.7	4.5	5.4	1.8	5.2	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	504	392	416	885	691	126	1084	443	58	937	382
V/C Ratio(X)	1.04	0.87	0.10	0.95	1.10	0.15	0.63	0.13	0.32	0.43	0.21	0.13
Avail Cap(c_a), veh/h	82	761	592	416	885	691	177	1084	443	109	937	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	41.7	18.8	44.0	31.5	17.8	56.8	39.5	10.1	56.7	34.3	33.6
Incr Delay (d2), s/veh	111.1	7.0	0.1	32.5	62.9	0.1	4.7	0.2	1.8	5.0	0.5	0.7
Initial Q Delay(d3),s/veh	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	14.8	0.8	16.7	44.7	1.9	2.8	2.2	2.4	0.9	2.6	1.3
LnGrp Delay(d),s/veh	168.9	48.7	19.0	76.6	94.4	17.9	61.5	39.7	11.9	61.7	34.9	34.3
LnGrp LOS	F	D	B	E	F	B	E	D	B	E	C	C
Approach Vol, veh/h		562			1477			367			271	
Approach Delay, s/veh		64.8			84.3			33.6			37.2	
Approach LOS		E			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	40.7	34.6	36.4	13.2	35.8	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.8	7.4	30.7	28.8	7.7	7.2	8.0	59.0
Green Ext Time (p_c), s	0.0	2.1	0.0	1.6	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	12.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	691	45	42	1386	33	29
Future Vol, veh/h	691	45	42	1386	33	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	751	49	46	1507	36	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	800	0	2374	776
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	1598	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	823	-	38	397
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	182	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	823	-	~ 25	397
Mov Cap-2 Maneuver	-	-	-	-	~ 25	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	120	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 454.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	45	-	-	823	-
HCM Lane V/C Ratio	1.498	-	-	0.055	-
HCM Control Delay (s)	$ 454.7	-	-	9.6	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	6.6	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	468	177	492	1013	100	85	495	120	62	791	304
Future Volume (veh/h)	206	468	177	492	1013	100	85	495	120	62	791	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	224	509	192	535	1101	109	92	538	130	67	860	330
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	946	390	608	1032	425	136	964	232	110	813	311
Arrive On Green	0.17	0.27	0.27	0.19	0.29	0.29	0.17	0.68	0.65	0.07	0.32	0.31
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2831	681	1634	2505	958
Grp Volume(v), veh/h	224	509	192	535	1101	109	92	336	332	67	607	583
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1743	1634	1770	1694
Q Serve(g_s), s	15.9	14.8	13.3	19.7	35.0	6.9	6.3	11.7	12.2	4.8	39.0	39.0
Cycle Q Clear(g_c), s	15.9	14.8	13.3	19.7	35.0	6.9	6.3	11.7	12.2	4.8	39.0	39.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	273	946	390	608	1032	425	136	602	593	110	575	550
V/C Ratio(X)	0.82	0.54	0.49	0.88	1.07	0.26	0.68	0.56	0.56	0.61	1.06	1.06
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	602	593	136	575	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	37.6	37.1	47.2	42.5	32.5	48.5	14.5	15.2	54.4	40.5	41.1
Incr Delay (d2), s/veh	14.1	0.5	1.0	11.6	44.8	0.2	9.7	2.8	2.9	5.4	53.2	55.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	7.3	5.5	9.6	23.5	2.8	3.2	6.1	6.1	2.3	27.5	26.7
LnGrp Delay(d),s/veh	62.3	38.1	38.1	58.7	87.3	32.8	58.2	17.3	18.0	59.8	93.7	96.6
LnGrp LOS	E	D	D	E	F	C	E	B	B	E	F	F
Approach Vol, veh/h		925			1745			760			1257	
Approach Delay, s/veh		43.9			75.1			22.6			93.3	
Approach LOS		D			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	44.8	27.0	36.1	14.0	43.0	24.1	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	6.8	14.2	21.7	16.8	8.3	41.0	17.9	37.0
Green Ext Time (p_c), s	0.0	7.9	0.0	8.1	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.3
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	469	154	198	499	80	70	396	58	87	376	63
Future Volume (veh/h)	162	469	154	198	499	80	70	396	58	87	376	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	176	510	167	215	542	87	76	430	63	95	409	68
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	645	266	302	801	330	1090	1591	656	158	550	227
Arrive On Green	0.14	0.18	0.18	0.18	0.23	0.23	0.34	0.45	0.45	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	176	510	167	215	542	87	76	430	63	95	409	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	12.4	16.5	12.7	14.8	16.8	5.9	1.9	9.1	1.4	3.5	13.2	3.5
Cycle Q Clear(g_c), s	12.4	16.5	12.7	14.8	16.8	5.9	1.9	9.1	1.4	3.5	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	645	266	302	801	330	1090	1591	656	158	550	227
V/C Ratio(X)	0.76	0.79	0.63	0.71	0.68	0.26	0.07	0.27	0.10	0.60	0.74	0.30
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1090	1591	656	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	46.9	45.3	45.9	42.4	38.2	26.5	20.7	4.4	55.8	48.4	22.9
Incr Delay (d2), s/veh	4.5	4.3	2.7	3.1	1.8	0.4	0.0	0.4	0.3	6.1	8.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.5	5.3	6.9	8.4	2.4	0.8	4.6	0.6	1.7	7.1	1.6
LnGrp Delay(d),s/veh	54.1	51.2	48.0	49.0	44.2	38.6	26.5	21.1	4.7	61.9	57.2	26.3
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		853			844			569			572	
Approach Delay, s/veh		51.2			44.8			20.0			54.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	57.9	26.2	25.9	45.3	22.7	20.9	31.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	11.1	16.8	18.5	3.9	15.2	14.4	18.8
Green Ext Time (p_c), s	0.0	2.2	3.4	1.4	1.0	1.4	0.5	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	8	58	0	315	53	117	0	75	109	98	0	21	286	52
Future Vol, veh/h	0	13	8	58	0	315	53	117	0	75	109	98	0	21	286	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	9	63	0	342	58	127	0	82	118	107	0	23	311	57
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	11.7	21.5	17.3	22.7
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	73%	0%	69%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	282	79	315	170	359
LT Vol	75	13	315	0	21
Through Vol	109	8	0	53	286
RT Vol	98	58	0	117	52
Lane Flow Rate	307	86	342	185	390
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.553	0.17	0.708	0.331	0.693
Departure Headway (Hd)	6.499	7.14	7.446	6.442	6.39
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	555	501	486	558	566
Service Time	4.549	5.215	5.194	4.19	4.434
HCM Lane V/C Ratio	0.553	0.172	0.704	0.332	0.689
HCM Control Delay	17.3	11.7	26.4	12.4	22.7
HCM Lane LOS	C	B	D	B	C
HCM 95th-tile Q	3.3	0.6	5.5	1.4	5.4

Intersection	
Int Delay, s/veh	75

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	265	16	90	430	39	8	258	75	55	23	49
Future Vol, veh/h	32	265	16	90	430	39	8	258	75	55	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	288	17	98	467	42	9	280	82	60	25	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	510	0	0	305	0	0	808	1071	153	1038	1059	255
Stage 1	-	-	-	-	-	-	366	366	-	684	684	-
Stage 2	-	-	-	-	-	-	442	705	-	354	375	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1051	-	-	1253	-	-	272	~ 219	866	185	223	744
Stage 1	-	-	-	-	-	-	626	621	-	405	447	-
Stage 2	-	-	-	-	-	-	564	437	-	636	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1253	-	-	210	~ 195	866	-	199	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	~ 195	-	-	199	-
Stage 1	-	-	-	-	-	-	605	600	-	392	412	-
Stage 2	-	-	-	-	-	-	453	403	-	297	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	291.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	236	1051	-	-	1253	-	-	-
HCM Lane V/C Ratio	0.041	1.534	0.033	-	-	0.078	-	-	-
HCM Control Delay (s)	22.9	298.3	8.5	-	-	8.1	-	-	-
HCM Lane LOS	C	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	21.9	0.1	-	-	0.3	-	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	117	418	444	335	62	170	341	163	30	1042	71
Future Volume (veh/h)	34	117	418	444	335	62	170	341	163	30	1042	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	37	127	454	483	364	67	185	371	177	33	1133	77
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	92	330	177	497	92	204	855	669	67	699	547
Arrive On Green	0.04	0.26	0.24	0.11	0.32	0.31	0.25	0.92	0.92	0.04	0.38	0.38
Sat Flow, veh/h	1634	358	1279	1634	1531	282	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	37	0	581	483	0	431	185	371	177	33	1133	77
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.7	0.0	31.0	13.0	0.0	25.3	13.2	3.3	1.0	2.4	45.0	4.2
Cycle Q Clear(g_c), s	2.7	0.0	31.0	13.0	0.0	25.3	13.2	3.3	1.0	2.4	45.0	4.2
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	0	423	177	0	589	204	855	669	67	699	547
V/C Ratio(X)	0.54	0.00	1.37	2.73	0.00	0.73	0.91	0.43	0.26	0.49	1.62	0.14
Avail Cap(c_a), veh/h	144	0	423	177	0	589	204	855	669	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.79	0.79	0.79
Uniform Delay (d), s/veh	56.4	0.0	45.2	53.5	0.0	36.0	44.3	2.8	1.0	56.3	37.5	24.7
Incr Delay (d2), s/veh	6.5	0.0	182.6	793.6	0.0	4.7	37.2	1.6	0.9	4.4	285.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	35.4	44.9	0.0	13.5	8.0	1.8	0.5	1.2	78.4	1.8
LnGrp Delay(d),s/veh	62.9	0.0	227.8	847.1	0.0	40.7	81.5	4.3	2.0	60.7	322.6	25.2
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		618			914			733			1243	
Approach Delay, s/veh		217.9			466.8			23.3			297.2	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	59.1	17.0	35.0	19.0	49.0	9.0	43.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.4	5.3	15.0	33.0	15.2	47.0	4.7	27.3
Green Ext Time (p_c), s	0.0	11.4	0.0	0.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	270.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	42.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	334	161	0	28	493	28	0	122	25	29	0	117	270	260
Future Vol, veh/h	0	27	334	161	0	28	493	28	0	122	25	29	0	117	270	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	363	175	0	30	536	30	0	133	27	32	0	127	293	283
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	23.7	32.3	21.7	73.1
HCM LOS	C	D	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	27	223	272	28	329	192	647
LT Vol	122	27	0	0	28	0	0	117
Through Vol	25	0	223	111	0	329	164	270
RT Vol	29	0	0	161	0	0	28	260
Lane Flow Rate	191	29	242	296	30	357	209	703
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.507	0.074	0.573	0.667	0.075	0.836	0.484	1
Departure Headway (Hd)	9.545	9.121	8.621	8.208	8.928	8.429	8.327	8.51
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	395	421	444	399	429	431	436
Service Time	7.245	6.821	6.321	5.908	6.728	6.229	6.127	6.219
HCM Lane V/C Ratio	0.501	0.073	0.575	0.667	0.075	0.832	0.485	1.612
HCM Control Delay	21.7	12.5	22.3	25.9	12.5	41.9	18.8	73.1
HCM Lane LOS	C	B	C	D	B	E	C	F
HCM 95th-tile Q	2.8	0.2	3.5	4.8	0.2	8	2.6	12.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	55	191	179	21	97	876	174	34	901	58
Future Volume (veh/h)	42	106	55	191	179	21	97	876	174	34	901	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	115	60	208	195	23	105	952	189	37	979	63
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	188	147	142	258	202	154	1872	371	72	1976	127
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.09	0.64	0.62	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2945	584	1634	3377	217
Grp Volume(v), veh/h	46	115	60	208	195	23	105	572	569	37	513	529
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1824
Q Serve(g_s), s	3.3	7.1	4.6	10.4	12.1	1.7	7.5	20.9	21.2	2.6	0.0	0.0
Cycle Q Clear(g_c), s	3.3	7.1	4.6	10.4	12.1	1.7	7.5	20.9	21.2	2.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	80	188	147	142	258	202	154	1125	1118	72	1035	1067
V/C Ratio(X)	0.58	0.61	0.41	1.47	0.76	0.11	0.68	0.51	0.51	0.52	0.50	0.50
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1125	1118	82	1035	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	0.12	0.12	0.12
Uniform Delay (d), s/veh	55.9	51.7	50.6	54.8	49.7	45.2	52.6	11.8	12.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.2	1.8	245.2	5.8	0.2	3.3	1.0	1.0	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.9	14.3	6.6	0.7	3.5	10.5	10.5	1.2	0.1	0.1
LnGrp Delay(d),s/veh	62.3	54.9	52.4	300.0	55.5	45.5	55.9	12.8	13.0	54.3	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	D	A	A
Approach Vol, veh/h		221			426			1246			1079	
Approach Delay, s/veh		55.8			174.4			16.5			2.1	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	80.3	14.4	16.1	15.3	74.2	9.9	20.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.6	23.2	12.4	9.1	9.5	2.0	5.3	14.1
Green Ext Time (p_c), s	0.0	12.2	0.0	1.0	0.1	12.5	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	117	159	94	105	88	283	951	165	237	1061	133
Future Volume (veh/h)	47	117	159	94	105	88	283	951	165	237	1061	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	127	173	102	114	96	308	1034	179	258	1153	145
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	564	232	95	574	237	300	1736	715	259	1648	679
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	127	173	102	114	96	308	1034	179	258	1153	145
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.6	7.0	3.3	7.1	22.0	25.2	8.6	18.9	31.0	7.1
Cycle Q Clear(g_c), s	3.7	3.8	13.6	7.0	3.3	7.1	22.0	25.2	8.6	18.9	31.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	564	232	95	574	237	300	1736	715	259	1648	679
V/C Ratio(X)	0.56	0.23	0.74	1.07	0.20	0.41	1.03	0.60	0.25	1.00	0.70	0.21
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1736	715	259	1648	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	55.3	44.0	48.1	56.5	43.5	45.1	49.0	22.0	17.7	50.5	25.4	19.0
Incr Delay (d2), s/veh	5.4	0.2	4.7	74.7	0.1	0.4	59.4	1.5	0.8	40.4	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	5.1	1.6	2.9	14.8	12.7	3.6	11.4	15.4	2.9
LnGrp Delay(d),s/veh	60.7	44.2	52.8	131.7	43.6	45.5	108.5	23.5	18.6	90.8	26.8	19.4
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		351			312			1521			1556	
Approach Delay, s/veh		50.8			73.0			40.1			36.7	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	62.9	11.0	23.1	26.0	59.9	10.6	23.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	10.9	27.2	9.0	15.6	24.0	33.0	5.7	9.1
Green Ext Time (p_c), s	0.0	12.3	0.0	1.5	0.0	8.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	125	110	107	282	78	326	844	138	74	1066	181
Future Volume (veh/h)	32	125	110	107	282	78	326	844	138	74	1066	181
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	136	120	116	307	85	354	917	150	80	1159	197
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	234	191	82	472	195	123	855	670	378	1147	898
Arrive On Green	0.04	0.13	0.11	0.05	0.13	0.13	0.15	0.92	0.92	0.23	0.62	0.62
Sat Flow, veh/h	1634	1852	1513	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	35	129	127	116	307	85	354	917	150	80	1159	197
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.5	8.3	9.1	6.0	9.9	4.0	9.0	55.1	0.9	4.7	73.9	7.2
Cycle Q Clear(g_c), s	2.5	8.3	9.1	6.0	9.9	4.0	9.0	55.1	0.9	4.7	73.9	7.2
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	223	201	82	472	195	123	855	670	378	1147	898
V/C Ratio(X)	0.50	0.58	0.63	1.42	0.65	0.44	2.89	1.07	0.22	0.21	1.01	0.22
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	378	1147	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.90	0.90	0.90	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	49.4	50.7	57.0	49.3	18.2	51.0	4.9	1.4	37.3	23.1	10.3
Incr Delay (d2), s/veh	4.9	2.1	2.8	241.3	1.4	1.4	851.9	35.1	0.1	0.3	29.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	4.2	8.2	4.9	1.7	33.0	31.1	0.3	2.2	46.9	3.0
LnGrp Delay(d),s/veh	61.1	51.5	53.5	298.3	50.7	19.6	902.9	40.0	1.5	37.5	52.3	10.8
LnGrp LOS	E	D	D	F	D	B	F	F	A	D	F	B
Approach Vol, veh/h		291			508			1421			1436	
Approach Delay, s/veh		53.6			102.0			250.9			45.8	
Approach LOS		D			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	59.1	10.0	19.1	13.0	77.9	9.1	20.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.7	57.1	8.0	11.1	11.0	75.9	4.5	11.9
Green Ext Time (p_c), s	4.9	0.0	0.0	2.0	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		133.9
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	183	48	128	262	86	175	331	83	308	637	136
Future Volume (veh/h)	45	183	48	128	262	86	175	331	83	308	637	136
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	199	52	139	285	93	190	360	90	335	692	148
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	332	137	177	527	217	235	1585	653	354	1843	760
Arrive On Green	0.05	0.09	0.09	0.11	0.15	0.15	0.29	0.90	0.90	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	49	199	52	139	285	93	190	360	90	335	692	148
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.4	6.5	2.9	9.9	8.9	7.0	13.0	1.6	0.5	23.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	6.5	2.9	9.9	8.9	7.0	13.0	1.6	0.5	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	332	137	177	527	217	235	1585	653	354	1843	760
V/C Ratio(X)	0.33	0.60	0.38	0.79	0.54	0.43	0.81	0.23	0.14	0.95	0.38	0.19
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1585	653	354	1843	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.57	0.57	0.57	0.94	0.94	0.94	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.7	52.2	27.3	52.1	47.3	46.4	41.2	3.5	1.4	33.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	1.6	12.4	0.5	0.8	9.5	0.3	0.4	5.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.3	1.2	5.1	4.4	2.8	6.4	0.8	0.3	11.0	0.0	0.0
LnGrp Delay(d),s/veh	54.0	53.9	29.0	64.6	47.8	47.2	50.7	3.8	1.8	39.3	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		300			517			640			1175	
Approach Delay, s/veh		49.6			52.2			17.5			11.2	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.8	17.0	15.2	21.3	66.5	10.4	21.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	25.6	3.6	11.9	8.5	15.0	2.0	5.4	10.9
Green Ext Time (p_c), s	0.0	6.1	0.0	0.8	0.3	6.2	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	456	145	108	318	69	107	1047	102	221	2149	621
Future Volume (veh/h)	241	456	145	108	318	69	107	1047	102	221	2149	621
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	262	496	158	117	346	75	116	1138	111	240	2336	675
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	722	298	218	561	231	150	1866	769	109	1777	732
Arrive On Green	0.11	0.20	0.20	0.07	0.16	0.16	0.09	0.53	0.53	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	262	496	158	117	346	75	116	1138	111	240	2336	675
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.6	15.6	11.6	4.3	10.9	5.5	8.3	26.9	4.7	8.0	60.3	51.5
Cycle Q Clear(g_c), s	9.6	15.6	11.6	4.3	10.9	5.5	8.3	26.9	4.7	8.0	60.3	51.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	722	298	218	561	231	150	1866	769	109	1777	732
V/C Ratio(X)	0.72	0.69	0.53	0.54	0.62	0.32	0.77	0.61	0.14	2.20	1.31	0.92
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1866	769	109	1777	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.91	0.91	0.91	0.69	0.69	0.69
Uniform Delay (d), s/veh	51.3	44.2	42.6	54.0	47.1	44.8	53.3	19.8	14.5	56.0	29.9	27.7
Incr Delay (d2), s/veh	4.6	0.9	1.2	2.0	1.1	0.8	20.2	1.4	0.4	561.7	144.4	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.7	4.8	1.9	5.4	2.3	4.6	13.5	1.9	20.6	65.0	23.5
LnGrp Delay(d),s/veh	55.9	45.1	43.8	56.1	48.2	45.6	73.5	21.1	14.9	617.7	174.3	42.0
LnGrp LOS	E	D	D	E	D	D	E	C	B	F	F	D
Approach Vol, veh/h		916			538			1365			3251	
Approach Delay, s/veh		48.0			49.5			25.1			179.6	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	67.3	12.3	28.5	15.0	64.3	17.7	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.3	28.9	6.3	17.6	10.3	62.3	11.6	12.9
Green Ext Time (p_c), s	0.0	18.3	0.1	3.9	0.0	0.0	0.2	4.1

Intersection Summary		
HCM 2010 Ctrl Delay		113.4
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	25	62	0	13	29	2031	143	30	1778	52
Future Volume (veh/h)	87	0	25	62	0	13	29	2031	143	30	1778	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	95	0	27	67	0	14	32	2208	155	33	1933	57
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	95	0	27	67	0	14	32	2208	155	33	1933	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	58.9	1.7	2.4	21.7	1.4
Cycle Q Clear(g_c), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	58.9	1.7	2.4	21.7	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
V/C Ratio(X)	0.78	0.00	0.39	0.55	0.00	0.19	0.49	0.89	0.15	0.49	0.54	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2492	1027	82	3585	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	40.9	53.6	0.0	55.8	56.4	14.0	1.0	56.3	8.4	5.4
Incr Delay (d2), s/veh	26.1	0.0	3.6	3.8	0.0	1.2	5.5	5.1	0.3	5.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.8	2.3	0.0	0.5	1.1	30.0	0.8	1.2	10.2	0.6
LnGrp Delay(d),s/veh	80.6	0.0	44.5	57.4	0.0	57.1	61.9	19.1	1.3	61.8	9.0	5.5
LnGrp LOS	F		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		122			81			2395			2023	
Approach Delay, s/veh		72.6			57.4			18.5			9.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	88.5	12.9	9.7	8.8	88.6	13.0	9.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.9	60.9	6.7	3.9	4.3	23.7	8.9	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	27.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	269	1925	139	93	1355
Future Volume (veh/h)	579	269	1925	139	93	1355
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	629	292	2092	151	101	1473
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1209	947	142	1433
Arrive On Green	0.16	0.16	0.65	0.65	0.17	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	629	292	2092	151	101	1473
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.9	4.9	7.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.9	4.9	7.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1209	947	142	1433
V/C Ratio(X)	2.34	1.22	1.73	0.16	0.71	1.03
Avail Cap(c_a), veh/h	268	239	1209	947	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.67	0.67	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.0	8.2	48.2	0.0
Incr Delay (d2), s/veh	612.9	121.5	331.9	0.4	1.4	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.5	16.0	151.1	2.0	3.2	6.3
LnGrp Delay(d),s/veh	663.0	171.7	353.0	8.6	49.6	15.9
LnGrp LOS	F	F	F	A	D	F
Approach Vol, veh/h	921		2243			1574
Approach Delay, s/veh	507.3		329.8			18.1
Approach LOS	F		F			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.4	81.9				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	19.9	79.9				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	260.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	80	217	158	127	113	74	442	30	38	910	43
Future Volume (veh/h)	119	80	217	158	127	113	74	442	30	38	910	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	129	87	236	172	138	123	80	480	33	41	989	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	100	270	144	165	147	124	1704	117	77	1646	78
Arrive On Green	0.13	0.22	0.21	0.09	0.18	0.17	0.15	1.00	0.98	0.09	0.96	0.92
Sat Flow, veh/h	1634	444	1206	1634	909	810	1634	3361	230	1634	3440	163
Grp Volume(v), veh/h	129	0	323	172	0	261	80	252	261	41	509	527
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1720	1634	1770	1822	1634	1770	1834
Q Serve(g_s), s	8.9	0.0	22.7	10.6	0.0	17.6	5.5	0.0	0.1	2.9	3.5	3.7
Cycle Q Clear(g_c), s	8.9	0.0	22.7	10.6	0.0	17.6	5.5	0.0	0.1	2.9	3.5	3.7
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	215	0	370	144	0	311	124	897	924	77	847	877
V/C Ratio(X)	0.60	0.00	0.87	1.19	0.00	0.84	0.65	0.28	0.28	0.53	0.60	0.60
Avail Cap(c_a), veh/h	215	0	418	144	0	381	218	897	924	163	847	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Uniform Delay (d), s/veh	49.1	0.0	45.5	54.7	0.0	47.8	49.4	0.0	0.1	53.1	1.4	1.5
Incr Delay (d2), s/veh	4.3	0.0	15.8	135.6	0.0	12.9	5.1	0.7	0.7	5.0	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	12.0	10.2	0.0	9.5	2.7	0.2	0.2	1.4	1.8	1.9
LnGrp Delay(d),s/veh	53.4	0.0	61.3	190.3	0.0	60.7	54.5	0.7	0.8	58.1	4.2	4.2
LnGrp LOS	D		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		452			433			593			1077	
Approach Delay, s/veh		59.0			112.2			8.0			6.3	
Approach LOS		E			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	64.8	14.6	30.9	13.1	61.4	19.8	25.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.9	2.1	12.6	24.7	7.5	5.7	10.9	19.6
Green Ext Time (p_c), s	0.0	7.0	0.0	0.5	0.1	6.9	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	67.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	67	2	778	0	344	820	0	0	0	1301	897
Future Vol, veh/h	0	0	0	0	0	67	2	778	0	344	820	0	0	0	1301	897
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	2	846	0	374	891	0	0	0	1414	975
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66.9	64.7	69.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	820	69	778	1301	897
LT Vol	344	0	67	0	0	0
Through Vol	0	820	2	0	1301	0
RT Vol	0	0	0	778	0	897
Lane Flow Rate	374	891	75	846	1414	975
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.887	1	0.194	1	1	1
Departure Headway (Hd)	8.538	8.038	9.305	8.12	7.967	7.268
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	463	385	448	467	507
Service Time	6.26	5.76	7.077	5.892	5.709	5.01
HCM Lane V/C Ratio	0.878	1.924	0.195	1.888	3.028	1.923
HCM Control Delay	49.6	71	14.3	71.6	70.7	67.4
HCM Lane LOS	E	F	B	F	F	F
HCM 95th-tile Q	9.2	12.9	0.7	12.8	13	13.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	544	200	373	153	548	0	0	714	219
Future Volume (veh/h)	0	0	0	544	200	373	153	548	0	0	714	219
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				591	217	405	166	596	0	0	776	238
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1022	582	456	541	2167	0	0	1430	589
Arrive On Green				0.31	0.31	0.31	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				591	217	405	166	596	0	0	776	238
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.2	10.9	31.7	5.5	9.4	0.0	0.0	9.0	5.6
Cycle Q Clear(g_c), s				18.2	10.9	31.7	5.5	9.4	0.0	0.0	9.0	5.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1022	582	456	541	2167	0	0	1430	589
V/C Ratio(X)				0.58	0.37	0.89	0.31	0.28	0.00	0.00	0.54	0.40
Avail Cap(c_a), veh/h				1185	675	529	541	2167	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.94	0.94	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				34.6	32.1	39.2	43.5	10.8	0.0	0.0	7.7	7.4
Incr Delay (d2), s/veh				0.0	0.0	1.7	0.3	0.3	0.0	0.0	1.0	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.2	5.6	12.9	2.4	4.6	0.0	0.0	4.3	2.3
LnGrp Delay(d),s/veh				34.7	32.1	41.0	43.8	11.1	0.0	0.0	8.7	8.8
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1213			762			1014	
Approach Delay, s/veh					36.3			18.3			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.0			25.0	53.0		42.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.4			7.5	11.0		33.7
Green Ext Time (p_c), s		3.4			2.0	4.8		3.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	470	187	392	970	0	0	1958	770
Future Volume (veh/h)	0	0	0	264	470	187	392	970	0	0	1958	770
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				287	511	203	426	1054	0	0	2128	837
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				595	664	274	340	2639	0	0	1784	735
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				287	511	203	426	1054	0	0	2128	837
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				595	664	274	340	2639	0	0	1784	735
V/C Ratio(X)				0.48	0.77	0.74	1.25	0.40	0.00	0.00	1.19	1.14
Avail Cap(c_a), veh/h				822	917	378	340	2639	0	0	1784	735
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.3	46.0	43.4	0.1	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	130.2	0.3	0.0	0.0	87.3	64.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	23.5	0.3	0.0	0.0	51.1	37.4
LnGrp Delay(d),s/veh				44.1	49.0	51.0	173.6	0.5	0.0	0.0	117.1	93.9
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1001			1480			2965	
Approach Delay, s/veh					48.0			50.3			110.5	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.5			29.0	64.5		26.5
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.5			27.0	62.5		18.5
Green Ext Time (p_c), s		55.7			0.0	0.0		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	82.7
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	51.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	226	1	97	0	0	0	0	0	0	646	129	0	500	419	0
Future Vol, veh/h	0	226	1	97	0	0	0	0	0	0	646	129	0	500	419	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	246	1	105	0	0	0	0	0	0	702	140	0	543	455	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	19.5	58.5	56.2
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	646	129	227	97	500	419
LT Vol	0	0	226	0	500	0
Through Vol	646	0	1	0	0	419
RT Vol	0	129	0	97	0	0
Lane Flow Rate	702	140	247	105	543	455
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.259	0.586	0.216	1	0.88
Departure Headway (Hd)	7.353	6.652	8.555	7.359	7.458	6.957
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	540	424	489	489	524
Service Time	5.092	4.391	6.274	5.078	5.188	4.687
HCM Lane V/C Ratio	1.407	0.259	0.583	0.215	1.11	0.868
HCM Control Delay	67.8	11.7	22.7	12.1	68.2	41.8
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	13.5	1	3.6	0.8	13.4	9.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	125	235	0	0	0	0	646	521	320	913	0
Future Volume (veh/h)	197	125	235	0	0	0	0	646	521	320	913	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	214	136	255				0	702	566	348	992	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	725	299				0	2813	807	450	2578	0
Arrive On Green	0.20	0.20	0.20				0.00	0.55	0.55	0.28	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	214	136	255				0	702	566	348	992	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	14.4	3.8	20.2				0.0	8.6	34.0	12.1	0.0	0.0
Cycle Q Clear(g_c), s	14.4	3.8	20.2				0.0	8.6	34.0	12.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	725	299				0	2813	807	450	2578	0
V/C Ratio(X)	0.64	0.19	0.85				0.00	0.25	0.70	0.77	0.38	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2813	807	660	2578	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	43.6	39.4	46.0				0.0	13.9	19.6	41.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	12.6				0.0	0.2	5.1	2.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	9.2				0.0	4.1	14.8	5.4	0.1	0.0
LnGrp Delay(d),s/veh	45.7	39.6	58.6				0.0	14.1	24.6	44.0	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		605						1268			1340	
Approach Delay, s/veh		49.7						18.8			11.7	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.0	70.4		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.1	36.0		22.2		2.0		
Green Ext Time (p_c), s	1.0	7.9		1.8		16.7		

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	468	126	0	0	0	0	999	610	880	1485	0
Future Volume (veh/h)	175	468	126	0	0	0	0	999	610	880	1485	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	190	509	137				0	1086	663	957	1614	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	536	599	247				0	1702	701	792	2704	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	190	509	137				0	1086	663	957	1614	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	599	247				0	1702	701	792	2704	0
V/C Ratio(X)	0.35	0.85	0.56				0.00	0.64	0.95	1.21	0.60	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1702	701	792	2704	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.81	0.81	0.81				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.1	48.4	45.7				0.0	23.3	29.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.3	1.8				0.0	1.8	23.0	94.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.9	4.3				0.0	13.9	25.3	23.4	0.0	0.0
LnGrp Delay(d),s/veh	44.4	56.7	47.5				0.0	25.2	52.7	124.6	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		836						1749			2571	
Approach Delay, s/veh		52.4						35.6			46.4	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.7		24.3		95.7		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	53.9		18.7		2.0		
Green Ext Time (p_c), s	0.0	0.3		1.0		41.4		

Intersection Summary	
HCM 2010 Ctrl Delay	43.7
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	87	0	0	121
Future Vol, veh/h	0	0	87	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	95	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	962	-	-	1499	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	962	-	-	1499	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	320	132	0	0	0
Future Vol, veh/h	0	320	132	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	348	143	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	491	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1440	-	-	-	537	905
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1440	-	-	-	537	905
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	14	107	84	93	131
Future Vol, veh/h	12	14	107	84	93	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	116	91	101	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	461	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	559	936	-	-	1473	-
Stage 1	909	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	936	-	-	1473	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	521	936	1473	-
HCM Lane V/C Ratio	-	-	0.025	0.016	0.069	-
HCM Control Delay (s)	-	-	12.1	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	19	124	97	99	137
Future Vol, veh/h	17	19	124	97	99	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	21	135	105	108	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	499	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	531	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	491	914	-	-	1449	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	491	914	1449	-
HCM Lane V/C Ratio	-	-	0.038	0.023	0.074	-
HCM Control Delay (s)	-	-	12.6	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	124	73	0	137
Future Vol, veh/h	0	21	124	73	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	135	79	0	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	135	0	0	135	0
Stage 1	135	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	706	914	-	-	1449	-
Stage 1	891	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	706	914	-	-	1449	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	879	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	914	1449	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-
HCM Control Delay (s)	-	-	0	9	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	82	73	51	13	14
Future Vol, veh/h	76	82	73	51	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	89	79	55	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	333	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	662	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	626	981
Mov Cap-2 Maneuver	-	-	-	-	626	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1519	-	-	-	626	981
HCM Lane V/C Ratio	0.054	-	-	-	0.023	0.016
HCM Control Delay (s)	7.5	-	-	-	10.9	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	77	62	67	10	9
Future Vol, veh/h	74	77	62	67	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	84	67	73	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	312	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	681	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	646	997
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1535	-	-	-	646	997
HCM Lane V/C Ratio	0.052	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.7	8.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	51	77	67	56	4	6
Future Vol, veh/h	51	77	67	56	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	84	73	61	4	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	268	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	721	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	695	989
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1527	-	-	-	695	989
HCM Lane V/C Ratio	0.036	-	-	-	0.006	0.007
HCM Control Delay (s)	7.4	-	-	-	10.2	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

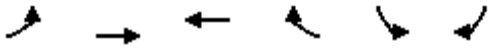
Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	26	37	59	7	10
Future Vol, veh/h	73	26	37	59	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	28	40	64	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	224	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	764	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	744	981
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	981	-	-	1519	-
HCM Lane V/C Ratio	0.01	0.011	-	-	0.026	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	198	212	0	287	63
Future Volume (veh/h)	0	198	212	0	287	63
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	215	230	0	312	68
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	357	357	0	2533	1165
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	215	230	0	312	68
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.0	7.5	0.0	2.6	1.2
Cycle Q Clear(g_c), s	0.0	7.0	7.5	0.0	2.6	1.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	357	357	0	2533	1165
V/C Ratio(X)	0.00	0.60	0.64	0.00	0.12	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2533	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.6	51.9	0.0	2.7	2.5
Incr Delay (d2), s/veh	0.0	1.6	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.7	0.0	1.2	0.5
LnGrp Delay(d),s/veh	0.0	53.3	53.2	0.0	2.8	2.6
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		215	230		380	
Approach Delay, s/veh		53.3	53.2		2.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.1		101.9		18.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.0		4.6		9.5
Green Ext Time (p_c), s				2.6		1.3		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	463	0	0	524	372	38	0	340	0	0	0
Future Volume (veh/h)	29	463	0	0	524	372	38	0	340	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	32	503	0	0	570	404	41	0	370			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	39	1418	0	0	1170	482	1607	0	739			
Arrive On Green	0.02	0.40	0.00	0.00	0.33	0.33	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	32	503	0	0	570	404	41	0	370			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.5	12.9	0.0	0.0	16.7	33.3	0.8	0.0	21.8			
Cycle Q Clear(g_c), s	2.5	12.9	0.0	0.0	16.7	33.3	0.8	0.0	21.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	39	1418	0	0	1170	482	1607	0	739			
V/C Ratio(X)	0.82	0.35	0.00	0.00	0.49	0.84	0.03	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1607	0	739			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.2	27.2	0.0	0.0	34.7	40.3	16.0	0.0	21.2			
Incr Delay (d2), s/veh	52.7	0.1	0.0	0.0	0.0	0.8	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.3	0.0	0.0	8.2	13.6	0.4	0.0	8.8			
LnGrp Delay(d),s/veh	115.8	27.4	0.0	0.0	34.7	41.1	16.0	0.0	21.7			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		535			974			411				
Approach Delay, s/veh		32.6			37.4			21.1				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.9		58.1			9.1	49.0
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.8		14.9			4.5	35.3
Green Ext Time (p_c), s		0.0		9.5			0.0	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	204	14	0	8	308	29	0	63	10	19	0	81	11	180
Future Vol, veh/h	0	79	204	14	0	8	308	29	0	63	10	19	0	81	11	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	222	15	0	9	335	32	0	68	11	21	0	88	12	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.7	13.2	11.4	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	83%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	17%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	79	136	82	8	205	132	81	7	184
LT Vol	63	0	79	0	0	8	0	0	81	0	0
Through Vol	0	10	0	136	68	0	205	103	0	7	4
RT Vol	0	19	0	0	14	0	0	29	0	0	180
Lane Flow Rate	68	32	86	148	89	9	223	143	88	8	200
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.151	0.061	0.175	0.28	0.166	0.017	0.417	0.261	0.183	0.015	0.348
Departure Headway (Hd)	7.942	6.983	7.331	6.826	6.705	7.225	6.72	6.565	7.471	6.969	6.281
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	516	486	522	530	492	531	542	477	510	567
Service Time	5.642	4.683	5.127	4.621	4.5	5.016	4.511	4.355	5.266	4.764	4.075
HCM Lane V/C Ratio	0.15	0.062	0.177	0.284	0.168	0.018	0.42	0.264	0.184	0.016	0.353
HCM Control Delay	12	10.1	11.7	12.3	10.8	10.1	14.3	11.7	12	9.9	12.4
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.1	0.6	0.1	2	1	0.7	0	1.5

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	320	132	0	0	0
Future Vol, veh/h	0	320	132	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	348	143	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	491	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1440	-	-	-	537	905
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1440	-	-	-	537	905
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	715	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	87	0	0	121
Future Vol, veh/h	0	0	87	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	95	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	962	-	-	1499	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	962	-	-	1499	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	894	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	53	20	60	25	90	26	1703	161	166	1249	11
Future Volume (veh/h)	15	53	20	60	25	90	26	1703	161	166	1249	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	16	58	22	65	27	98	28	1851	175	180	1358	12
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	187	229	87	228	63	228	40	1940	181	211	2507	22
Arrive On Green	0.18	0.18	0.17	0.18	0.18	0.17	0.02	0.59	0.59	0.13	0.70	0.69
Sat Flow, veh/h	1161	1288	489	1210	353	1283	1634	3274	305	1634	3595	32
Grp Volume(v), veh/h	16	0	80	65	0	125	28	987	1039	180	668	702
Grp Sat Flow(s),veh/h/ln	1161	0	1777	1210	0	1636	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.5	0.0	4.7	5.9	0.0	8.2	2.0	61.6	66.0	12.9	22.0	22.1
Cycle Q Clear(g_c), s	9.7	0.0	4.7	10.5	0.0	8.2	2.0	61.6	66.0	12.9	22.0	22.1
Prop In Lane	1.00		0.28	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	187	0	316	228	0	291	40	1049	1072	211	1234	1295
V/C Ratio(X)	0.09	0.00	0.25	0.28	0.00	0.43	0.70	0.94	0.97	0.85	0.54	0.54
Avail Cap(c_a), veh/h	187	0	316	228	0	291	101	1062	1085	245	1234	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	42.5	47.0	0.0	44.1	58.1	22.5	23.4	51.1	8.8	8.8
Incr Delay (d2), s/veh	0.9	0.0	1.9	3.1	0.0	4.6	19.3	15.4	20.1	21.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	2.2	0.0	4.1	1.1	34.4	38.6	7.1	10.7	11.3
LnGrp Delay(d),s/veh	49.1	0.0	44.4	50.1	0.0	48.7	77.4	37.9	43.5	72.6	9.3	9.3
LnGrp LOS	D		D	D		D	E	D	D	E	A	A
Approach Vol, veh/h		96			190			2054			1550	
Approach Delay, s/veh		45.2			49.2			41.3			16.7	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.5	75.1		25.3	7.0	87.7		25.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	14.9	68.0		11.7	4.0	24.1		12.5
Green Ext Time (p_c), s	0.1	2.7		0.5	0.0	33.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	413	35	60	313	29	89
Future Vol, veh/h	413	35	60	313	29	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	449	38	65	340	32	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	487	0	939	468
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1076	-	293	595
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	271	595
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	-	-	1076	-
HCM Lane V/C Ratio	0.279	-	-	0.061	-
HCM Control Delay (s)	15.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	64.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	455	97	0	479	283	7	0	69	16	365
Future Vol, veh/h	0	11	455	97	0	479	283	7	0	69	16	365
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	12	495	105	0	521	308	8	0	75	17	397
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	67.9	70.9	54.2
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	2%	63%	0%	22%
Vol Thru, %	4%	81%	37%	0%	57%
Vol Right, %	81%	17%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	450	563	762	7	58
LT Vol	69	11	479	0	13
Through Vol	16	455	283	0	33
RT Vol	365	97	0	7	12
Lane Flow Rate	489	612	828	8	63
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.948	1	1	0.015	0.164
Departure Headway (Hd)	6.978	7.29	8.106	7.09	9.365
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	523	496	456	503	383
Service Time	4.999	5.356	5.872	4.855	7.415
HCM Lane V/C Ratio	0.935	1.234	1.816	0.016	0.164
HCM Control Delay	54.2	67.9	71.5	10	14.3
HCM Lane LOS	F	F	F	A	B
HCM 95th-tile Q	12	13.5	12.9	0	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	33	12
Future Vol, veh/h	0	13	33	12
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	36	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	137.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	225	711	437	45	89	287
Future Vol, veh/h	225	711	437	45	89	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	773	475	49	97	312

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	524	0	-	0	1761	499
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	1262	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1043	-	-	-	~ 93	572
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	266	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1043	-	-	-	~ 55	572
Mov Cap-2 Maneuver	-	-	-	-	~ 55	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	156	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	$ 648.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1043	-	-	-	177
HCM Lane V/C Ratio	0.234	-	-	-	2.309
HCM Control Delay (s)	9.5	0	-	-	$ 648.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.9	-	-	-	33.5

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	13	6	16	4	86	2	1439	76	160	1227	11
Future Vol, veh/h	6	13	6	16	4	86	2	1439	76	160	1227	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	14	7	17	4	93	2	1564	83	174	1334	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2477	3339	673	2632	3303	823	1346	0	0	1647	0	0
Stage 1	1688	1688	-	1610	1610	-	-	-	-	-	-	-
Stage 2	789	1651	-	1022	1693	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	~ 8	398	~ 11	8	317	508	-	-	389	-	-
Stage 1	97	148	-	109	162	-	-	-	-	-	-	-
Stage 2	350	155	-	253	147	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 4	398	-	~ 4	317	508	-	-	389	-	-
Mov Cap-2 Maneuver	-	~ 4	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	97	82	-	109	161	-	-	-	-	-	-	-
Stage 2	239	154	-	114	81	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	2.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	508	-	-	-	-	389	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-	0.447	-	-
HCM Control Delay (s)	12.1	-	-	-	-	21.5	-	-
HCM Lane LOS	B	-	-	-	-	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	2.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	382	0	0	104	0	1
Future Vol, veh/h	382	0	0	104	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	415	0	0	113	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	415	0	528	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1144	-	511	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1144	-	511	637
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	1144	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	211	0	0	110	0	1
Future Vol, veh/h	211	0	0	110	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	229	0	0	120	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	349	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1339	-	648	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	648	810
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	1339	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	298	56	40	127	12	39	113	64	12	72	0
Future Vol, veh/h	6	298	56	40	127	12	39	113	64	12	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	324	61	43	138	13	42	123	70	13	78	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	385	0	0	638	605	354	696	630	145
Stage 1	-	-	-	-	-	-	367	367	-	232	232	-
Stage 2	-	-	-	-	-	-	271	238	-	464	398	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1430	-	-	1173	-	-	389	412	690	356	399	902
Stage 1	-	-	-	-	-	-	653	622	-	771	713	-
Stage 2	-	-	-	-	-	-	735	708	-	578	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1430	-	-	1173	-	-	316	393	690	235	381	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	316	393	-	235	381	-
Stage 1	-	-	-	-	-	-	649	618	-	766	684	-
Stage 2	-	-	-	-	-	-	625	680	-	414	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	23.1	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1430	-	-	1173	-	-	350
HCM Lane V/C Ratio	0.547	0.005	-	-	0.037	-	-	0.261
HCM Control Delay (s)	23.1	7.5	0	-	8.2	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.2	0	-	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	327	25	53	161	12	36
Future Vol, veh/h	327	25	53	161	12	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	355	27	58	175	13	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	383	0	659	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1175	-	429	677
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1175	-	405	677
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	580	-	-	1175	-
HCM Lane V/C Ratio	0.09	-	-	0.049	-
HCM Control Delay (s)	11.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	211	25	27	129	30	6
Future Vol, veh/h	211	25	27	129	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	27	29	140	33	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	442	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	573	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	559	796
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	1308	-
HCM Lane V/C Ratio	0.067	-	-	0.022	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	333	0	7	219	3	26
Future Vol, veh/h	333	0	7	219	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	0	8	238	3	28

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	376	362	481	362
Stage 1	-	-	0	0	362	-
Stage 2	-	-	376	362	119	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	625	565	544	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	694	625	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	625	0	544	683
Mov Cap-2 Maneuver	-	-	625	0	544	-
Stage 1	-	-	-	0	704	-
Stage 2	-	-	694	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	14.4	10.7
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	665	-	-	625
HCM Lane V/C Ratio	0.047	-	-	0.393
HCM Control Delay (s)	10.7	-	-	14.4
HCM Lane LOS	B	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.9

Intersection	
Int Delay, s/veh	219.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	381	82	111	118	281	467
Future Vol, veh/h	381	82	111	118	281	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	89	121	128	305	508

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	503	0	829	459
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1061	-	340	602
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1061	-	~ 298	602
Mov Cap-2 Maneuver	-	-	-	-	~ 298	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	$ 421.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	1061	-
HCM Lane V/C Ratio	1.869	-	-	0.114	-
HCM Control Delay (s)	$ 421.4	-	-	8.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	53	-	-	0.4	-

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

Intersection	
Int Delay, s/veh	24.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	85	247	149	308	450	67
Future Vol, veh/h	85	247	149	308	450	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	268	162	335	489	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1185	526	562	0	-	0
Stage 1	526	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	209	552	1009	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	552	1009	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	93.6	3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	348	-	-
HCM Lane V/C Ratio	0.161	-	1.037	-	-
HCM Control Delay (s)	9.2	0	93.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	12.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	4	164	47	8	115
Future Vol, veh/h	37	4	164	47	8	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	178	51	9	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	346	204	0	0	229	0
Stage 1	204	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	651	837	-	-	1339	-
Stage 1	830	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	646	837	-	-	1339	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	661	1339	-
HCM Lane V/C Ratio	-	-	0.067	0.006	-
HCM Control Delay (s)	-	-	10.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	127	117	96
Demand Flow Rate, veh/h	95	130	120	98
Vehicles Circulating, veh/h	116	106	100	125
Vehicles Exiting, veh/h	107	114	111	111
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.5	4.8	4.7	4.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	95	130	120	98
Cap Entry Lane, veh/h	1006	1016	1022	997
Entry HV Adj Factor	0.981	0.977	0.976	0.981
Flow Entry, veh/h	93	127	117	96
Cap Entry, veh/h	986	992	997	978
V/C Ratio	0.094	0.128	0.117	0.098
Control Delay, s/veh	4.5	4.8	4.7	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	99	81	58	75
Demand Flow Rate, veh/h	102	82	59	77
Vehicles Circulating, veh/h	58	88	95	107
Vehicles Exiting, veh/h	125	66	65	63
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.3	4.2	4.1	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	102	82	59	77
Cap Entry Lane, veh/h	1066	1035	1028	1015
Entry HV Adj Factor	0.972	0.985	0.977	0.980
Flow Entry, veh/h	99	81	58	75
Cap Entry, veh/h	1036	1019	1003	994
V/C Ratio	0.096	0.079	0.057	0.076
Control Delay, s/veh	4.3	4.2	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	47	43	35
Demand Flow Rate, veh/h	90	48	43	35
Vehicles Circulating, veh/h	44	29	84	60
Vehicles Exiting, veh/h	51	98	50	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.7	3.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	90	48	43	35
Cap Entry Lane, veh/h	1081	1098	1039	1064
Entry HV Adj Factor	0.986	0.984	0.995	0.990
Flow Entry, veh/h	89	47	43	35
Cap Entry, veh/h	1066	1080	1033	1053
V/C Ratio	0.083	0.044	0.041	0.033
Control Delay, s/veh	4.1	3.7	3.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	99	66	217	182	7
Future Vol, veh/h	10	99	66	217	182	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	72	236	198	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	463	103	205	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	528	932	1364	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	496	932	1364	-	-	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1364	-	862	-	-
HCM Lane V/C Ratio	0.053	-	0.137	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	94	387	147	117	515
Future Vol, veh/h	66	94	387	147	117	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	102	421	160	127	560

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1235	421	0	0	421	0
Stage 1	421	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	195	632	-	-	1138	-
Stage 1	662	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	632	-	-	1138	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	163	632	1138	-
HCM Lane V/C Ratio	-	-	0.44	0.162	0.112	-
HCM Control Delay (s)	-	-	43.4	11.8	8.6	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2	0.6	0.4	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	11	193	37	11	139
Future Vol, veh/h	29	11	193	37	11	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	210	40	12	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	405	230	0	0	250	0
Stage 1	230	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	602	809	-	-	1316	-
Stage 1	808	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	596	809	-	-	1316	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	643	1316	-
HCM Lane V/C Ratio	-	-	0.068	0.009	-
HCM Control Delay (s)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Future Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	14	0	0	0	47	14	0	1	30	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	67%	0%	19%
Vol Thru, %	97%	33%	77%	44%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	56	43
LT Vol	1	26	0	8
Through Vol	28	13	43	19
RT Vol	0	0	13	16
Lane Flow Rate	32	42	61	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.05	0.067	0.051
Departure Headway (Hd)	4.157	4.251	3.964	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	839	899	899
Service Time	2.213	2.295	2.007	2.007
HCM Lane V/C Ratio	0.037	0.05	0.068	0.052
HCM Control Delay	7.4	7.5	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	19	16
Future Vol, veh/h	0	8	19	16
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	21	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	65	190	60
Demand Flow Rate, veh/h	20	67	194	61
Vehicles Circulating, veh/h	85	142	26	79
Vehicles Exiting, veh/h	55	78	79	130
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.4	4.9	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	67	194	61
Cap Entry Lane, veh/h	1038	980	1101	1044
Entry HV Adj Factor	0.996	0.970	0.981	0.988
Flow Entry, veh/h	20	65	190	60
Cap Entry, veh/h	1033	950	1079	1031
V/C Ratio	0.019	0.068	0.176	0.058
Control Delay, s/veh	3.6	4.4	4.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	21	63	53	7	19	19
Future Vol, veh/h	21	63	53	7	19	19
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	68	58	8	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	180	71
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	810	991
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	790	983
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	27	86	0	52	12	17	0	44	222	48
Future Vol, veh/h	0	7	27	86	0	52	12	17	0	44	222	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	93	0	57	13	18	0	48	241	52
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	10.4	10.4	10.5
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	61%	0%	24%	0%	41%	0%	100%	95%
Vol Right, %	0%	0%	39%	0%	76%	0%	59%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	148	122	7	113	52	29	28	166	87
LT Vol	44	0	0	7	0	52	0	28	0	0
Through Vol	0	148	74	0	27	0	12	0	166	83
RT Vol	0	0	48	0	86	0	17	0	0	4
Lane Flow Rate	48	161	133	8	123	57	32	30	180	95
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.087	0.27	0.212	0.015	0.207	0.113	0.055	0.056	0.305	0.159
Departure Headway (Hd)	6.543	6.039	5.761	7.113	6.078	7.202	6.289	6.6	6.095	6.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	595	622	503	590	497	568	543	590	591
Service Time	4.283	3.779	3.501	4.861	3.826	4.952	4.039	4.34	3.836	3.803
HCM Lane V/C Ratio	0.088	0.271	0.214	0.016	0.208	0.115	0.056	0.055	0.305	0.161
HCM Control Delay	9.9	11	10.1	10	10.4	10.9	9.4	9.7	11.5	10
HCM Lane LOS	A	B	B	A	B	B	A	A	B	A
HCM 95th-tile Q	0.3	1.1	0.8	0	0.8	0.4	0.2	0.2	1.3	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	28	249	4
Future Vol, veh/h	0	28	249	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	271	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.9
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	42.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	2	535	0	0	0	674	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	2	535	0	0	0	674	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	2	582	0	0	0	733	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	26	54.9
HCM LOS	-	-	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	535	0	0	0	0	674	0
LT Vol	2	0	0	0	0	0	0	0
Through Vol	0	535	0	0	0	0	674	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	2	582	0	0	0	0	733	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.003	0.817	0	0	0	0	1	0
Departure Headway (Hd)	5.565	5.06	5.06	7.472	7.472	4.949	4.949	4.949
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	727	0	0	0	0	733	0
Service Time	3.226	2.727	2.727	5.109	5.109	2.664	2.664	2.664
HCM Lane V/C Ratio	0.003	0.801	0	0	0	0	1	0
HCM Control Delay	8.2	26.1	7.7	10.1	10.1	7.7	54.9	7.7
HCM Lane LOS	A	D	N	N	N	N	F	N
HCM 95th-tile Q	0	8.7	0	0	0	0	16.5	0

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	37	76	300	37	18	41	206	302	18	123	17
Future Vol, veh/h	37	37	76	300	37	18	41	206	302	18	123	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	40	83	326	40	20	45	224	328	20	134	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	506	486	134	506	486	224	134	0	0	224	0	0
Stage 1	173	173	-	313	313	-	-	-	-	-	-	-
Stage 2	333	313	-	193	173	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	477	481	915	477	481	815	1451	-	-	1345	-	-
Stage 1	829	756	-	698	657	-	-	-	-	-	-	-
Stage 2	681	657	-	809	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	459	915	391	459	815	1451	-	-	1345	-	-
Mov Cap-2 Maneuver	419	459	-	391	459	-	-	-	-	-	-	-
Stage 1	803	745	-	676	637	-	-	-	-	-	-	-
Stage 2	603	637	-	686	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	41.2	0.6	0.9
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	419	459	915	391	459	815	1345	-	-
HCM Lane V/C Ratio	0.031	-	-	0.096	0.088	0.09	0.834	0.088	0.024	0.015	-	-
HCM Control Delay (s)	7.6	-	-	14.5	13.6	9.3	46.5	13.6	9.5	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	E	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.3	7.7	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Future Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	3	0	1	3	16	0	2	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	74%	5%	19%
Vol Thru, %	85%	13%	16%	51%
Vol Right, %	9%	13%	79%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	23	19	47
LT Vol	2	17	1	9
Through Vol	28	3	3	24
RT Vol	3	3	15	14
Lane Flow Rate	36	25	21	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.029	0.021	0.055
Departure Headway (Hd)	4.008	4.169	3.639	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	856	978	918
Service Time	2.036	2.207	1.68	1.925
HCM Lane V/C Ratio	0.04	0.029	0.021	0.056
HCM Control Delay	7.2	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	24	14
Future Vol, veh/h	0	9	24	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	26	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	93	63	97
Demand Flow Rate, veh/h	51	95	64	99
Vehicles Circulating, veh/h	76	84	78	56
Vehicles Exiting, veh/h	79	58	49	123
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.3	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	51	95	64	99
Cap Entry Lane, veh/h	1047	1039	1045	1068
Entry HV Adj Factor	0.992	0.981	0.984	0.982
Flow Entry, veh/h	51	93	63	97
Cap Entry, veh/h	1038	1019	1029	1049
V/C Ratio	0.049	0.091	0.061	0.093
Control Delay, s/veh	3.9	4.3	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	64	53	0
Demand Flow Rate, veh/h	91	66	54	0
Vehicles Circulating, veh/h	25	15	65	80
Vehicles Exiting, veh/h	55	104	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.8	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	66	54	0
Cap Entry Lane, veh/h	1102	1113	1059	1043
Entry HV Adj Factor	0.975	0.973	0.981	1.000
Flow Entry, veh/h	89	64	53	0
Cap Entry, veh/h	1074	1082	1039	1042
V/C Ratio	0.083	0.059	0.051	0.000
Control Delay, s/veh	4.1	3.8	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	80	72	332	383	4
Future Vol, veh/h	6	80	72	332	383	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	87	78	361	416	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	755	210	421	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	345	796	1135	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	796	1135	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1135	-	719	-	-
HCM Lane V/C Ratio	0.069	-	0.13	-	-
HCM Control Delay (s)	8.4	0.3	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1629	211	138	1214	12	145	1	74	191	12	450
Future Volume (veh/h)	247	1629	211	138	1214	12	145	1	74	191	12	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	268	1771	229	150	1320	13	158	1	80	208	13	489
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1137	11	179	1	90	132	8	311
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	1458	1634	3591	35	1128	7	571	480	30	1129
Grp Volume(v), veh/h	268	1771	229	150	650	683	239	0	0	710	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1706	0	0	1639	0	0
Q Serve(g_s), s	14.0	44.0	14.2	8.0	38.0	38.0	16.5	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	14.2	8.0	38.0	38.0	16.5	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.33	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	535	109	560	588	270	0	0	451	0	0
V/C Ratio(X)	1.41	1.36	0.43	1.38	1.16	1.16	0.89	0.00	0.00	1.57	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	270	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.73	0.73	0.73	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	28.5	56.0	41.0	41.0	49.5	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	206.4	168.3	0.4	205.8	86.4	86.0	31.8	0.0	0.0	269.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	51.8	5.7	9.8	32.0	33.5	10.2	0.0	0.0	48.6	0.0	0.0
LnGrp Delay(d),s/veh	259.4	206.3	29.0	261.8	127.4	127.0	81.3	0.0	0.0	312.9	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	F			F		
Approach Vol, veh/h		2268			1483			239			710	
Approach Delay, s/veh		194.7			140.8			81.3			312.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		18.5	10.0	46.0		35.0	16.0	40.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	189.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1701	308	31	884	18	155	24	58	53	25	103
Future Volume (veh/h)	82	1701	308	31	884	18	155	24	58	53	25	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	89	1849	335	34	961	20	168	26	63	58	27	112
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1529	269	68	1127	23	317	130	315	83	38	159
Arrive On Green	0.23	0.51	0.49	0.04	0.32	0.30	0.19	0.27	0.26	0.05	0.12	0.12
Sat Flow, veh/h	1774	3008	528	1634	3545	74	1634	482	1167	1774	313	1300
Grp Volume(v), veh/h	89	1064	1120	34	480	501	168	0	89	58	0	139
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1634	1770	1849	1634	0	1649	1774	0	1614
Q Serve(g_s), s	4.9	61.0	61.0	2.4	30.4	30.4	11.1	0.0	5.0	3.9	0.0	9.9
Cycle Q Clear(g_c), s	4.9	61.0	61.0	2.4	30.4	30.4	11.1	0.0	5.0	3.9	0.0	9.9
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.71	1.00		0.81
Lane Grp Cap(c), veh/h	412	900	898	68	563	588	317	0	445	83	0	198
V/C Ratio(X)	0.22	1.18	1.25	0.50	0.85	0.85	0.53	0.00	0.20	0.70	0.00	0.70
Avail Cap(c_a), veh/h	412	900	898	82	811	847	317	0	445	136	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	29.5	29.8	56.3	38.3	38.3	43.4	0.0	34.0	56.3	0.0	50.8
Incr Delay (d2), s/veh	0.0	83.4	112.2	5.5	6.1	5.9	1.7	0.0	1.0	10.0	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	50.3	57.4	1.2	15.7	16.4	5.1	0.0	2.4	2.1	0.0	5.5
LnGrp Delay(d),s/veh	37.3	112.9	142.0	61.8	44.4	44.2	45.1	0.0	35.0	66.3	0.0	69.7
LnGrp LOS	D	F	F	E	D	D	D		D	E		E
Approach Vol, veh/h		2273			1015			257			197	
Approach Delay, s/veh		124.3			44.9			41.6			68.7	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.3	9.0	65.0	27.3	18.7	31.9	42.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	15.9	7.0	4.4	63.0	13.1	11.9	6.9	32.4
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.4	2.7	3.7

Intersection Summary		
HCM 2010 Ctrl Delay		94.1
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	73.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	963	121	168	734	66	207
Future Vol, veh/h	963	121	168	734	66	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1047	132	183	798	72	225

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1178	0	1877	589
Stage 1	-	-	-	-	1113	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	589	-	~ 63	452
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	589	-	~ 43	452
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	290	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	$ 600.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	589	-
HCM Lane V/C Ratio	2.166	-	-	0.31	-
HCM Control Delay (s)	$ 600.9	-	-	13.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	24.5	-	-	1.3	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1031	8	37	1000	23	97
Future Vol, veh/h	1031	8	37	1000	23	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1121	9	40	1087	25	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1129	0	1749	565
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	624	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	615	-	77	468
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	615	-	72	468
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	376	-	-	615	-
HCM Lane V/C Ratio	0.347	-	-	0.065	-
HCM Control Delay (s)	19.6	-	-	11.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	638	143	136	499	115	106	590	89	69	548	238
Future Volume (veh/h)	327	638	143	136	499	115	106	590	89	69	548	238
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	355	693	155	148	542	125	115	641	97	75	596	259
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	983	405	290	714	294	163	1019	420	129	641	278
Arrive On Green	0.25	0.28	0.28	0.18	0.20	0.20	0.10	0.29	0.29	0.08	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2404	1044
Grp Volume(v), veh/h	355	693	155	148	542	125	115	641	97	75	438	417
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	18.6	15.8	5.2	7.4	13.0	6.7	6.1	14.2	2.6	4.0	21.7	21.8
Cycle Q Clear(g_c), s	18.6	15.8	5.2	7.4	13.0	6.7	6.1	14.2	2.6	4.0	21.7	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	415	983	405	290	714	294	163	1019	420	129	472	448
V/C Ratio(X)	0.86	0.70	0.38	0.51	0.76	0.42	0.70	0.63	0.23	0.58	0.93	0.93
Avail Cap(c_a), veh/h	436	983	405	290	714	294	163	1019	420	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	29.2	12.0	33.5	33.9	31.4	39.2	27.9	7.7	40.0	32.2	32.8
Incr Delay (d2), s/veh	14.9	4.2	2.7	1.5	7.4	4.4	7.4	0.7	0.2	4.1	25.0	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	8.3	2.4	3.4	7.1	3.1	3.1	7.0	1.0	1.9	13.9	13.3
LnGrp Delay(d),s/veh	46.9	33.4	14.8	34.9	41.3	35.8	46.6	28.6	7.9	44.2	57.1	58.9
LnGrp LOS	D	C	B	C	D	D	D	C	A	D	E	E
Approach Vol, veh/h		1203			815			853			930	
Approach Delay, s/veh		35.0			39.3			28.6			56.9	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	29.9	20.0	29.0	13.0	28.0	26.8	22.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	6.0	16.2	9.4	17.8	8.1	23.8	20.6	15.0
Green Ext Time (p_c), s	0.0	3.3	1.5	1.8	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	38.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1296	15	15	709	7	57	0	44	7	0	0
Future Vol, veh/h	0	1296	15	15	709	7	57	0	44	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1409	16	16	771	8	62	0	48	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	1409	0	0	2216	2220	1409	2240	2216	774
Stage 1	-	-	-	-	-	-	1409	1409	-	807	807	-
Stage 2	-	-	-	-	-	-	807	811	-	1433	1409	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	839	-	-	484	-	-	~ 31	43	170	30	44	398
Stage 1	-	-	-	-	-	-	172	205	-	375	394	-
Stage 2	-	-	-	-	-	-	375	393	-	166	205	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	839	-	-	484	-	-	~ 30	41	170	21	41	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 30	41	-	21	41	-
Stage 1	-	-	-	-	-	-	172	205	-	375	371	-
Stage 2	-	-	-	-	-	-	353	370	-	119	205	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	$ 795.5	253.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	839	-	-	484	-	-	21
HCM Lane V/C Ratio	2.336	-	-	-	0.034	-	-	0.362
HCM Control Delay (s)	$ 795.5	0	-	-	12.7	0	-	253.3
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	11.4	0	-	-	0.1	-	-	1

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1135	0	7	803	6	0	0	7	4	0	0
Future Vol, veh/h	0	1135	0	7	803	6	0	0	7	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1234	0	8	873	7	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	879	0	0	1234	0	0	2125	2129	1234	2129	2125	876
Stage 1	-	-	-	-	-	-	1234	1234	-	891	891	-
Stage 2	-	-	-	-	-	-	891	895	-	1238	1234	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	769	-	-	565	-	-	36	50	215	36	50	348
Stage 1	-	-	-	-	-	-	216	249	-	337	361	-
Stage 2	-	-	-	-	-	-	337	359	-	215	249	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	769	-	-	565	-	-	35	49	215	34	49	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	49	-	34	49	-
Stage 1	-	-	-	-	-	-	216	249	-	337	351	-
Stage 2	-	-	-	-	-	-	328	349	-	207	249	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	22.4	125.8
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	769	-	-	565	-	-	34
HCM Lane V/C Ratio	0.035	-	-	-	0.013	-	-	0.128
HCM Control Delay (s)	22.4	0	-	-	11.5	0	-	125.8
HCM Lane LOS	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	75.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	56	1031	173	0	226	692	217	0	135	393	303
Future Vol, veh/h	0	56	1031	173	0	226	692	217	0	135	393	303
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	61	1121	188	0	246	752	236	0	147	427	329
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78.1	78.1	65.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	0%	4%	20%	32%
Vol Thru, %	74%	0%	82%	61%	57%
Vol Right, %	0%	100%	14%	19%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	528	303	1260	1135	428
LT Vol	135	0	56	226	136
Through Vol	393	0	1031	692	242
RT Vol	0	303	173	217	50
Lane Flow Rate	574	329	1370	1234	465
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.826	1	1	1
Departure Headway (Hd)	9.859	9.031	9.555	9.554	9.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	373	405	397	395	377
Service Time	7.559	6.731	7.555	7.554	7.722
HCM Lane V/C Ratio	1.539	0.812	3.451	3.124	1.233
HCM Control Delay	79.2	42.5	78.1	78.1	78.9
HCM Lane LOS	F	E	F	F	F
HCM 95th-tile Q	11.7	7.6	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	136	242	50
Future Vol, veh/h	0	136	242	50
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	148	263	54
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	134	1379	15	14	1146	232	9	16	7	242	17	143
Future Vol, veh/h	134	1379	15	14	1146	232	9	16	7	242	17	143
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	1499	16	15	1246	252	10	17	8	263	18	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1498	0	0	1515	0	0	3287	3326	1507	3213	3209	1372
Stage 1	-	-	-	-	-	-	1798	1798	-	1402	1402	-
Stage 2	-	-	-	-	-	-	1489	1528	-	1811	1807	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	448	-	-	441	-	-	~ 5	~ 8	149	~ 6	~ 10	179
Stage 1	-	-	-	-	-	-	102	132	-	~ 173	207	-
Stage 2	-	-	-	-	-	-	155	179	-	~ 100	131	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	448	-	-	441	-	-	-	~ 6	149	-	~ 8	179
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 6	-	-	~ 8	-
Stage 1	-	-	-	-	-	-	102	132	-	~ 173	157	-
Stage 2	-	-	-	-	-	-	14	136	-	~ 82	131	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	448	-	-	441	-	-	-
HCM Lane V/C Ratio	-	0.325	-	-	0.035	-	-	-
HCM Control Delay (s)	-	16.9	0	-	13.5	0	-	-
HCM Lane LOS	-	C	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-	0.1	-	-	-

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	1073	258	279	1322	89	135	34	102	65	22	13
Future Vol, veh/h	20	1073	258	279	1322	89	135	34	102	65	22	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1166	280	303	1437	97	147	37	111	71	24	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1534	0	0	1447	0	0	3461	3490	1307	3516	3582	1485
Stage 1	-	-	-	-	-	-	1350	1350	-	2092	2092	-
Stage 2	-	-	-	-	-	-	2111	2140	-	1424	1490	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	434	-	-	468	-	-	~ 4	~ 6	195	~ 3	~ 6	153
Stage 1	-	-	-	-	-	-	186	219	-	~ 69	94	-
Stage 2	-	-	-	-	-	-	~ 67	89	-	168	187	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	434	-	-	468	-	-	-	~ 4	195	-	~ 4	153
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 4	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	~ 129	152	-	~ 48	94	-
Stage 2	-	-	-	-	-	-	~ 45	89	-	~ 38	130	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	4.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	434	-	-	468	-	-	-
HCM Lane V/C Ratio	-	0.05	-	-	0.648	-	-	-
HCM Control Delay (s)	-	13.7	0	-	25.8	0	-	-
HCM Lane LOS	-	B	A	-	D	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	4.5	-	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	1603	1335	134	0	25
Future Vol, veh/h	44	1603	1335	134	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	1742	1451	146	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1597	0	-	0	3362	1524
Stage 1	-	-	-	-	1524	-
Stage 2	-	-	-	-	1838	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	410	-	-	-	9	145
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	138	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	410	-	-	-	9	145
Mov Cap-2 Maneuver	-	-	-	-	9	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	138	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	35.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	410	-	-	-	145
HCM Lane V/C Ratio	0.117	-	-	-	0.187
HCM Control Delay (s)	14.9	0	-	-	35.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1409	466	394	994	124	502	210	297	199	220	116
Future Volume (veh/h)	77	1409	466	394	994	124	502	210	297	199	220	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	84	1532	507	428	1080	135	546	228	323	216	239	126
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	84	1532	507	428	1080	135	546	228	323	216	239	126
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	49.0	24.7	14.0	57.0	6.4	13.0	7.2	18.5	8.0	6.7	8.8
Cycle Q Clear(g_c), s	6.0	49.0	24.7	14.0	57.0	6.4	13.0	7.2	18.5	8.0	6.7	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.03	2.01	0.85	2.25	1.22	0.20	3.08	0.23	0.81	1.98	0.29	0.37
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	35.5	13.5	53.0	31.5	18.2	57.9	42.8	25.3	56.0	37.8	38.6
Incr Delay (d2), s/veh	107.5	461.0	11.7	576.9	109.5	0.1	939.4	0.1	1.7	473.4	0.9	3.2
Initial Q Delay(d3),s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	122.5	11.8	36.8	56.2	2.6	52.1	3.5	7.6	17.9	3.4	3.8
LnGrp Delay(d),s/veh	164.9	496.5	25.2	629.9	141.0	18.4	997.2	42.9	27.1	529.4	38.7	41.8
LnGrp LOS	F	F	C	F	F	B	F	D	C	F	D	D
Approach Vol, veh/h		2123			1643			1097			581	
Approach Delay, s/veh		370.8			258.3			513.2			221.8	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	20.5	16.0	51.0	15.0	10.8	8.0	59.0
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	3.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	349.7
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	931.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	2006	164	77	1401	107	58
Future Vol, veh/h	2006	164	77	1401	107	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2180	178	84	1523	116	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2359	0	3960	2270
Stage 1	-	-	-	-	2270	-
Stage 2	-	-	-	-	1690	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	207	-	~ 3	~ 51
Stage 1	-	-	-	-	~ 84	-
Stage 2	-	-	-	-	164	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	207	-	~ 3	~ 51
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	~ 84	-
Stage 2	-	-	-	-	164	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	$ 21512.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	4	-	-	207	-
HCM Lane V/C Ratio	44.837	-	-	0.404	-
HCM Control Delay (s)	$ 21512.8	-	-	33.7	0
HCM Lane LOS	F	-	-	D	A
HCM 95th %tile Q(veh)	24.6	-	-	1.8	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	1332	286	852	1136	103	189	697	258	174	838	209
Future Volume (veh/h)	441	1332	286	852	1136	103	189	697	258	174	838	209
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	479	1448	311	926	1235	112	205	758	280	189	911	227
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1032	425	608	1032	425	136	760	281	136	843	210
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2532	935	1634	2810	699
Grp Volume(v), veh/h	479	1448	311	926	1235	112	205	530	508	189	573	565
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1698	1634	1770	1739
Q Serve(g_s), s	23.0	35.0	23.0	23.0	35.0	7.1	10.0	35.9	35.9	10.0	36.0	36.0
Cycle Q Clear(g_c), s	23.0	35.0	23.0	23.0	35.0	7.1	10.0	35.9	35.9	10.0	36.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.40
Lane Grp Cap(c), veh/h	313	1032	425	608	1032	425	136	531	509	136	531	522
V/C Ratio(X)	1.53	1.40	0.73	1.52	1.20	0.26	1.51	1.00	1.00	1.39	1.08	1.08
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	531	509	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.32	0.32	0.32	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	42.5	38.3	48.5	42.5	32.6	55.0	42.0	42.5	55.0	42.0	42.4
Incr Delay (d2), s/veh	253.8	187.1	6.3	238.6	91.7	0.1	231.0	11.2	11.5	213.3	62.4	63.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.4	43.9	10.0	30.2	30.2	2.8	13.2	19.2	18.4	12.6	26.8	26.4
LnGrp Delay(d),s/veh	302.3	229.6	44.6	287.1	134.2	32.7	286.0	53.2	54.0	268.3	104.4	105.8
LnGrp LOS	F	F	D	F	F	C	F	D	D	F	F	F
Approach Vol, veh/h		2238			2273			1243			1327	
Approach Delay, s/veh		219.5			191.5			91.9			128.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	37.9	25.0	37.0	12.0	38.0	25.0	37.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		171.0
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	725	250	641	775	159	267	798	112	109	634	112
Future Volume (veh/h)	493	725	250	641	775	159	267	798	112	109	634	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	536	788	272	697	842	173	290	867	122	118	689	122
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	752	310	558	900	371	280	929	383	158	794	327
Arrive On Green	0.30	0.21	0.21	0.34	0.25	0.25	0.09	0.26	0.26	0.05	0.22	0.22
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	536	788	272	697	842	173	290	867	122	118	689	122
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	36.0	25.5	21.7	41.0	27.9	12.0	10.6	28.7	3.2	4.4	22.5	4.1
Cycle Q Clear(g_c), s	36.0	25.5	21.7	41.0	27.9	12.0	10.6	28.7	3.2	4.4	22.5	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	752	310	558	900	371	280	929	383	158	794	327
V/C Ratio(X)	1.09	1.05	0.88	1.25	0.94	0.47	1.04	0.93	0.32	0.74	0.87	0.37
Avail Cap(c_a), veh/h	490	752	310	558	900	371	280	929	383	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	47.3	45.7	39.5	43.8	37.9	54.7	43.2	5.7	56.2	44.8	9.2
Incr Delay (d2), s/veh	45.6	25.5	2.9	126.2	16.7	0.9	63.9	17.2	2.2	17.2	12.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	15.1	9.0	38.0	15.8	4.9	7.1	16.2	1.5	2.3	12.4	2.0
LnGrp Delay(d),s/veh	87.6	72.7	48.6	165.7	60.5	38.8	118.6	60.4	7.9	73.5	57.2	12.5
LnGrp LOS	F	F	D	F	E	D	F	E	A	E	E	B
Approach Vol, veh/h		1596			1712			1279			929	
Approach Delay, s/veh		73.6			101.1			68.6			53.4	
Approach LOS		E			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.5	45.0	29.5	14.6	30.9	40.0	34.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.4	30.7	43.0	27.5	12.6	24.5	38.0	29.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.6
HCM 2010 LOS	E

Intersection	
Intersection Delay, s/veh	66.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	114	111	236	0	108	21	145	0	36	559	151	0	81	429	18
Future Vol, veh/h	0	114	111	236	0	108	21	145	0	36	559	151	0	81	429	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	124	121	257	0	117	23	158	0	39	608	164	0	88	466	20
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	73.5	18.8	73.7	74.3
HCM LOS	F	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	5%	25%	100%	0%	15%
Vol Thru, %	75%	24%	0%	13%	81%
Vol Right, %	20%	51%	0%	87%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	746	461	108	166	528
LT Vol	36	114	108	0	81
Through Vol	559	111	0	21	429
RT Vol	151	236	0	145	18
Lane Flow Rate	811	501	117	180	574
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	1	0.334	0.457	1
Departure Headway (Hd)	8.539	8.493	10.231	9.12	8.661
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	430	431	353	397	425
Service Time	6.576	6.53	7.931	6.82	6.698
HCM Lane V/C Ratio	1.886	1.162	0.331	0.453	1.351
HCM Control Delay	73.7	73.5	18	19.3	74.3
HCM Lane LOS	F	F	C	C	F
HCM 95th-tile Q	12.5	12.6	1.4	2.3	12.5

Intersection	
Int Delay, s/veh	74.5

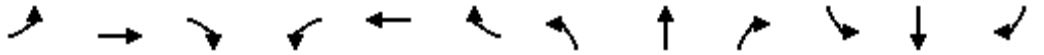
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	66	509	11	106	301	101	7	181	72	40	12	21
Future Vol, veh/h	66	509	11	106	301	101	7	181	72	40	12	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	553	12	115	327	110	8	197	78	43	13	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	437	0	0	565	0	0	1104	1370	283	1131	1322	218
Stage 1	-	-	-	-	-	-	703	703	-	613	613	-
Stage 2	-	-	-	-	-	-	401	667	-	518	709	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1119	-	-	1003	-	-	166	~ 145	714	158	155	786
Stage 1	-	-	-	-	-	-	394	438	-	446	481	-
Stage 2	-	-	-	-	-	-	597	455	-	509	435	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1119	-	-	1003	-	-	129	~ 120	714	-	128	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	~ 120	-	-	128	-
Stage 1	-	-	-	-	-	-	369	410	-	417	426	-
Stage 2	-	-	-	-	-	-	497	403	-	221	407	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.9	$ 402.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	157	1119	-	-	1003	-	-	-
HCM Lane V/C Ratio	0.059	1.752	0.064	-	-	0.115	-	-	-
HCM Control Delay (s)	34.6	$ 413.1	8.4	-	-	9.1	-	-	-
HCM Lane LOS	D	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.2	19.9	0.2	-	-	0.4	-	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	266	384	284	231	63	339	817	445	83	928	98
Future Volume (veh/h)	90	266	384	284	231	63	339	817	445	83	928	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	98	289	417	309	251	68	368	888	484	90	1009	107
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	178	257	177	396	107	204	838	656	82	699	547
Arrive On Green	0.09	0.26	0.24	0.11	0.28	0.27	0.13	0.45	0.45	0.05	0.38	0.38
Sat Flow, veh/h	1634	691	996	1634	1413	383	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	98	0	706	309	0	319	368	888	484	90	1009	107
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1795	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.0	0.0	31.0	13.0	0.0	18.7	15.0	54.0	20.4	6.0	45.0	5.9
Cycle Q Clear(g_c), s	7.0	0.0	31.0	13.0	0.0	18.7	15.0	54.0	20.4	6.0	45.0	5.9
Prop In Lane	1.00		0.59	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	0	436	177	0	503	204	838	656	82	699	547
V/C Ratio(X)	0.70	0.00	1.62	1.75	0.00	0.63	1.80	1.06	0.74	1.10	1.44	0.20
Avail Cap(c_a), veh/h	144	0	436	177	0	503	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.3	0.0	45.0	53.5	0.0	38.0	52.5	33.0	10.5	57.0	37.5	25.3
Incr Delay (d2), s/veh	13.2	0.0	289.4	357.8	0.0	2.6	373.2	42.4	4.8	61.7	200.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	49.4	23.4	0.0	9.6	27.9	37.6	8.9	4.1	62.0	2.4
LnGrp Delay(d),s/veh	66.5	0.0	334.4	411.3	0.0	40.5	425.7	75.4	15.3	118.8	238.3	25.4
LnGrp LOS	E		F	F		D	F	F	B	F	F	C
Approach Vol, veh/h		804			628			1740			1206	
Approach Delay, s/veh		301.8			223.0			132.8			210.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	14.4	37.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	8.0	56.0	15.0	33.0	17.0	47.0	9.0	20.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		198.1
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	55.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	148	627	274	0	30	373	63	0	111	38	22	0	112	296	133
Future Vol, veh/h	0	148	627	274	0	30	373	63	0	111	38	22	0	112	296	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	161	682	298	0	33	405	68	0	121	41	24	0	122	322	145
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	64.5	24.4	23.3	75.9
HCM LOS	F	C	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	66%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	34%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	148	418	483	30	249	187	541
LT Vol	111	148	0	0	30	0	0	112
Through Vol	38	0	418	209	0	249	124	296
RT Vol	22	0	0	274	0	0	63	133
Lane Flow Rate	186	161	454	525	33	270	204	588
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.52	0.399	1	1	0.087	0.679	0.499	1
Departure Headway (Hd)	10.079	8.932	8.433	8.036	9.55	9.05	8.815	9.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	357	401	427	452	375	400	409	406
Service Time	7.849	6.725	6.225	5.829	7.308	6.808	6.573	6.823
HCM Lane V/C Ratio	0.521	0.401	1.063	1.162	0.088	0.675	0.499	1.448
HCM Control Delay	23.3	17.6	73.2	71.3	13.2	29	20.1	75.9
HCM Lane LOS	C	C	F	F	B	D	C	F
HCM 95th-tile Q	2.9	1.9	12.6	12.9	0.3	4.9	2.7	12.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	237	82	135	140	55	119	1514	349	69	1021	48
Future Volume (veh/h)	73	237	82	135	140	55	119	1514	349	69	1021	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	79	258	89	147	152	60	129	1646	379	75	1110	52
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	310	243	142	351	275	179	1623	360	82	1735	81
Arrive On Green	0.06	0.17	0.17	0.09	0.19	0.19	0.11	0.56	0.55	0.10	1.00	0.97
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2881	639	1634	3443	161
Grp Volume(v), veh/h	79	258	89	147	152	60	129	987	1038	75	570	592
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1750	1634	1770	1834
Q Serve(g_s), s	5.7	16.1	6.5	10.4	8.7	4.2	9.2	66.0	67.6	5.5	0.0	0.2
Cycle Q Clear(g_c), s	5.7	16.1	6.5	10.4	8.7	4.2	9.2	66.0	67.6	5.5	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.09
Lane Grp Cap(c), veh/h	106	310	243	142	351	275	179	997	986	82	892	924
V/C Ratio(X)	0.74	0.83	0.37	1.04	0.43	0.22	0.72	0.99	1.05	0.92	0.64	0.64
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	997	986	82	892	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.1	48.4	44.4	54.8	43.1	41.2	51.7	25.8	26.6	53.8	0.0	0.1
Incr Delay (d2), s/veh	24.3	16.4	0.9	86.1	0.8	0.4	0.6	6.5	26.8	14.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.7	2.7	8.1	4.6	1.7	4.2	33.9	39.7	2.8	0.1	0.1
LnGrp Delay(d),s/veh	79.4	64.8	45.3	141.3	43.9	41.6	52.3	32.3	53.4	67.8	0.3	0.4
LnGrp LOS	E	E	D	F	D	D	D	C	F	E	A	A
Approach Vol, veh/h		426			359			2154			1237	
Approach Delay, s/veh		63.4			83.4			43.7			4.4	
Approach LOS		E			F			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	71.6	14.4	24.0	17.1	64.5	11.8	26.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.7	69.6	12.4	18.1	11.2	2.2	7.7	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	28.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	37.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	214	239	87	125	131	302	1142	147	238	1348	82
Future Volume (veh/h)	84	214	239	87	125	131	302	1142	147	238	1348	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	91	233	260	95	136	142	328	1241	160	259	1465	89
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	758	312	95	666	275	300	1542	635	259	1454	599
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	91	233	260	95	136	142	328	1241	160	259	1465	89
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.5	6.6	20.5	7.0	3.9	10.5	22.0	36.6	8.3	19.0	49.3	4.6
Cycle Q Clear(g_c), s	6.5	6.6	20.5	7.0	3.9	10.5	22.0	36.6	8.3	19.0	49.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	758	312	95	666	275	300	1542	635	259	1454	599
V/C Ratio(X)	0.66	0.31	0.83	1.00	0.20	0.52	1.09	0.80	0.25	1.00	1.01	0.15
Avail Cap(c_a), veh/h	177	841	346	95	666	275	300	1542	635	259	1454	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	53.3	39.7	45.1	56.5	41.1	43.8	49.0	29.4	21.5	50.5	35.4	22.2
Incr Delay (d2), s/veh	5.8	0.2	14.6	81.1	0.1	1.3	79.8	4.6	1.0	41.7	19.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.3	9.5	5.3	1.9	4.3	16.5	18.7	3.5	11.5	27.9	1.9
LnGrp Delay(d),s/veh	59.1	39.9	59.7	137.6	41.2	45.1	128.8	34.0	22.4	92.2	54.7	22.5
LnGrp LOS	E	D	E	F	D	D	F	C	C	F	F	C
Approach Vol, veh/h		584			373			1729			1813	
Approach Delay, s/veh		51.7			67.3			50.9			58.5	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.3	11.0	29.7	26.0	53.3	14.1	26.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.0	38.6	9.0	22.5	24.0	51.3	8.5	12.5
Green Ext Time (p_c), s	0.0	7.5	0.0	1.3	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	351	224	62	241	95	150	878	228	256	1402	131
Future Volume (veh/h)	94	351	224	62	241	95	150	878	228	256	1402	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	102	382	243	67	262	103	163	954	248	278	1524	142
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	434	272	82	675	278	123	855	670	245	995	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.08	0.46	0.46	0.15	0.53	0.53
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	102	323	302	67	262	103	163	954	248	278	1524	142
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.5	21.2	21.7	4.9	7.8	5.1	9.0	55.1	9.6	18.0	64.1	6.0
Cycle Q Clear(g_c), s	7.5	21.2	21.7	4.9	7.8	5.1	9.0	55.1	9.6	18.0	64.1	6.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	339	82	675	278	123	855	670	245	995	779
V/C Ratio(X)	0.94	0.88	0.89	0.82	0.39	0.37	1.33	1.12	0.37	1.13	1.53	0.18
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	245	995	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	46.1	47.1	56.5	42.4	20.2	55.5	32.5	11.0	51.0	28.0	14.4
Incr Delay (d2), s/veh	60.6	18.5	21.9	42.2	0.3	0.7	153.7	53.7	0.1	98.5	244.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	12.3	11.8	3.2	3.8	2.1	9.3	41.0	3.9	14.8	100.1	2.5
LnGrp Delay(d),s/veh	116.3	64.6	68.9	98.7	42.8	20.9	209.2	86.1	11.2	149.5	272.3	14.9
LnGrp LOS	F	E	E	F	D	C	F	F	B	F	F	B
Approach Vol, veh/h		727			432			1365			1944	
Approach Delay, s/veh		73.7			46.2			87.2			235.9	
Approach LOS		E			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	59.1	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	26.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	20.0	57.1	6.9	23.7	11.0	66.1	9.5	9.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1

Intersection Summary		
HCM 2010 Ctrl Delay		145.8
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	400	124	131	207	241	191	903	198	246	612	66
Future Volume (veh/h)	122	400	124	131	207	241	191	903	198	246	612	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	133	435	135	142	225	262	208	982	215	267	665	72
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	573	236	217	748	308	257	1360	561	307	1469	605
Arrive On Green	0.08	0.16	0.16	0.13	0.21	0.21	0.21	0.51	0.51	0.38	0.83	0.83
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	133	435	135	142	225	262	208	982	215	267	665	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.1	14.1	7.1	9.9	6.4	20.7	14.5	25.8	6.7	18.2	6.1	1.1
Cycle Q Clear(g_c), s	9.1	14.1	7.1	9.9	6.4	20.7	14.5	25.8	6.7	18.2	6.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	573	236	217	748	308	257	1360	561	307	1469	605
V/C Ratio(X)	0.68	0.76	0.57	0.66	0.30	0.85	0.81	0.72	0.38	0.87	0.45	0.12
Avail Cap(c_a), veh/h	196	728	300	217	817	337	327	1360	561	354	1469	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	0.50	0.50	0.50	0.52	0.52	0.52	0.40	0.40	0.40	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.9	48.0	22.3	49.4	39.9	45.5	45.8	24.4	8.0	36.1	6.5	6.1
Incr Delay (d2), s/veh	4.6	1.8	1.1	3.7	0.1	9.8	4.9	1.4	0.8	2.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	7.0	2.9	4.7	3.2	9.2	6.9	12.8	2.8	8.3	2.8	0.5
LnGrp Delay(d),s/veh	52.5	49.8	23.4	53.1	40.0	55.2	50.7	25.7	8.8	38.2	6.6	6.1
LnGrp LOS	D	D	C	D	D	E	D	C	A	D	A	A
Approach Vol, veh/h		703			629			1405			1004	
Approach Delay, s/veh		45.3			49.3			26.8			15.0	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	50.1	19.9	23.4	22.8	53.8	14.0	29.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.2	27.8	11.9	16.1	16.5	8.1	11.1	22.7
Green Ext Time (p_c), s	0.3	6.2	0.0	1.4	0.3	10.8	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	677	497	191	167	411	202	218	2271	149	166	1573	543
Future Volume (veh/h)	677	497	191	167	411	202	218	2271	149	166	1573	543
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	736	540	208	182	447	220	237	2468	162	180	1710	590
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	868	358	283	742	306	150	1647	679	109	1558	642
Arrive On Green	0.13	0.25	0.25	0.09	0.21	0.21	0.09	0.47	0.47	0.07	0.44	0.44
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	736	540	208	182	447	220	237	2468	162	180	1710	590
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	16.3	15.1	6.7	13.7	16.8	11.0	55.8	8.0	8.0	52.8	45.6
Cycle Q Clear(g_c), s	15.0	16.3	15.1	6.7	13.7	16.8	11.0	55.8	8.0	8.0	52.8	45.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	868	358	283	742	306	150	1647	679	109	1558	642
V/C Ratio(X)	1.86	0.62	0.58	0.64	0.60	0.72	1.58	1.50	0.24	1.65	1.10	0.92
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1647	679	109	1558	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	0.44	0.44	0.44	0.66	0.66	0.66
Uniform Delay (d), s/veh	52.5	40.3	39.9	52.8	42.9	44.1	54.5	32.1	19.3	56.0	33.6	31.6
Incr Delay (d2), s/veh	392.9	0.7	1.2	3.7	0.8	5.3	275.6	225.8	0.4	319.1	51.2	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.2	8.0	6.2	3.1	6.8	7.2	16.4	78.9	3.3	13.3	36.8	20.9
LnGrp Delay(d),s/veh	445.4	41.0	41.0	56.5	43.7	49.4	330.1	257.9	19.7	375.1	84.7	46.5
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	F	D
Approach Vol, veh/h		1484			849			2867			2480	
Approach Delay, s/veh		241.6			47.9			250.4			96.7	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.8	14.7	33.4	15.0	56.8	19.0	29.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	57.8	8.7	18.3	13.0	54.8	17.0	18.8
Green Ext Time (p_c), s	0.0	0.0	0.1	5.1	0.0	0.0	0.0	4.3

Intersection Summary		
HCM 2010 Ctrl Delay	176.7	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	19	155	150	8	19	53	1876	50	35	2444	67
Future Volume (veh/h)	142	19	155	150	8	19	53	1876	50	35	2444	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	154	21	168	163	9	21	58	2039	54	38	2657	73
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	242	190	136	69	161	82	2153	887	73	3068	880
Arrive On Green	0.08	0.13	0.13	0.08	0.14	0.12	0.05	0.61	0.61	0.04	0.60	0.60
Sat Flow, veh/h	1634	1863	1458	1634	497	1161	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	154	21	168	163	0	30	58	2039	54	38	2657	73
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1658	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	1.2	11.3	10.0	0.0	1.9	4.2	63.9	1.0	2.7	52.1	2.5
Cycle Q Clear(g_c), s	9.0	1.2	11.3	10.0	0.0	1.9	4.2	63.9	1.0	2.7	52.1	2.5
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	242	190	136	0	230	82	2153	887	73	3068	880
V/C Ratio(X)	1.26	0.09	0.89	1.20	0.00	0.13	0.71	0.95	0.06	0.52	0.87	0.08
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2153	887	82	3068	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	45.9	35.6	55.0	0.0	45.9	56.1	21.7	2.7	56.0	19.8	9.9
Incr Delay (d2), s/veh	165.6	0.2	12.7	139.7	0.0	0.3	24.7	10.4	0.1	5.5	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.6	5.2	9.8	0.0	0.9	2.5	34.0	0.4	1.3	25.1	1.1
LnGrp Delay(d),s/veh	221.1	46.1	48.3	194.7	0.0	46.1	80.9	32.1	2.8	61.6	23.4	10.1
LnGrp LOS	F	D	D	F		D	F	C	A	E	C	B
Approach Vol, veh/h		343			193			2151			2768	
Approach Delay, s/veh		125.8			171.6			32.7			23.5	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	77.0	14.0	19.6	10.0	76.4	13.0	20.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	65.9	12.0	13.3	6.2	54.1	11.0	3.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.8
HCM 2010 LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	212	241	1538	233	189	1792
Future Volume (veh/h)	212	241	1538	233	189	1792
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	230	262	1672	253	205	1948
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.12	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	230	262	1672	253	205	1948
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	16.4	19.7	77.3	9.0	11.0	0.0
Cycle Q Clear(g_c), s	16.4	19.7	77.3	9.0	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	0.86	1.09	1.39	0.27	1.37	1.36
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	0.43	0.43	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	48.8	50.2	21.4	9.2	52.7	0.0
Incr Delay (d2), s/veh	11.5	66.5	182.2	0.7	169.8	162.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	12.4	100.1	3.8	12.0	64.6
LnGrp Delay(d),s/veh	60.3	116.6	203.6	9.9	222.5	162.3
LnGrp LOS	E	F	F	A	F	F
Approach Vol, veh/h	492		1925			2153
Approach Delay, s/veh	90.3		178.1			168.0
Approach LOS	F		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				87.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	163.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	114	152	91	126	220	111	1127	103	103	789	50
Future Volume (veh/h)	126	114	152	91	126	220	111	1127	103	103	789	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	137	124	165	99	137	239	121	1225	112	112	858	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	180	239	142	135	236	166	1433	131	156	1456	92
Arrive On Green	0.11	0.25	0.23	0.09	0.22	0.21	0.20	0.87	0.84	0.19	0.86	0.83
Sat Flow, veh/h	1634	726	966	1634	610	1065	1634	3280	299	1634	3382	213
Grp Volume(v), veh/h	137	0	289	99	0	376	121	660	677	112	449	463
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1675	1634	1770	1810	1634	1770	1825
Q Serve(g_s), s	9.7	0.0	18.7	7.1	0.0	26.6	8.3	22.2	23.1	7.7	8.6	8.8
Cycle Q Clear(g_c), s	9.7	0.0	18.7	7.1	0.0	26.6	8.3	22.2	23.1	7.7	8.6	8.8
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	184	0	418	142	0	371	166	773	791	156	762	786
V/C Ratio(X)	0.75	0.00	0.69	0.70	0.00	1.01	0.73	0.85	0.86	0.72	0.59	0.59
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	773	791	163	762	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.60	0.00	0.60	1.00	0.00	1.00	0.79	0.79	0.79	0.86	0.86	0.86
Uniform Delay (d), s/veh	51.6	0.0	41.5	53.2	0.0	47.2	46.2	5.7	6.0	47.0	5.3	5.5
Incr Delay (d2), s/veh	8.4	0.0	2.8	13.5	0.0	50.0	6.5	9.4	9.4	11.6	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	9.0	3.7	0.0	17.4	4.0	11.5	12.3	4.0	4.3	4.8
LnGrp Delay(d),s/veh	60.0	0.0	44.2	66.7	0.0	97.3	52.7	15.0	15.4	58.6	8.2	8.3
LnGrp LOS	E		D	E		F	D	B	B	E	A	A
Approach Vol, veh/h		426			475			1458			1024	
Approach Delay, s/veh		49.3			90.9			18.3			13.7	
Approach LOS		D			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	56.4	14.4	33.7	16.2	55.7	17.5	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	9.7	25.1	9.1	20.7	10.3	10.8	11.7	28.6
Green Ext Time (p_c), s	0.0	10.7	0.0	1.0	0.1	12.2	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	65.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	121	6	450	0	235	1112	0	0	0	1890	437
Future Vol, veh/h	0	0	0	0	0	121	6	450	0	235	1112	0	0	0	1890	437
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	132	7	489	0	255	1209	0	0	0	2054	475
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	58.1	63.4	68.1
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	1112	127	450	1890	437
LT Vol	235	0	121	0	0	0
Through Vol	0	1112	6	0	1890	0
RT Vol	0	0	0	450	0	437
Lane Flow Rate	255	1209	138	489	2054	475
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.617	1	0.345	1	1	0.953
Departure Headway (Hd)	8.697	8.198	8.988	7.814	7.926	7.327
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	416	459	402	470	473	499
Service Time	6.408	5.909	6.698	5.524	5.726	5.027
HCM Lane V/C Ratio	0.613	2.634	0.343	1.04	4.342	0.952
HCM Control Delay	24.4	71.7	16.4	69.9	70.8	56.5
HCM Lane LOS	C	F	C	F	F	F
HCM 95th-tile Q	4	12.8	1.5	13.1	13	11.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	529	142	419	256	908	0	0	1049	189
Future Volume (veh/h)	0	0	0	529	142	419	256	908	0	0	1049	189
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				575	154	455	278	987	0	0	1140	205
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1105	630	493	460	2077	0	0	1430	589
Arrive On Green				0.34	0.34	0.34	0.19	0.78	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				575	154	455	278	987	0	0	1140	205
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	7.2	36.0	9.6	11.7	0.0	0.0	20.8	4.5
Cycle Q Clear(g_c), s				17.0	7.2	36.0	9.6	11.7	0.0	0.0	20.8	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1105	630	493	460	2077	0	0	1430	589
V/C Ratio(X)				0.52	0.24	0.92	0.60	0.48	0.00	0.00	0.80	0.35
Avail Cap(c_a), veh/h				1185	675	529	460	2077	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.33	0.33	0.33	0.81	0.81	0.00	0.00	0.74	0.74
Uniform Delay (d), s/veh				31.9	28.7	38.2	45.3	6.7	0.0	0.0	8.8	7.3
Incr Delay (d2), s/veh				0.1	0.1	9.0	1.8	0.6	0.0	0.0	3.5	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	3.7	15.8	4.3	5.7	0.0	0.0	10.2	1.9
LnGrp Delay(d),s/veh				32.0	28.7	47.2	47.1	7.4	0.0	0.0	12.3	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1184			1265			1345	
Approach Delay, s/veh					37.4			16.1			11.8	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		74.9			21.9	53.0		45.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		13.7			11.6	22.8		38.0
Green Ext Time (p_c), s		6.6			1.6	6.7		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	392	508	334	443	1876	0	0	1813	479
Future Volume (veh/h)	0	0	0	392	508	334	443	1876	0	0	1813	479
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				426	552	363	482	2039	0	0	1971	521
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				426	552	363	482	2039	0	0	1971	521
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.8	16.4	29.5	25.0	0.0	0.0	0.0	51.9	37.9
Cycle Q Clear(g_c), s				13.8	16.4	29.5	25.0	0.0	0.0	0.0	51.9	37.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.52	0.60	0.96	1.42	0.85	0.00	0.00	1.29	0.83
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.22	0.22	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.0	39.0	43.8	35.0	0.0	0.0	0.0	34.0	30.1
Incr Delay (d2), s/veh				0.6	1.1	35.9	191.0	0.9	0.0	0.0	129.9	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	8.2	15.7	29.2	0.3	0.0	0.0	52.9	15.4
LnGrp Delay(d),s/veh				38.6	40.1	79.8	226.0	0.9	0.0	0.0	164.0	31.3
LnGrp LOS				D	D	E	F	A			F	C
Approach Vol, veh/h					1341			2521			2492	
Approach Delay, s/veh					50.4			44.0			136.2	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.5
Green Ext Time (p_c), s		63.8			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.5
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	60.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	321	1	253	0	0	0	0	0	0	644	95	0	836	595	0
Future Vol, veh/h	0	321	1	253	0	0	0	0	0	0	644	95	0	836	595	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	349	1	275	0	0	0	0	0	0	700	103	0	909	647	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	31.5	64.3	70.7
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	644	95	322	253	836	595
LT Vol	0	0	321	0	836	0
Through Vol	644	0	1	0	0	595
RT Vol	0	95	0	253	0	0
Lane Flow Rate	700	103	350	275	909	647
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.217	0.829	0.56	1	1
Departure Headway (Hd)	8.277	7.576	8.53	7.333	8.201	7.699
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	477	424	492	454	479
Service Time	5.977	5.276	6.286	5.088	5.904	5.402
HCM Lane V/C Ratio	1.563	0.216	0.825	0.559	2.002	1.351
HCM Control Delay	72	12.4	41.2	19.1	71.7	69.3
HCM Lane LOS	F	B	E	C	F	F
HCM 95th-tile Q	12.8	0.8	7.8	3.4	12.8	13.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	168	315	0	0	0	0	1075	580	489	1089	0
Future Volume (veh/h)	278	168	315	0	0	0	0	1075	580	489	1089	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	302	183	342				0	1168	630	532	1184	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	422	914	377				0	2280	654	613	2389	0
Arrive On Green	0.26	0.26	0.26				0.00	0.45	0.45	0.39	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	302	183	342				0	1168	630	532	1184	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	20.2	4.9	27.3				0.0	19.7	50.3	18.6	0.0	0.0
Cycle Q Clear(g_c), s	20.2	4.9	27.3				0.0	19.7	50.3	18.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	422	914	377				0	2280	654	613	2389	0
V/C Ratio(X)	0.72	0.20	0.91				0.00	0.51	0.96	0.87	0.50	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2280	654	660	2389	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.64	0.64	0.00
Uniform Delay (d), s/veh	40.5	34.8	43.1				0.0	23.7	32.1	35.4	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.1	23.2				0.0	0.8	27.3	7.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	2.4	13.4				0.0	9.4	25.1	8.8	0.2	0.0
LnGrp Delay(d),s/veh	45.5	34.9	66.3				0.0	24.5	59.5	43.1	0.5	0.0
LnGrp LOS	D	C	E					C	E	D	A	
Approach Vol, veh/h		827						1798			1716	
Approach Delay, s/veh		51.8						36.8			13.7	
Approach LOS		D						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.2	57.8		35.0		85.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	20.6	52.3		29.3		2.0		
Green Ext Time (p_c), s	0.6	0.0		1.1		29.6		

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	565	292	0	0	0	0	1532	531	716	1859	0
Future Volume (veh/h)	372	565	292	0	0	0	0	1532	531	716	1859	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	404	614	317				0	1665	577	778	2021	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1658	683	792	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	404	614	317				0	1665	577	778	2021	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.3	20.6	21.8				0.0	56.2	41.8	28.9	0.0	0.0
Cycle Q Clear(g_c), s	14.3	20.6	21.8				0.0	56.2	41.8	28.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1658	683	792	2660	0
V/C Ratio(X)	0.70	0.95	1.20				0.00	1.00	0.84	0.98	0.76	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1658	683	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.64	0.64	0.64				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	46.0	48.6	49.1				0.0	31.9	28.1	29.7	0.0	0.0
Incr Delay (d2), s/veh	2.5	18.5	109.9				0.0	23.2	12.2	6.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	11.7	16.8				0.0	32.7	19.1	13.0	0.1	0.0
LnGrp Delay(d),s/veh	48.5	67.1	159.0				0.0	55.1	40.3	35.8	0.2	0.0
LnGrp LOS	D	E	F					F	D	D	A	
Approach Vol, veh/h		1335						2242			2799	
Approach Delay, s/veh		83.3						51.3			10.1	
Approach LOS		F						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	60.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	30.9	58.2		23.8		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		64.6		

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	6	33	14	5	40
Future Vol, veh/h	17	6	33	14	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	36	15	5	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1037	-	-	1575	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1575	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	55	0	69	0	49
Future Vol, veh/h	58	55	0	69	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	60	0	75	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	168	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	822	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	822	964
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1464	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	89	600	81	0	443
Future Vol, veh/h	0	89	600	81	0	443
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	652	88	0	482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1178	696	0	0	740	0
Stage 1	696	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	442	-	-	867	-
Stage 1	495	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	442	-	-	867	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	442	867	-
HCM Lane V/C Ratio	-	-	0.219	-	-
HCM Control Delay (s)	-	-	15.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1153	933	182	0	126
Future Vol, veh/h	0	1153	933	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1253	1014	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1212	0	-	0	2366	1113
Stage 1	-	-	-	-	1113	-
Stage 2	-	-	-	-	1253	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	576	-	-	-	39	254
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	269	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	576	-	-	-	39	254
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	269	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	576	-	-	-	254
HCM Lane V/C Ratio	-	-	-	-	0.539
HCM Control Delay (s)	0	-	-	-	34.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.9

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	78	69	273	26	30	187
Future Vol, veh/h	78	69	273	26	30	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	75	297	28	33	203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	565	297	0	0	297	0
Stage 1	297	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	486	742	-	-	1264	-
Stage 1	754	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	742	-	-	1264	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	473	742	1264	-
HCM Lane V/C Ratio	-	-	0.179	0.101	0.026	-
HCM Control Delay (s)	-	-	14.3	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	56	45	233	22	21	204
Future Vol, veh/h	56	45	233	22	21	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	49	253	24	23	222

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	520	253	0	0	253	0
Stage 1	253	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	516	786	-	-	1312	-
Stage 1	789	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	507	786	-	-	1312	-
Mov Cap-2 Maneuver	507	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	507	786	1312	-
HCM Lane V/C Ratio	-	-	0.12	0.062	0.017	-
HCM Control Delay (s)	-	-	13.1	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	84	216	32	0	199
Future Vol, veh/h	0	84	216	32	0	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	91	235	35	0	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	235	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	566	804	-	-	1332	-
Stage 1	804	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	566	804	-	-	1332	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	820	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	804	1332	-
HCM Lane V/C Ratio	-	-	-	0.114	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	160	180	18	37	40
Future Vol, veh/h	15	160	180	18	37	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	174	196	20	40	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	196	0	-	0	403	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1377	-	-	-	603	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1377	-	-	-	596	845
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1377	-	-	-	596	845
HCM Lane V/C Ratio	0.012	-	-	-	0.067	0.051
HCM Control Delay (s)	7.6	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	20	175	170	21	47	52
Future Vol, veh/h	20	175	170	21	47	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	190	185	23	51	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	185	0	-	0	419	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1390	-	-	-	591	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1390	-	-	-	582	857
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1390	-	-	-	582	857
HCM Lane V/C Ratio	0.016	-	-	-	0.088	0.066
HCM Control Delay (s)	7.6	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	191	181	13	32	38
Future Vol, veh/h	19	191	181	13	32	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	208	197	14	35	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	446	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1376	-	-	-	570	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1376	-	-	-	561	844
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1376	-	-	-	561	844
HCM Lane V/C Ratio	0.015	-	-	-	0.062	0.049
HCM Control Delay (s)	7.7	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

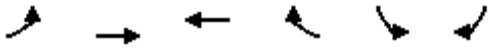
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	172	25	32	147	26	24
Future Vol, veh/h	172	25	32	147	26	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	27	35	160	28	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	416	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1387	-	593	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	578	855
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	855	-	-	1387	-
HCM Lane V/C Ratio	0.049	0.031	-	-	0.025	-
HCM Control Delay (s)	11.5	9.3	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	353	283	0	366	44
Future Volume (veh/h)	0	353	283	0	366	44
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	384	308	0	398	48
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	548	548	0	2362	1087
Arrive On Green	0.00	0.15	0.15	0.00	0.75	0.75
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	384	308	0	398	48
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	12.3	9.7	0.0	4.4	1.0
Cycle Q Clear(g_c), s	0.0	12.3	9.7	0.0	4.4	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	548	548	0	2362	1087
V/C Ratio(X)	0.00	0.70	0.56	0.00	0.17	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2362	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.1	46.9	0.0	4.5	4.0
Incr Delay (d2), s/veh	0.0	1.6	0.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	4.8	0.0	1.9	0.4
LnGrp Delay(d),s/veh	0.0	49.7	47.5	0.0	4.6	4.1
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		384	308		446	
Approach Delay, s/veh		49.7	47.5		4.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.6		95.4		24.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				14.3		6.4		11.7
Green Ext Time (p_c), s				4.2		1.5		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	674	0	0	626	327	51	0	320	0	0	0
Future Volume (veh/h)	52	674	0	0	626	327	51	0	320	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	57	733	0	0	680	355	55	0	348			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1398	0	0	1126	464	1625	0	748			
Arrive On Green	0.03	0.39	0.00	0.00	0.32	0.32	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	57	733	0	0	680	355	55	0	348			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	20.5	0.0	0.0	21.1	28.5	1.1	0.0	19.9			
Cycle Q Clear(g_c), s	4.0	20.5	0.0	0.0	21.1	28.5	1.1	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1398	0	0	1126	464	1625	0	748			
V/C Ratio(X)	1.13	0.52	0.00	0.00	0.60	0.77	0.03	0.00	0.47			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1625	0	748			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	30.0	0.0	0.0	37.4	40.0	15.7	0.0	20.3			
Incr Delay (d2), s/veh	162.2	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	10.0	0.0	0.0	10.3	11.5	0.5	0.0	8.0			
LnGrp Delay(d),s/veh	226.9	30.3	0.0	0.0	37.5	40.3	15.7	0.0	20.7			
LnGrp LOS	F	C			D	D	B		C			
Approach Vol, veh/h		790			1035			403				
Approach Delay, s/veh		44.5			38.5			20.0				
Approach LOS		D			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		72.7		57.3			10.0	47.3
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		21.9		22.5			6.0	30.5
Green Ext Time (p_c), s		0.0		12.1			0.0	10.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	230	420	57	0	11	308	68	0	41	19	15	0	75	17	172
Future Vol, veh/h	0	230	420	57	0	11	308	68	0	41	19	15	0	75	17	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	250	457	62	0	12	335	74	0	45	21	16	0	82	18	187
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	18.8	16.7	12.9	15.1
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	71%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	29%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	230	280	197	11	205	171	75	11	178
LT Vol	41	0	230	0	0	11	0	0	75	0	0
Through Vol	0	19	0	280	140	0	205	103	0	11	6
RT Vol	0	15	0	0	57	0	0	68	0	0	172
Lane Flow Rate	45	37	250	304	214	12	223	186	82	12	193
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.116	0.088	0.54	0.614	0.42	0.028	0.491	0.394	0.202	0.029	0.414
Departure Headway (Hd)	9.38	8.571	7.775	7.268	7.063	8.432	7.925	7.642	8.903	8.398	7.715
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	416	463	496	510	424	453	469	403	425	465
Service Time	7.161	6.352	5.534	5.027	4.822	6.2	5.693	5.41	6.673	6.168	5.484
HCM Lane V/C Ratio	0.118	0.089	0.54	0.613	0.42	0.028	0.492	0.397	0.203	0.028	0.415
HCM Control Delay	13.4	12.2	19.4	21	14.9	11.4	18.2	15.3	13.9	11.4	15.9
HCM Lane LOS	B	B	C	C	B	B	C	C	B	B	C
HCM 95th-tile Q	0.4	0.3	3.1	4.1	2.1	0.1	2.6	1.9	0.7	0.1	2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1267	914	87	0	97
Future Vol, veh/h	0	1267	914	87	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1377	993	95	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1088	0	-	0	2418	1041
Stage 1	-	-	-	-	1041	-
Stage 2	-	-	-	-	1377	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	641	-	-	-	36	279
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	234	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	641	-	-	-	36	279
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	25.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	641	-	-	-	279
HCM Lane V/C Ratio	-	-	-	-	0.378
HCM Control Delay (s)	0	-	-	-	25.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	116	12	532	100	12	383
Future Vol, veh/h	116	12	532	100	12	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	13	578	109	13	416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1020	578	0	0	578	0
Stage 1	578	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	262	516	-	-	996	-
Stage 1	561	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	259	516	-	-	996	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.6	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	259	516	996	-
HCM Lane V/C Ratio	-	-	0.487	0.025	0.013	-
HCM Control Delay (s)	-	-	31.4	12.2	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	24	70	36
Future Vol, veh/h	0	40	0	24	70	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	26	76	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	58	115	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	877	996	1472	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	996	1472	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	996	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	6	30	13	4	30
Future Vol, veh/h	15	6	30	13	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	33	14	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	40	0	0	47	0
Stage 1	40	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1031	-	-	1560	-
Stage 1	982	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1031	-	-	1560	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	918	1031	1560	-
HCM Lane V/C Ratio	-	-	0.018	0.006	0.003	-
HCM Control Delay (s)	-	-	9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	53	67	12	14	7
Future Vol, veh/h	7	53	67	12	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	73	13	15	8

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	79	120	-	0	86	0
Stage 1	0	34	-	-	-	-
Stage 2	79	86	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	924	770	-	-	1510	-
Stage 1	-	-	-	-	-	-
Stage 2	944	824	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	0	-	-	1510	-
Mov Cap-2 Maneuver	915	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	944	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	915	-	-	1510	-
HCM Lane V/C Ratio	0.071	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	53	20	60	25	90	26	1703	161	166	1249	11
Future Volume (veh/h)	15	53	20	60	25	90	26	1703	161	166	1249	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	16	58	22	65	27	98	28	1851	175	180	1358	12
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	187	229	87	228	63	228	40	1940	181	211	2507	22
Arrive On Green	0.18	0.18	0.17	0.18	0.18	0.17	0.02	0.59	0.59	0.13	0.70	0.69
Sat Flow, veh/h	1161	1288	489	1210	353	1283	1634	3274	305	1634	3595	32
Grp Volume(v), veh/h	16	0	80	65	0	125	28	987	1039	180	668	702
Grp Sat Flow(s),veh/h/ln	1161	0	1777	1210	0	1636	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.5	0.0	4.7	5.9	0.0	8.2	2.0	61.6	66.0	12.9	22.0	22.1
Cycle Q Clear(g_c), s	9.7	0.0	4.7	10.5	0.0	8.2	2.0	61.6	66.0	12.9	22.0	22.1
Prop In Lane	1.00		0.28	1.00		0.78	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	187	0	316	228	0	291	40	1049	1072	211	1234	1295
V/C Ratio(X)	0.09	0.00	0.25	0.28	0.00	0.43	0.70	0.94	0.97	0.85	0.54	0.54
Avail Cap(c_a), veh/h	187	0	316	228	0	291	101	1062	1085	245	1234	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	42.5	47.0	0.0	44.1	58.1	22.5	23.4	51.1	8.8	8.8
Incr Delay (d2), s/veh	0.9	0.0	1.9	3.1	0.0	4.6	19.3	15.4	20.1	21.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	2.2	0.0	4.1	1.1	34.4	38.6	7.1	10.7	11.3
LnGrp Delay(d),s/veh	49.1	0.0	44.4	50.1	0.0	48.7	77.4	37.9	43.5	72.6	9.3	9.3
LnGrp LOS	D		D	D		D	E	D	D	E	A	A
Approach Vol, veh/h		96			190			2054			1550	
Approach Delay, s/veh		45.2			49.2			41.3			16.7	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.5	75.1		25.3	7.0	87.7		25.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	14.9	68.0		11.7	4.0	24.1		12.5
Green Ext Time (p_c), s	0.1	2.7		0.5	0.0	33.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	413	35	60	313	29	89
Future Vol, veh/h	413	35	60	313	29	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	449	38	65	340	32	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	487	0	939	468
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1076	-	293	595
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	271	595
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	-	-	1076	-
HCM Lane V/C Ratio	0.279	-	-	0.061	-
HCM Control Delay (s)	15.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	45.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	455	97	0	479	283	7	0	69	16	365
Future Vol, veh/h	0	11	455	97	0	479	283	7	0	69	16	365
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	12	495	105	0	521	308	8	0	75	17	397
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	25.4	60.9	47.4
HCM LOS	D	F	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	5%	0%	77%	0%	22%
Vol Thru, %	4%	95%	70%	23%	95%	57%
Vol Right, %	81%	0%	30%	0%	5%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	450	239	325	621	149	58
LT Vol	69	11	0	479	0	13
Through Vol	16	228	228	142	142	33
RT Vol	365	0	97	0	7	12
Lane Flow Rate	489	259	353	674	161	63
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.917	0.561	0.741	1	0.351	0.159
Departure Headway (Hd)	6.751	7.791	7.558	8.271	7.837	9.057
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	461	476	445	462	398
Service Time	4.817	5.587	5.354	5.977	5.543	7.057
HCM Lane V/C Ratio	0.917	0.562	0.742	1.515	0.348	0.158
HCM Control Delay	47.4	20.2	29.2	72	14.7	13.8
HCM Lane LOS	E	C	D	F	B	B
HCM 95th-tile Q	11	3.4	6.1	12.8	1.6	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	33	12
Future Vol, veh/h	0	13	33	12
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	36	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	13.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	72.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	225	711	437	45	89	287
Future Vol, veh/h	225	711	437	45	89	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	773	475	49	97	312

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	524	0	-	0	1375	262
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	876	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1039	-	-	-	136	737
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1039	-	-	-	~ 80	737
Mov Cap-2 Maneuver	-	-	-	-	~ 80	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	216	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	$ 338.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1039	-	-	-	250
HCM Lane V/C Ratio	0.235	-	-	-	1.635
HCM Control Delay (s)	9.5	1.2	-	-	$ 338.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.9	-	-	-	25.8

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	13	6	16	4	86	2	1439	76	160	1227	11
Future Vol, veh/h	6	13	6	16	4	86	2	1439	76	160	1227	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	14	7	17	4	93	2	1564	83	174	1334	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2477	3339	673	2632	3303	823	1346	0	0	1647	0	0
Stage 1	1688	1688	-	1610	1610	-	-	-	-	-	-	-
Stage 2	789	1651	-	1022	1693	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	~ 8	398	~ 11	8	317	508	-	-	389	-	-
Stage 1	97	148	-	109	162	-	-	-	-	-	-	-
Stage 2	350	155	-	253	147	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 4	398	-	~ 4	317	508	-	-	389	-	-
Mov Cap-2 Maneuver	-	~ 4	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	97	82	-	109	161	-	-	-	-	-	-	-
Stage 2	239	154	-	114	81	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	2.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	508	-	-	-	-	389	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-	0.447	-	-
HCM Control Delay (s)	12.1	-	-	-	-	21.5	-	-
HCM Lane LOS	B	-	-	-	-	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	2.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	382	0	0	104	0	1
Future Vol, veh/h	382	0	0	104	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	415	0	0	113	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	415	0	528	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1144	-	511	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1144	-	511	637
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	1144	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	211	0	0	110	0	1
Future Vol, veh/h	211	0	0	110	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	229	0	0	120	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	349	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1339	-	648	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	648	810
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	1339	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	298	56	40	127	12	39	113	64	12	72	0
Future Vol, veh/h	6	298	56	40	127	12	39	113	64	12	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	324	61	43	138	13	42	123	70	13	78	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	385	0	0	638	605	354	696	630	145
Stage 1	-	-	-	-	-	-	367	367	-	232	232	-
Stage 2	-	-	-	-	-	-	271	238	-	464	398	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1430	-	-	1173	-	-	389	412	690	356	399	902
Stage 1	-	-	-	-	-	-	653	622	-	771	713	-
Stage 2	-	-	-	-	-	-	735	708	-	578	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1430	-	-	1173	-	-	316	393	690	235	381	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	316	393	-	235	381	-
Stage 1	-	-	-	-	-	-	649	618	-	766	684	-
Stage 2	-	-	-	-	-	-	625	680	-	414	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	23.1	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1430	-	-	1173	-	-	350
HCM Lane V/C Ratio	0.547	0.005	-	-	0.037	-	-	0.261
HCM Control Delay (s)	23.1	7.5	0	-	8.2	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.2	0	-	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	327	25	53	161	12	36
Future Vol, veh/h	327	25	53	161	12	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	355	27	58	175	13	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	383	0	659	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1175	-	429	677
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1175	-	405	677
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	580	-	-	1175	-
HCM Lane V/C Ratio	0.09	-	-	0.049	-
HCM Control Delay (s)	11.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	211	25	27	129	30	6
Future Vol, veh/h	211	25	27	129	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	27	29	140	33	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	442	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	573	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	559	796
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	1308	-
HCM Lane V/C Ratio	0.067	-	-	0.022	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	333	0	7	219	3	26
Future Vol, veh/h	333	0	7	219	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	0	8	238	3	28

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	376	362	481	362
Stage 1	-	-	0	0	362	-
Stage 2	-	-	376	362	119	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	625	565	544	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	694	625	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	625	0	544	683
Mov Cap-2 Maneuver	-	-	625	0	544	-
Stage 1	-	-	-	0	704	-
Stage 2	-	-	694	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	14.4	10.7
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	665	-	-	625
HCM Lane V/C Ratio	0.047	-	-	0.393
HCM Control Delay (s)	10.7	-	-	14.4
HCM Lane LOS	B	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	1.9

Intersection	
Intersection Delay, s/veh	46.3
Intersection LOS	E

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	381	82	0	111	118	0	281	467
Future Vol, veh/h	0	381	82	0	111	118	0	281	467
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	414	89	0	121	128	0	305	508
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	37.6	16.3	60.9
HCM LOS	E	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	48%
Vol Thru, %	0%	82%	52%
Vol Right, %	62%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	748	463	229
LT Vol	281	0	111
Through Vol	0	381	118
RT Vol	467	82	0
Lane Flow Rate	813	503	249
Geometry Grp	1	1	1
Degree of Util (X)	1	0.869	0.482
Departure Headway (Hd)	5.97	6.217	6.973
Convergence, Y/N	Yes	Yes	Yes
Cap	618	579	520
Service Time	3.981	4.3	4.973
HCM Lane V/C Ratio	1.316	0.869	0.479
HCM Control Delay	60.9	37.6	16.3
HCM Lane LOS	F	E	C
HCM 95th-tile Q	15	9.7	2.6

Intersection	
Intersection Delay, s/veh	37.6
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	85	247	0	149	308	0	450	67
Future Vol, veh/h	0	85	247	0	149	308	0	450	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	92	268	0	162	335	0	489	73
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	20.6	37.3	48.9
HCM LOS	C	E	E

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	26%	0%
Vol Thru, %	67%	0%	87%
Vol Right, %	0%	74%	13%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	457	332	517
LT Vol	149	85	0
Through Vol	308	0	450
RT Vol	0	247	67
Lane Flow Rate	497	361	562
Geometry Grp	1	1	1
Degree of Util (X)	0.866	0.647	0.944
Departure Headway (Hd)	6.275	6.457	6.045
Convergence, Y/N	Yes	Yes	Yes
Cap	576	559	601
Service Time	4.324	4.505	4.091
HCM Lane V/C Ratio	0.863	0.646	0.935
HCM Control Delay	37.3	20.6	48.9
HCM Lane LOS	E	C	E
HCM 95th-tile Q	9.6	4.6	12.5

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	4	164	47	8	115
Future Vol, veh/h	37	4	164	47	8	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	178	51	9	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	346	204	0	0	229	0
Stage 1	204	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	651	837	-	-	1339	-
Stage 1	830	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	646	837	-	-	1339	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	661	1339	-
HCM Lane V/C Ratio	-	-	0.067	0.006	-
HCM Control Delay (s)	-	-	10.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	127	117	96
Demand Flow Rate, veh/h	95	130	120	98
Vehicles Circulating, veh/h	116	106	100	125
Vehicles Exiting, veh/h	107	114	111	111
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.5	4.8	4.7	4.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	95	130	120	98
Cap Entry Lane, veh/h	1006	1016	1022	997
Entry HV Adj Factor	0.981	0.977	0.976	0.981
Flow Entry, veh/h	93	127	117	96
Cap Entry, veh/h	986	992	997	978
V/C Ratio	0.094	0.128	0.117	0.098
Control Delay, s/veh	4.5	4.8	4.7	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	99	81	58	75
Demand Flow Rate, veh/h	102	82	59	77
Vehicles Circulating, veh/h	58	88	95	107
Vehicles Exiting, veh/h	125	66	65	63
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.3	4.2	4.1	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	102	82	59	77
Cap Entry Lane, veh/h	1066	1035	1028	1015
Entry HV Adj Factor	0.972	0.985	0.977	0.980
Flow Entry, veh/h	99	81	58	75
Cap Entry, veh/h	1036	1019	1003	994
V/C Ratio	0.096	0.079	0.057	0.076
Control Delay, s/veh	4.3	4.2	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	47	43	35
Demand Flow Rate, veh/h	90	48	43	35
Vehicles Circulating, veh/h	44	29	84	60
Vehicles Exiting, veh/h	51	98	50	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.7	3.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	90	48	43	35
Cap Entry Lane, veh/h	1081	1098	1039	1064
Entry HV Adj Factor	0.986	0.984	0.995	0.990
Flow Entry, veh/h	89	47	43	35
Cap Entry, veh/h	1066	1080	1033	1053
V/C Ratio	0.083	0.044	0.041	0.033
Control Delay, s/veh	4.1	3.7	3.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	99	66	217	182	7
Future Vol, veh/h	10	99	66	217	182	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	72	236	198	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	463	103	205	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	528	932	1364	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	496	932	1364	-	-	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1364	-	862	-	-
HCM Lane V/C Ratio	0.053	-	0.137	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	94	387	147	117	515
Future Vol, veh/h	66	94	387	147	117	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	102	421	160	127	560

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1235	421	0	0	421	0
Stage 1	421	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	195	632	-	-	1138	-
Stage 1	662	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	632	-	-	1138	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	163	632	1138	-
HCM Lane V/C Ratio	-	-	0.44	0.162	0.112	-
HCM Control Delay (s)	-	-	43.4	11.8	8.6	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2	0.6	0.4	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	11	193	37	11	139
Future Vol, veh/h	29	11	193	37	11	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	210	40	12	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	405	230	0	0	250	0
Stage 1	230	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	602	809	-	-	1316	-
Stage 1	808	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	596	809	-	-	1316	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	643	1316	-
HCM Lane V/C Ratio	-	-	0.068	0.009	-
HCM Control Delay (s)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Future Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	14	0	0	0	47	14	0	1	30	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	67%	0%	19%
Vol Thru, %	97%	33%	77%	44%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	56	43
LT Vol	1	26	0	8
Through Vol	28	13	43	19
RT Vol	0	0	13	16
Lane Flow Rate	32	42	61	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.05	0.067	0.051
Departure Headway (Hd)	4.157	4.251	3.964	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	839	899	899
Service Time	2.213	2.295	2.007	2.007
HCM Lane V/C Ratio	0.037	0.05	0.068	0.052
HCM Control Delay	7.4	7.5	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	19	16
Future Vol, veh/h	0	8	19	16
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	21	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	65	190	60
Demand Flow Rate, veh/h	20	67	194	61
Vehicles Circulating, veh/h	85	142	26	79
Vehicles Exiting, veh/h	55	78	79	130
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.4	4.9	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	67	194	61
Cap Entry Lane, veh/h	1038	980	1101	1044
Entry HV Adj Factor	0.996	0.970	0.981	0.988
Flow Entry, veh/h	20	65	190	60
Cap Entry, veh/h	1033	950	1079	1031
V/C Ratio	0.019	0.068	0.176	0.058
Control Delay, s/veh	3.6	4.4	4.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	21	63	53	7	19	19
Future Vol, veh/h	21	63	53	7	19	19
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	68	58	8	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	180	71
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	810	991
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	790	983
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	27	86	0	52	12	17	0	44	222	48
Future Vol, veh/h	0	7	27	86	0	52	12	17	0	44	222	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	93	0	57	13	18	0	48	241	52
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	10.4	10.4	10.5
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	61%	0%	24%	0%	41%	0%	100%	95%
Vol Right, %	0%	0%	39%	0%	76%	0%	59%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	148	122	7	113	52	29	28	166	87
LT Vol	44	0	0	7	0	52	0	28	0	0
Through Vol	0	148	74	0	27	0	12	0	166	83
RT Vol	0	0	48	0	86	0	17	0	0	4
Lane Flow Rate	48	161	133	8	123	57	32	30	180	95
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.087	0.27	0.212	0.015	0.207	0.113	0.055	0.056	0.305	0.159
Departure Headway (Hd)	6.543	6.039	5.761	7.113	6.078	7.202	6.289	6.6	6.095	6.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	595	622	503	590	497	568	543	590	591
Service Time	4.283	3.779	3.501	4.861	3.826	4.952	4.039	4.34	3.836	3.803
HCM Lane V/C Ratio	0.088	0.271	0.214	0.016	0.208	0.115	0.056	0.055	0.305	0.161
HCM Control Delay	9.9	11	10.1	10	10.4	10.9	9.4	9.7	11.5	10
HCM Lane LOS	A	B	B	A	B	B	A	A	B	A
HCM 95th-tile Q	0.3	1.1	0.8	0	0.8	0.4	0.2	0.2	1.3	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	28	249	4
Future Vol, veh/h	0	28	249	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	271	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.9
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	42.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	2	535	0	0	0	674	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	2	535	0	0	0	674	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	2	582	0	0	0	733	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	26	54.9
HCM LOS	-	-	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	535	0	0	0	0	674	0
LT Vol	2	0	0	0	0	0	0	0
Through Vol	0	535	0	0	0	0	674	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	2	582	0	0	0	0	733	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.003	0.817	0	0	0	0	1	0
Departure Headway (Hd)	5.565	5.06	5.06	7.472	7.472	4.949	4.949	4.949
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	727	0	0	0	0	733	0
Service Time	3.226	2.727	2.727	5.109	5.109	2.664	2.664	2.664
HCM Lane V/C Ratio	0.003	0.801	0	0	0	0	1	0
HCM Control Delay	8.2	26.1	7.7	10.1	10.1	7.7	54.9	7.7
HCM Lane LOS	A	D	N	N	N	N	F	N
HCM 95th-tile Q	0	8.7	0	0	0	0	16.5	0

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	37	76	300	37	18	41	206	302	18	123	17
Future Vol, veh/h	37	37	76	300	37	18	41	206	302	18	123	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	40	83	326	40	20	45	224	328	20	134	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	506	486	134	506	486	224	134	0	0	224	0	0
Stage 1	173	173	-	313	313	-	-	-	-	-	-	-
Stage 2	333	313	-	193	173	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	477	481	915	477	481	815	1451	-	-	1345	-	-
Stage 1	829	756	-	698	657	-	-	-	-	-	-	-
Stage 2	681	657	-	809	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	459	915	391	459	815	1451	-	-	1345	-	-
Mov Cap-2 Maneuver	419	459	-	391	459	-	-	-	-	-	-	-
Stage 1	803	745	-	676	637	-	-	-	-	-	-	-
Stage 2	603	637	-	686	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	41.2	0.6	0.9
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	419	459	915	391	459	815	1345	-	-
HCM Lane V/C Ratio	0.031	-	-	0.096	0.088	0.09	0.834	0.088	0.024	0.015	-	-
HCM Control Delay (s)	7.6	-	-	14.5	13.6	9.3	46.5	13.6	9.5	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	E	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.3	7.7	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Future Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	3	0	1	3	16	0	2	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	74%	5%	19%
Vol Thru, %	85%	13%	16%	51%
Vol Right, %	9%	13%	79%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	23	19	47
LT Vol	2	17	1	9
Through Vol	28	3	3	24
RT Vol	3	3	15	14
Lane Flow Rate	36	25	21	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.029	0.021	0.055
Departure Headway (Hd)	4.008	4.169	3.639	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	856	978	918
Service Time	2.036	2.207	1.68	1.925
HCM Lane V/C Ratio	0.04	0.029	0.021	0.056
HCM Control Delay	7.2	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	24	14
Future Vol, veh/h	0	9	24	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	26	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	93	63	97
Demand Flow Rate, veh/h	51	95	64	99
Vehicles Circulating, veh/h	76	84	78	56
Vehicles Exiting, veh/h	79	58	49	123
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.3	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	51	95	64	99
Cap Entry Lane, veh/h	1047	1039	1045	1068
Entry HV Adj Factor	0.992	0.981	0.984	0.982
Flow Entry, veh/h	51	93	63	97
Cap Entry, veh/h	1038	1019	1029	1049
V/C Ratio	0.049	0.091	0.061	0.093
Control Delay, s/veh	3.9	4.3	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	64	53	0
Demand Flow Rate, veh/h	91	66	54	0
Vehicles Circulating, veh/h	25	15	65	80
Vehicles Exiting, veh/h	55	104	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.8	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	66	54	0
Cap Entry Lane, veh/h	1102	1113	1059	1043
Entry HV Adj Factor	0.975	0.973	0.981	1.000
Flow Entry, veh/h	89	64	53	0
Cap Entry, veh/h	1074	1082	1039	1042
V/C Ratio	0.083	0.059	0.051	0.000
Control Delay, s/veh	4.1	3.8	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	80	72	332	383	4
Future Vol, veh/h	6	80	72	332	383	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	87	78	361	416	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	755	210	421	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	345	796	1135	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	796	1135	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1135	-	719	-	-
HCM Lane V/C Ratio	0.069	-	0.13	-	-
HCM Control Delay (s)	8.4	0.3	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1629	211	138	1214	12	145	1	74	191	12	450
Future Volume (veh/h)	247	1629	211	138	1214	12	145	1	74	191	12	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	268	1771	229	150	1320	13	158	1	80	208	13	489
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1137	11	179	1	90	132	8	311
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	2567	1634	3591	35	1128	7	571	480	30	1129
Grp Volume(v), veh/h	268	1771	229	150	650	683	239	0	0	710	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1857	1706	0	0	1639	0	0
Q Serve(g_s), s	14.0	44.0	7.4	8.0	38.0	38.0	16.5	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	7.4	8.0	38.0	38.0	16.5	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.33	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	941	109	560	588	270	0	0	451	0	0
V/C Ratio(X)	1.41	1.36	0.24	1.38	1.16	1.16	0.89	0.00	0.00	1.57	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	588	270	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.73	0.73	0.73	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	26.4	56.0	41.0	41.0	49.5	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	206.4	168.3	0.1	205.8	86.4	86.0	31.8	0.0	0.0	269.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	51.8	2.7	9.8	32.0	33.5	10.2	0.0	0.0	48.6	0.0	0.0
LnGrp Delay(d),s/veh	259.4	206.3	26.5	261.8	127.4	127.0	81.3	0.0	0.0	312.9	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	F			F		
Approach Vol, veh/h		2268			1483			239			710	
Approach Delay, s/veh		194.4			140.8			81.3			312.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		18.5	10.0	46.0		35.0	16.0	40.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	189.6
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1701	308	31	884	18	155	24	58	53	25	103
Future Volume (veh/h)	82	1701	308	31	884	18	155	24	58	53	25	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1716	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	89	1849	335	34	961	20	168	26	63	58	27	112
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	1799	713	68	1127	23	317	130	315	83	38	159
Arrive On Green	0.23	0.51	0.49	0.04	0.32	0.30	0.19	0.27	0.26	0.05	0.12	0.12
Sat Flow, veh/h	1774	3539	1451	1634	3545	74	1634	482	1167	1774	313	1300
Grp Volume(v), veh/h	89	1849	335	34	480	501	168	0	89	58	0	139
Grp Sat Flow(s),veh/h/ln	1774	1770	1451	1634	1770	1849	1634	0	1649	1774	0	1614
Q Serve(g_s), s	4.9	61.0	8.3	2.4	30.4	30.4	11.1	0.0	5.0	3.9	0.0	9.9
Cycle Q Clear(g_c), s	4.9	61.0	8.3	2.4	30.4	30.4	11.1	0.0	5.0	3.9	0.0	9.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.71	1.00		0.81
Lane Grp Cap(c), veh/h	412	1799	713	68	563	588	317	0	445	83	0	198
V/C Ratio(X)	0.22	1.03	0.47	0.50	0.85	0.85	0.53	0.00	0.20	0.70	0.00	0.70
Avail Cap(c_a), veh/h	412	1799	713	82	811	847	317	0	445	136	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	29.5	4.2	56.3	38.3	38.3	43.4	0.0	34.0	56.3	0.0	50.8
Incr Delay (d2), s/veh	0.0	15.2	0.0	5.5	6.1	5.9	1.7	0.0	1.0	10.0	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	33.3	3.3	1.2	15.7	16.4	5.1	0.0	2.4	2.1	0.0	5.5
LnGrp Delay(d),s/veh	37.3	44.7	4.2	61.8	44.4	44.2	45.1	0.0	35.0	66.3	0.0	69.7
LnGrp LOS	D	F	A	E	D	D	D		D	E		E
Approach Vol, veh/h		2273			1015			257			197	
Approach Delay, s/veh		38.5			44.9			41.6			68.7	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.3	9.0	65.0	27.3	18.7	31.9	42.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	15.9	7.0	4.4	63.0	13.1	11.9	6.9	32.4
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.4	2.6	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	18.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	963	121	168	734	66	207
Future Vol, veh/h	963	121	168	734	66	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1047	132	183	798	72	225

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1178	0	1877	589
Stage 1	-	-	-	-	1113	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	589	-	~ 63	452
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	589	-	~ 43	452
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	290	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	144.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	43	452	-	-	589	-
HCM Lane V/C Ratio	1.668	0.498	-	-	0.31	-
HCM Control Delay (s)	$ 531.4	20.6	-	-	13.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	7.3	2.7	-	-	1.3	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1031	8	37	1000	23	97
Future Vol, veh/h	1031	8	37	1000	23	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1121	9	40	1087	25	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1129	0	1749	565
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	624	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	615	-	77	468
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	615	-	72	468
Mov Cap-2 Maneuver	-	-	-	-	72	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	376	-	-	615	-
HCM Lane V/C Ratio	0.347	-	-	0.065	-
HCM Control Delay (s)	19.6	-	-	11.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	638	143	136	499	115	106	590	89	69	548	238
Future Volume (veh/h)	327	638	143	136	499	115	106	590	89	69	548	238
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	355	693	155	148	542	125	115	641	97	75	596	259
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	983	405	290	714	294	163	1019	420	129	641	278
Arrive On Green	0.25	0.28	0.28	0.18	0.20	0.20	0.10	0.29	0.29	0.08	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2404	1044
Grp Volume(v), veh/h	355	693	155	148	542	125	115	641	97	75	438	417
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	18.6	15.8	5.2	7.4	13.0	6.7	6.1	14.2	2.6	4.0	21.7	21.8
Cycle Q Clear(g_c), s	18.6	15.8	5.2	7.4	13.0	6.7	6.1	14.2	2.6	4.0	21.7	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	415	983	405	290	714	294	163	1019	420	129	472	448
V/C Ratio(X)	0.86	0.70	0.38	0.51	0.76	0.42	0.70	0.63	0.23	0.58	0.93	0.93
Avail Cap(c_a), veh/h	436	983	405	290	714	294	163	1019	420	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	29.2	12.0	33.5	33.9	31.4	39.2	27.9	7.7	40.0	32.2	32.8
Incr Delay (d2), s/veh	14.9	4.2	2.7	1.5	7.4	4.4	7.4	0.7	0.2	4.1	25.0	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	8.3	2.4	3.4	7.1	3.1	3.1	7.0	1.0	1.9	13.9	13.3
LnGrp Delay(d),s/veh	46.9	33.4	14.8	34.9	41.3	35.8	46.6	28.6	7.9	44.2	57.1	58.9
LnGrp LOS	D	C	B	C	D	D	D	C	A	D	E	E
Approach Vol, veh/h		1203			815			853			930	
Approach Delay, s/veh		35.0			39.3			28.6			56.9	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	29.9	20.0	29.0	13.0	28.0	26.8	22.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	6.0	16.2	9.4	17.8	8.1	23.8	20.6	15.0
Green Ext Time (p_c), s	0.0	3.3	1.5	1.8	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	38.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1296	15	15	709	7	57	0	44	7	0	0
Future Vol, veh/h	0	1296	15	15	709	7	57	0	44	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1409	16	16	771	8	62	0	48	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	1409	0	0	2216	2220	1409	2240	2216	774
Stage 1	-	-	-	-	-	-	1409	1409	-	807	807	-
Stage 2	-	-	-	-	-	-	807	811	-	1433	1409	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	839	-	-	484	-	-	~ 31	43	170	30	44	398
Stage 1	-	-	-	-	-	-	172	205	-	375	394	-
Stage 2	-	-	-	-	-	-	375	393	-	166	205	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	839	-	-	484	-	-	~ 30	41	170	21	41	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 30	41	-	21	41	-
Stage 1	-	-	-	-	-	-	172	205	-	375	371	-
Stage 2	-	-	-	-	-	-	353	370	-	119	205	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	$ 795.5	253.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	839	-	-	484	-	-	21
HCM Lane V/C Ratio	2.336	-	-	-	0.034	-	-	0.362
HCM Control Delay (s)	$ 795.5	0	-	-	12.7	0	-	253.3
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	11.4	0	-	-	0.1	-	-	1

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1135	0	7	803	6	0	0	7	4	0	0
Future Volume (veh/h)	0	1135	0	7	803	6	0	0	7	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	1234	0	8	873	7	0	0	8	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	720	563	13	820	7	2	748	585	7	849	664
Arrive On Green	0.00	0.39	0.00	0.01	0.44	0.44	0.00	0.00	0.40	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1845	15	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	1234	0	8	0	880	0	0	8	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1860	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	34.8	0.0	0.4	0.0	40.0	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	34.8	0.0	0.4	0.0	40.0	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	720	563	13	0	827	2	748	585	7	849	664
V/C Ratio(X)	0.00	1.71	0.00	0.61	0.00	1.06	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	720	563	354	0	827	73	748	585	73	849	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.26	0.00	0.26	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	27.6	0.0	44.5	0.0	25.0	0.0	0.0	16.2	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	327.4	0.0	11.0	0.0	36.3	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	83.3	0.0	0.2	0.0	28.8	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	355.0	0.0	55.5	0.0	61.3	0.0	0.0	16.3	103.7	0.0	0.0
LnGrp LOS		F		E		F			B	F		
Approach Vol, veh/h		1234			888			8			4	
Approach Delay, s/veh		355.0			61.3			16.3			103.7	
Approach LOS		F			E			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	40.6	5.2	39.3	0.0	45.5	0.0	44.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	2.4	36.8	0.0	0.0	0.0	42.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	231.0
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1031	173	226	692	217	135	393	303	136	242	50
Future Volume (veh/h)	56	1031	173	226	692	217	135	393	303	136	242	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	1121	188	246	752	236	147	427	329	148	263	54
Adj No. of Lanes	1	2	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	886	365	275	693	543	179	617	483	82	506	396
Arrive On Green	0.03	0.17	0.17	0.22	0.50	0.50	0.04	0.11	0.11	0.05	0.27	0.27
Sat Flow, veh/h	1634	3539	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	61	1121	188	246	752	236	147	427	329	148	263	54
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.3	22.5	10.6	13.1	33.5	9.4	8.0	19.9	19.5	4.5	10.8	2.5
Cycle Q Clear(g_c), s	3.3	22.5	10.6	13.1	33.5	9.4	8.0	19.9	19.5	4.5	10.8	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	886	365	275	693	543	179	617	483	82	506	396
V/C Ratio(X)	0.80	1.27	0.52	0.89	1.08	0.43	0.82	0.69	0.68	1.81	0.52	0.14
Avail Cap(c_a), veh/h	82	886	365	281	693	543	227	617	483	82	506	396
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	37.5	32.5	34.1	22.7	16.6	42.5	35.7	35.5	42.8	27.8	24.8
Incr Delay (d2), s/veh	5.0	120.3	0.1	28.0	59.4	0.5	10.3	3.6	4.4	409.1	3.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	25.8	4.3	8.0	28.5	3.8	4.2	10.9	8.5	11.3	6.1	1.1
LnGrp Delay(d),s/veh	48.2	157.7	32.6	62.2	82.1	17.2	52.8	39.3	39.9	451.8	31.6	25.5
LnGrp LOS	D	F	C	E	F	B	D	D	D	F	C	C
Approach Vol, veh/h		1370			1234			903			465	
Approach Delay, s/veh		135.7			65.7			41.7			164.6	
Approach LOS		F			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	34.3	19.6	27.0	14.4	28.9	8.7	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	10.5	21.9	15.1	24.5	10.0	12.8	5.3	35.5
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.1	2.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	96.0
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	1379	15	14	1146	232	9	16	7	242	17	143
Future Volume (veh/h)	134	1379	15	14	1146	232	9	16	7	242	17	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	146	1499	16	15	1246	252	10	17	8	263	18	155
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	702	550	23	528	413	372	462	362	263	744	582
Arrive On Green	0.11	0.38	0.38	0.00	0.09	0.09	0.01	0.25	0.25	0.16	0.40	0.40
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	146	1499	16	15	1246	252	10	17	8	263	18	155
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.9	33.9	0.6	0.8	25.5	15.0	0.4	0.6	0.4	14.5	0.5	6.4
Cycle Q Clear(g_c), s	7.9	33.9	0.6	0.8	25.5	15.0	0.4	0.6	0.4	14.5	0.5	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	702	550	23	528	413	372	462	362	263	744	582
V/C Ratio(X)	0.83	2.13	0.03	0.66	2.36	0.61	0.03	0.04	0.02	1.00	0.02	0.27
Avail Cap(c_a), veh/h	209	702	550	118	528	413	474	462	362	263	744	582
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	28.0	17.7	44.6	40.8	36.0	24.9	25.7	25.6	37.7	16.4	18.2
Incr Delay (d2), s/veh	20.8	515.2	0.0	14.9	615.3	1.3	0.0	0.1	0.1	55.2	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	117.9	0.3	0.5	103.3	6.2	0.2	0.3	0.2	10.5	0.3	2.8
LnGrp Delay(d),s/veh	60.2	543.2	17.7	59.5	656.1	37.3	25.0	25.8	25.7	92.9	16.5	19.3
LnGrp LOS	E	F	B	E	F	D	C	C	C	F	B	B
Approach Vol, veh/h		1661			1513			35			436	
Approach Delay, s/veh		495.7			547.1			25.6			63.6	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	26.8	5.8	38.4	5.4	40.4	14.2	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	10.5	2.6	2.8	35.9	2.4	8.4	9.9	27.5
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.1	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	460.8	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1073	258	279	1322	89	135	34	102	65	22	13
Future Volume (veh/h)	20	1073	258	279	1322	89	135	34	102	65	22	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	22	1166	280	303	1437	97	147	37	111	71	24	14
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	879	362	344	1558	642	107	552	432	73	513	402
Arrive On Green	0.04	0.50	0.50	0.21	0.44	0.44	0.07	0.30	0.30	0.04	0.28	0.28
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	22	1166	280	303	1437	97	147	37	111	71	24	14
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	22.3	14.1	16.2	34.4	3.6	5.9	1.3	5.2	3.9	0.9	0.6
Cycle Q Clear(g_c), s	1.2	22.3	14.1	16.2	34.4	3.6	5.9	1.3	5.2	3.9	0.9	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	879	362	344	1558	642	107	552	432	73	513	402
V/C Ratio(X)	0.72	1.33	0.77	0.88	0.92	0.15	1.37	0.07	0.26	0.98	0.05	0.03
Avail Cap(c_a), veh/h	73	879	362	536	1711	705	107	552	432	73	513	402
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	22.7	20.6	34.4	23.7	15.1	42.0	22.7	24.1	43.0	23.9	23.9
Incr Delay (d2), s/veh	2.8	148.0	1.0	10.3	8.3	0.1	213.8	0.2	1.4	97.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	28.8	5.6	8.3	18.6	1.5	9.0	0.7	2.3	3.7	0.5	0.3
LnGrp Delay(d),s/veh	45.9	170.7	21.6	44.7	32.0	15.2	255.8	22.9	25.5	140.6	24.1	24.0
LnGrp LOS	D	F	C	D	C	B	F	C	C	F	C	C
Approach Vol, veh/h		1468			1837			295			109	
Approach Delay, s/veh		140.4			33.2			139.9			100.0	
Approach LOS		F			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	31.2	23.5	26.8	10.4	29.3	6.2	44.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	5.9	7.2	18.2	24.3	7.9	2.9	3.2	36.4
Green Ext Time (p_c), s	0.0	0.5	0.8	0.0	0.0	0.5	0.0	3.2

Intersection Summary		
HCM 2010 Ctrl Delay	86.1	
HCM 2010 LOS	F	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	1603	1335	134	0	25
Future Vol, veh/h	44	1603	1335	134	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	1742	1451	146	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1597	0	-	0	3362	1524
Stage 1	-	-	-	-	1524	-
Stage 2	-	-	-	-	1838	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	410	-	-	-	9	145
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	138	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	410	-	-	-	9	145
Mov Cap-2 Maneuver	-	-	-	-	9	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	138	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	35.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	410	-	-	-	145
HCM Lane V/C Ratio	0.117	-	-	-	0.187
HCM Control Delay (s)	14.9	0	-	-	35.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1409	466	394	994	124	502	210	297	199	220	116
Future Volume (veh/h)	77	1409	466	394	994	124	502	210	297	199	220	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	84	1532	507	428	1080	135	546	228	323	216	239	126
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1550	504	191	1681	691	177	973	399	109	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	3795	1235	1634	3539	1454	1634	3539	1450	1634	3539	1443
Grp Volume(v), veh/h	84	1366	673	428	1080	135	546	228	323	216	239	126
Grp Sat Flow(s),veh/h/ln	1634	1695	1639	1634	1770	1454	1634	1770	1450	1634	1770	1443
Q Serve(g_s), s	6.0	47.9	49.0	14.0	27.7	6.4	13.0	7.2	18.4	8.0	6.7	8.8
Cycle Q Clear(g_c), s	6.0	47.9	49.0	14.0	27.7	6.4	13.0	7.2	18.4	8.0	6.7	8.8
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	1384	669	191	1681	691	177	973	399	109	826	337
V/C Ratio(X)	1.03	0.99	1.01	2.25	0.64	0.20	3.08	0.23	0.81	1.98	0.29	0.37
Avail Cap(c_a), veh/h	82	1384	669	191	1681	691	177	973	399	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.35	0.35	0.35	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	35.2	35.5	53.0	23.8	18.2	57.9	42.8	25.3	56.0	37.8	38.6
Incr Delay (d2), s/veh	107.5	20.9	36.2	561.9	0.1	0.0	943.2	0.2	6.2	473.4	0.9	3.2
Initial Q Delay(d3),s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	26.4	28.9	36.1	13.5	2.6	52.3	3.6	8.1	17.9	3.4	3.8
LnGrp Delay(d),s/veh	164.9	56.1	71.7	614.9	23.9	18.2	1001.0	43.0	31.5	529.4	38.7	41.8
LnGrp LOS	F	E	F	F	C	B	F	D	C	F	D	D
Approach Vol, veh/h		2123			1643			1097			581	
Approach Delay, s/veh		65.4			177.4			516.5			221.8	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	20.4	16.0	51.0	15.0	10.8	8.0	29.7
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	3.4	0.0	8.1

Intersection Summary			
HCM 2010 Ctrl Delay		206.8	
HCM 2010 LOS		F	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2006	164	77	1401	107	58
Future Volume (veh/h)	2006	164	77	1401	107	58
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	2180	178	84	1523	116	63
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2379	980	61	1408	372	332
Arrive On Green	0.67	0.67	0.67	0.67	0.23	0.23
Sat Flow, veh/h	3632	1458	22	2179	1634	1458
Grp Volume(v), veh/h	2180	178	574	1033	116	63
Grp Sat Flow(s),veh/h/ln	1770	1458	506	1610	1634	1458
Q Serve(g_s), s	47.3	4.1	13.2	52.8	5.3	3.1
Cycle Q Clear(g_c), s	47.3	4.1	60.5	52.8	5.3	3.1
Prop In Lane		1.00	0.15		1.00	1.00
Lane Grp Cap(c), veh/h	2379	980	386	1083	372	332
V/C Ratio(X)	0.92	0.18	1.49	0.95	0.31	0.19
Avail Cap(c_a), veh/h	2379	980	386	1083	372	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.14	0.14	0.09	0.09
Uniform Delay (d), s/veh	12.6	5.5	22.9	13.5	28.9	28.0
Incr Delay (d2), s/veh	1.7	0.0	221.5	3.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.3	1.6	29.6	24.1	2.4	1.3
LnGrp Delay(d),s/veh	14.3	5.5	244.4	17.2	29.1	28.2
LnGrp LOS	B	A	F	B	C	C
Approach Vol, veh/h	2358			1607	179	
Approach Delay, s/veh	13.7			98.4	28.8	
Approach LOS	B			F	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.0		65.0				65.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		7.3		49.3				62.5
Green Ext Time (p_c), s		0.5		10.8				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	1332	286	852	1136	103	189	697	258	174	838	209
Future Volume (veh/h)	441	1332	286	852	1136	103	189	697	258	174	838	209
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	479	1448	311	926	1235	112	205	758	280	189	911	227
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	1224	262	608	1431	130	136	760	281	136	843	210
Arrive On Green	0.18	0.29	0.29	0.19	0.30	0.30	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	3170	4196	899	3170	4747	430	1634	2532	935	1634	2810	699
Grp Volume(v), veh/h	479	1169	590	926	882	465	205	530	508	189	573	565
Grp Sat Flow(s),veh/h/ln	1585	1695	1704	1585	1695	1787	1634	1770	1698	1634	1770	1739
Q Serve(g_s), s	17.5	35.0	35.0	23.0	29.5	29.5	10.0	35.9	35.9	10.0	36.0	36.0
Cycle Q Clear(g_c), s	17.5	35.0	35.0	23.0	29.5	29.5	10.0	35.9	35.9	10.0	36.0	36.0
Prop In Lane	1.00		0.53	1.00		0.24	1.00		0.55	1.00		0.40
Lane Grp Cap(c), veh/h	577	989	497	608	1022	539	136	531	509	136	531	522
V/C Ratio(X)	0.83	1.18	1.19	1.52	0.86	0.86	1.51	1.00	1.00	1.39	1.08	1.08
Avail Cap(c_a), veh/h	608	989	497	608	1022	539	136	531	509	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.32	0.32	0.32	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	42.5	42.5	48.5	39.6	39.6	55.0	42.0	42.5	55.0	42.0	42.4
Incr Delay (d2), s/veh	3.2	85.7	90.8	238.6	2.7	4.9	231.0	11.2	11.5	213.3	62.4	63.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	28.1	29.0	30.2	14.2	15.3	13.2	19.2	18.4	12.6	26.8	26.4
LnGrp Delay(d),s/veh	50.5	128.2	133.3	287.1	42.3	44.5	286.0	53.2	54.0	268.3	104.4	105.8
LnGrp LOS	D	F	F	F	D	D	F	D	D	F	F	F
Approach Vol, veh/h		2238			2273			1243			1327	
Approach Delay, s/veh		112.9			142.5			91.9			128.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	25.8	40.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	37.9	25.0	37.0	12.0	38.0	19.5	31.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	1.4

Intersection Summary		
HCM 2010 Ctrl Delay	121.6	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	725	250	641	775	159	267	798	112	109	634	112
Future Volume (veh/h)	493	725	250	641	775	159	267	798	112	109	634	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	536	788	272	697	842	173	290	867	122	118	689	122
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	752	310	558	900	371	280	929	383	158	794	327
Arrive On Green	0.30	0.21	0.21	0.34	0.25	0.25	0.09	0.26	0.26	0.05	0.22	0.22
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	536	788	272	697	842	173	290	867	122	118	689	122
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	36.0	25.5	21.7	41.0	27.9	12.0	10.6	28.7	3.2	4.4	22.5	4.1
Cycle Q Clear(g_c), s	36.0	25.5	21.7	41.0	27.9	12.0	10.6	28.7	3.2	4.4	22.5	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	752	310	558	900	371	280	929	383	158	794	327
V/C Ratio(X)	1.09	1.05	0.88	1.25	0.94	0.47	1.04	0.93	0.32	0.74	0.87	0.37
Avail Cap(c_a), veh/h	490	752	310	558	900	371	280	929	383	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	47.3	45.7	39.5	43.8	37.9	54.7	43.2	5.7	56.2	44.8	9.2
Incr Delay (d2), s/veh	45.6	25.5	2.9	126.2	16.7	0.9	63.9	17.2	2.2	17.2	12.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	15.1	9.0	38.0	15.8	4.9	7.1	16.2	1.5	2.3	12.4	2.0
LnGrp Delay(d),s/veh	87.6	72.7	48.6	165.7	60.5	38.8	118.6	60.4	7.9	73.5	57.2	12.5
LnGrp LOS	F	F	D	F	E	D	F	E	A	E	E	B
Approach Vol, veh/h		1596			1712			1279			929	
Approach Delay, s/veh		73.6			101.1			68.6			53.4	
Approach LOS		E			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.5	45.0	29.5	14.6	30.9	40.0	34.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.4	30.7	43.0	27.5	12.6	24.5	38.0	29.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.6
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	111	236	108	21	145	36	559	151	81	429	18
Future Volume (veh/h)	114	111	236	108	21	145	36	559	151	81	429	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	124	121	257	117	23	158	39	608	164	88	466	20
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	365	286	146	438	343	49	835	654	108	907	771
Arrive On Green	0.05	0.20	0.20	0.09	0.24	0.24	0.03	0.45	0.45	0.13	0.97	0.97
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	124	121	257	117	23	158	39	608	164	88	466	20
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	4.5	5.0	15.5	6.3	0.9	8.4	2.0	24.1	6.3	4.7	1.2	0.0
Cycle Q Clear(g_c), s	4.5	5.0	15.5	6.3	0.9	8.4	2.0	24.1	6.3	4.7	1.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	365	286	146	438	343	49	835	654	108	907	771
V/C Ratio(X)	1.52	0.33	0.90	0.80	0.05	0.46	0.79	0.73	0.25	0.81	0.51	0.03
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	835	654	118	907	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	0.09	0.09	0.09	0.74	0.74	0.74
Uniform Delay (d), s/veh	42.8	31.1	35.3	40.2	26.6	29.5	43.5	20.3	15.4	38.5	0.6	0.6
Incr Delay (d2), s/veh	285.7	0.5	28.3	8.5	0.0	0.8	2.7	0.5	0.1	24.9	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	2.6	8.5	3.2	0.4	3.5	1.0	12.4	2.6	2.8	0.7	0.0
LnGrp Delay(d),s/veh	328.4	31.7	63.6	48.7	26.7	30.3	46.2	20.9	15.5	63.3	2.2	0.7
LnGrp LOS	F	C	E	D	C	C	D	C	B	E	A	A
Approach Vol, veh/h		502			298			811			574	
Approach Delay, s/veh		121.3			37.3			21.0			11.5	
Approach LOS		F			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	44.8	12.6	22.1	7.0	48.3	9.0	25.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	10.7	26.1	8.3	17.5	4.0	3.2	6.5	10.4
Green Ext Time (p_c), s	0.0	2.0	0.2	0.1	0.0	5.2	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	509	11	106	301	101	7	181	72	40	12	21
Future Volume (veh/h)	66	509	11	106	301	101	7	181	72	40	12	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	72	553	12	115	327	110	8	197	78	43	13	23
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	681	15	142	586	194	13	910	712	52	955	747
Arrive On Green	0.02	0.06	0.06	0.09	0.22	0.22	0.01	0.49	0.49	0.03	0.51	0.51
Sat Flow, veh/h	1634	3542	77	1634	2615	865	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	72	276	289	115	219	218	8	197	78	43	13	23
Grp Sat Flow(s),veh/h/ln	1634	1770	1849	1634	1770	1710	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.0	13.9	13.9	6.2	9.9	10.2	0.4	5.4	2.6	2.4	0.3	0.7
Cycle Q Clear(g_c), s	4.0	13.9	13.9	6.2	9.9	10.2	0.4	5.4	2.6	2.4	0.3	0.7
Prop In Lane	1.00		0.04	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	340	356	142	397	383	13	910	712	52	955	747
V/C Ratio(X)	0.80	0.81	0.81	0.81	0.55	0.57	0.61	0.22	0.11	0.82	0.01	0.03
Avail Cap(c_a), veh/h	118	383	401	209	482	466	118	910	712	209	955	747
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	43.7	40.5	40.5	40.3	30.9	31.0	44.5	13.2	12.4	43.3	10.8	10.9
Incr Delay (d2), s/veh	23.0	10.7	10.3	13.6	1.2	1.3	37.7	0.5	0.3	20.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.8	8.1	3.3	4.9	4.9	0.3	2.9	1.1	1.4	0.2	0.3
LnGrp Delay(d),s/veh	66.6	51.2	50.9	54.0	32.1	32.4	82.2	13.7	12.8	63.8	10.8	10.9
LnGrp LOS	E	D	D	D	C	C	F	B	B	E	B	B
Approach Vol, veh/h		637			552			283			79	
Approach Delay, s/veh		52.8			36.8			15.4			39.7	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	48.5	12.3	21.8	5.2	50.6	9.5	24.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.4	7.4	8.2	15.9	2.4	2.7	6.0	12.2
Green Ext Time (p_c), s	0.0	1.0	0.1	1.4	0.0	1.1	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	266	384	284	231	63	339	817	445	83	928	98
Future Volume (veh/h)	90	266	384	284	231	63	339	817	445	83	928	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	98	289	417	309	251	68	368	888	484	90	1009	107
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	457	409	177	776	206	204	1002	538	82	1211	128
Arrive On Green	0.09	0.26	0.24	0.11	0.28	0.27	0.17	0.60	0.60	0.10	0.75	0.75
Sat Flow, veh/h	1634	1770	1583	1634	2768	735	1634	2226	1195	1634	3230	342
Grp Volume(v), veh/h	98	289	417	309	159	160	368	703	669	90	553	563
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1733	1634	1770	1652	1634	1770	1802
Q Serve(g_s), s	7.0	17.4	31.0	13.0	8.5	8.9	15.0	40.6	42.3	6.0	25.0	25.0
Cycle Q Clear(g_c), s	7.0	17.4	31.0	13.0	8.5	8.9	15.0	40.6	42.3	6.0	25.0	25.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.72	1.00		0.19
Lane Grp Cap(c), veh/h	141	457	409	177	496	486	204	796	743	82	664	676
V/C Ratio(X)	0.70	0.63	1.02	1.75	0.32	0.33	1.80	0.88	0.90	1.10	0.83	0.83
Avail Cap(c_a), veh/h	144	457	409	177	496	486	204	796	743	82	664	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.65	0.65	0.65	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.3	39.4	45.4	53.5	34.1	34.5	50.0	21.4	21.7	54.0	12.5	12.5
Incr Delay (d2), s/veh	13.2	2.8	49.5	354.6	0.3	0.3	373.2	9.4	11.3	61.7	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.9	19.2	23.3	4.2	4.3	27.9	21.6	21.4	4.1	11.9	12.1
LnGrp Delay(d),s/veh	66.5	42.3	94.9	408.1	34.4	34.9	423.2	30.8	33.0	115.8	13.7	13.7
LnGrp LOS	E	D	F	F	C	C	F	C	C	F	B	B
Approach Vol, veh/h		804			628			1740			1206	
Approach Delay, s/veh		72.5			218.4			114.7			21.3	
Approach LOS		E			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	14.4	37.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	9.0	44.3	15.0	33.0	17.0	27.0	9.0	10.9
Green Ext Time (p_c), s	0.0	5.8	0.0	0.0	0.0	10.0	0.0	2.2

Intersection Summary		
HCM 2010 Ctrl Delay	96.1	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	627	274	30	373	63	111	38	22	112	296	133
Future Volume (veh/h)	148	627	274	30	373	63	111	38	22	112	296	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	161	682	298	33	405	68	121	41	24	122	322	145
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	697	304	46	771	128	105	609	477	105	609	477
Arrive On Green	0.06	0.29	0.29	0.03	0.25	0.25	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1634	2399	1048	1634	3037	506	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	161	503	477	33	235	238	121	41	24	122	322	145
Grp Sat Flow(s),veh/h/ln	1634	1770	1678	1634	1770	1773	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.0	17.5	17.5	1.2	7.1	7.2	4.0	0.9	0.7	4.0	8.7	4.6
Cycle Q Clear(g_c), s	4.0	17.5	17.5	1.2	7.1	7.2	4.0	0.9	0.7	4.0	8.7	4.6
Prop In Lane	1.00		0.62	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	514	487	46	449	450	105	609	477	105	609	477
V/C Ratio(X)	1.53	0.98	0.98	0.72	0.52	0.53	1.15	0.07	0.05	1.16	0.53	0.30
Avail Cap(c_a), veh/h	105	514	487	105	514	515	105	609	477	105	609	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.85	0.85	0.85	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	29.0	21.8	21.8	29.9	19.9	19.9	29.0	14.4	14.3	29.0	17.0	15.6
Incr Delay (d2), s/veh	255.7	20.2	20.9	16.5	0.8	0.8	132.9	0.2	0.2	135.8	3.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	11.4	10.9	0.8	3.6	3.6	5.7	0.5	0.3	5.8	5.0	2.1
LnGrp Delay(d),s/veh	284.7	42.0	42.7	46.4	20.7	20.8	161.9	14.6	14.5	164.8	20.2	17.2
LnGrp LOS	F	D	D	D	C	C	F	B	B	F	C	B
Approach Vol, veh/h		1141			506			186			589	
Approach Delay, s/veh		76.6			22.4			110.4			49.4	
Approach LOS		E			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	24.8	6.2	22.5	8.5	24.8	8.5	20.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	4.0	18.0	4.0	18.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	6.0	2.9	3.2	19.5	6.0	10.7	6.0	9.2
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	1.2	0.0	4.0

Intersection Summary		
HCM 2010 Ctrl Delay		61.2
HCM 2010 LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	237	82	135	140	55	119	1514	349	69	1021	48
Future Volume (veh/h)	73	237	82	135	140	55	119	1514	349	69	1021	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	79	258	89	147	152	60	129	1646	379	75	1110	52
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	310	243	142	351	275	179	1623	360	82	1735	81
Arrive On Green	0.06	0.17	0.17	0.09	0.19	0.19	0.11	0.56	0.55	0.10	1.00	0.97
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2881	639	1634	3443	161
Grp Volume(v), veh/h	79	258	89	147	152	60	129	987	1038	75	570	592
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1750	1634	1770	1834
Q Serve(g_s), s	5.7	16.1	6.5	10.4	8.7	4.2	9.2	66.0	67.6	5.5	0.0	0.2
Cycle Q Clear(g_c), s	5.7	16.1	6.5	10.4	8.7	4.2	9.2	66.0	67.6	5.5	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.09
Lane Grp Cap(c), veh/h	106	310	243	142	351	275	179	997	986	82	892	924
V/C Ratio(X)	0.74	0.83	0.37	1.04	0.43	0.22	0.72	0.99	1.05	0.92	0.64	0.64
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	997	986	82	892	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.48	0.48	0.48	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.1	48.4	44.4	54.8	43.1	41.2	51.7	25.8	26.6	53.8	0.0	0.1
Incr Delay (d2), s/veh	12.8	8.7	0.4	86.1	0.8	0.4	0.6	6.5	26.8	14.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	9.1	2.7	8.1	4.6	1.7	4.2	33.9	39.7	2.8	0.1	0.1
LnGrp Delay(d),s/veh	67.9	57.0	44.8	141.3	43.9	41.6	52.3	32.3	53.4	67.8	0.3	0.4
LnGrp LOS	E	E	D	F	D	D	D	C	F	E	A	A
Approach Vol, veh/h		426			359			2154			1237	
Approach Delay, s/veh		56.5			83.4			43.7			4.4	
Approach LOS		E			F			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	71.6	14.4	24.0	17.1	64.5	11.8	26.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.7	69.6	12.4	18.1	11.2	2.2	7.7	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	28.6	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	214	239	87	125	131	302	1142	147	238	1348	82
Future Volume (veh/h)	84	214	239	87	125	131	302	1142	147	238	1348	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	91	233	260	95	136	142	328	1241	160	259	1465	89
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	758	312	95	666	275	300	1542	635	259	1454	599
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	91	233	260	95	136	142	328	1241	160	259	1465	89
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.5	6.6	20.5	7.0	3.9	10.5	22.0	36.6	8.3	19.0	49.3	4.6
Cycle Q Clear(g_c), s	6.5	6.6	20.5	7.0	3.9	10.5	22.0	36.6	8.3	19.0	49.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	758	312	95	666	275	300	1542	635	259	1454	599
V/C Ratio(X)	0.66	0.31	0.83	1.00	0.20	0.52	1.09	0.80	0.25	1.00	1.01	0.15
Avail Cap(c_a), veh/h	177	841	346	95	666	275	300	1542	635	259	1454	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	53.3	39.7	45.1	56.5	41.1	43.8	49.0	29.4	21.5	50.5	35.4	22.2
Incr Delay (d2), s/veh	5.8	0.2	14.6	81.1	0.1	1.3	79.8	4.6	1.0	41.7	19.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.3	9.5	5.3	1.9	4.3	16.5	18.7	3.5	11.5	27.9	1.9
LnGrp Delay(d),s/veh	59.1	39.9	59.7	137.6	41.2	45.1	128.8	34.0	22.4	92.2	54.7	22.5
LnGrp LOS	E	D	E	F	D	D	F	C	C	F	F	C
Approach Vol, veh/h		584			373			1729			1813	
Approach Delay, s/veh		51.7			67.3			50.9			58.5	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.3	11.0	29.7	26.0	53.3	14.1	26.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.0	38.6	9.0	22.5	24.0	51.3	8.5	12.5
Green Ext Time (p_c), s	0.0	7.5	0.0	1.3	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	351	224	62	241	95	150	878	228	256	1402	131
Future Volume (veh/h)	94	351	224	62	241	95	150	878	228	256	1402	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	102	382	243	67	262	103	163	954	248	278	1524	142
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	434	272	82	675	278	123	855	670	245	1891	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.08	0.46	0.46	0.15	0.53	0.53
Sat Flow, veh/h	1634	2090	1311	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	102	323	302	67	262	103	163	954	248	278	1524	142
Grp Sat Flow(s),veh/h/ln	1634	1770	1631	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	7.5	21.2	21.7	4.9	7.8	5.1	9.0	55.1	9.6	18.0	42.3	6.0
Cycle Q Clear(g_c), s	7.5	21.2	21.7	4.9	7.8	5.1	9.0	55.1	9.6	18.0	42.3	6.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	339	82	675	278	123	855	670	245	1891	779
V/C Ratio(X)	0.94	0.88	0.89	0.82	0.39	0.37	1.33	1.12	0.37	1.13	0.81	0.18
Avail Cap(c_a), veh/h	109	367	339	82	675	278	123	855	670	245	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.89	0.89	0.89	0.53	0.53	0.53	0.83	0.83	0.83
Uniform Delay (d), s/veh	55.7	46.1	47.1	56.5	42.4	20.2	55.5	32.5	11.0	51.0	22.9	14.4
Incr Delay (d2), s/veh	60.6	18.5	21.9	42.2	0.3	0.7	175.3	61.1	0.8	93.8	3.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	12.3	11.8	3.2	3.8	2.1	10.0	42.8	4.0	14.5	21.4	2.5
LnGrp Delay(d),s/veh	116.3	64.6	68.9	98.7	42.8	20.9	230.8	93.6	11.9	144.8	26.1	14.9
LnGrp LOS	F	E	E	F	D	C	F	F	B	F	C	B
Approach Vol, veh/h		727			432			1365			1944	
Approach Delay, s/veh		73.7			46.2			95.1			42.2	
Approach LOS		E			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	59.1	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.0	57.1	6.9	23.7	11.0	44.3	9.5	9.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.1	0.0	3.1

Intersection Summary		
HCM 2010 Ctrl Delay	63.9	
HCM 2010 LOS	E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	400	124	131	207	241	191	903	198	246	612	66
Future Volume (veh/h)	122	400	124	131	207	241	191	903	198	246	612	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	133	435	135	142	225	262	208	982	215	267	665	72
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	573	236	217	748	308	257	1360	561	307	1469	605
Arrive On Green	0.08	0.16	0.16	0.13	0.21	0.21	0.21	0.51	0.51	0.38	0.83	0.83
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	133	435	135	142	225	262	208	982	215	267	665	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.1	14.1	7.1	9.9	6.4	20.7	14.5	25.8	6.7	18.2	6.1	1.1
Cycle Q Clear(g_c), s	9.1	14.1	7.1	9.9	6.4	20.7	14.5	25.8	6.7	18.2	6.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	573	236	217	748	308	257	1360	561	307	1469	605
V/C Ratio(X)	0.68	0.76	0.57	0.66	0.30	0.85	0.81	0.72	0.38	0.87	0.45	0.12
Avail Cap(c_a), veh/h	196	728	300	217	817	337	327	1360	561	354	1469	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	0.50	0.50	0.50	0.52	0.52	0.52	0.40	0.40	0.40	0.17	0.17	0.17
Uniform Delay (d), s/veh	47.9	48.0	22.3	49.4	39.9	45.5	45.8	24.4	8.0	36.1	6.5	6.1
Incr Delay (d2), s/veh	4.6	1.8	1.1	3.7	0.1	9.8	4.9	1.4	0.8	4.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	7.0	2.9	4.7	3.2	9.2	6.9	12.8	2.8	8.5	2.8	0.5
LnGrp Delay(d),s/veh	52.5	49.8	23.4	53.1	40.0	55.2	50.7	25.7	8.8	40.1	6.7	6.1
LnGrp LOS	D	D	C	D	D	E	D	C	A	D	A	A
Approach Vol, veh/h		703			629			1405			1004	
Approach Delay, s/veh		45.3			49.3			26.8			15.5	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	50.1	19.9	23.4	22.8	53.8	14.0	29.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.2	27.8	11.9	16.1	16.5	8.1	11.1	22.7
Green Ext Time (p_c), s	0.3	6.2	0.0	1.4	0.3	10.8	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	677	497	191	167	411	202	218	2271	149	166	1573	543
Future Volume (veh/h)	677	497	191	167	411	202	218	2271	149	166	1573	543
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	736	540	208	182	447	220	237	2468	162	180	1710	590
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	868	358	283	742	306	150	2271	147	109	1558	642
Arrive On Green	0.13	0.25	0.25	0.09	0.21	0.21	0.09	0.47	0.47	0.07	0.44	0.44
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4881	316	1634	3539	1458
Grp Volume(v), veh/h	736	540	208	182	447	220	237	1704	926	180	1710	590
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1807	1634	1770	1458
Q Serve(g_s), s	15.0	16.3	15.1	6.7	13.7	16.8	11.0	55.8	55.8	8.0	52.8	45.6
Cycle Q Clear(g_c), s	15.0	16.3	15.1	6.7	13.7	16.8	11.0	55.8	55.8	8.0	52.8	45.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	396	868	358	283	742	306	150	1578	841	109	1558	642
V/C Ratio(X)	1.86	0.62	0.58	0.64	0.60	0.72	1.58	1.08	1.10	1.65	1.10	0.92
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1578	841	109	1558	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	0.44	0.44	0.44	0.66	0.66	0.66
Uniform Delay (d), s/veh	52.5	40.3	39.9	52.8	42.9	44.1	54.5	32.1	32.1	56.0	33.6	31.6
Incr Delay (d2), s/veh	392.9	0.7	1.2	3.7	0.8	5.3	275.6	41.9	54.2	319.1	51.2	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.2	8.0	6.2	3.1	6.8	7.2	16.4	35.2	40.4	13.3	36.8	20.9
LnGrp Delay(d),s/veh	445.4	41.0	41.0	56.5	43.7	49.4	330.1	73.9	86.3	375.1	84.7	46.5
LnGrp LOS	F	D	D	E	D	D	F	F	F	F	F	D
Approach Vol, veh/h		1484			849			2867			2480	
Approach Delay, s/veh		241.6			47.9			99.1			96.7	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.8	14.7	33.4	15.0	56.8	19.0	29.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	57.8	8.7	18.3	13.0	54.8	17.0	18.8
Green Ext Time (p_c), s	0.0	0.0	0.1	5.1	0.0	0.0	0.0	4.3

Intersection Summary		
HCM 2010 Ctrl Delay	120.2	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	19	155	150	8	19	53	1876	50	35	2444	67
Future Volume (veh/h)	142	19	155	150	8	19	53	1876	50	35	2444	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	154	21	168	163	9	21	58	2039	54	38	2657	73
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	242	190	136	69	161	82	2153	887	73	3068	880
Arrive On Green	0.08	0.13	0.13	0.08	0.14	0.12	0.05	0.61	0.61	0.04	0.60	0.60
Sat Flow, veh/h	1634	1863	1458	1634	497	1161	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	154	21	168	163	0	30	58	2039	54	38	2657	73
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1658	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	1.2	11.3	10.0	0.0	1.9	4.2	63.9	1.0	2.7	52.1	2.5
Cycle Q Clear(g_c), s	9.0	1.2	11.3	10.0	0.0	1.9	4.2	63.9	1.0	2.7	52.1	2.5
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	242	190	136	0	230	82	2153	887	73	3068	880
V/C Ratio(X)	1.26	0.09	0.89	1.20	0.00	0.13	0.71	0.95	0.06	0.52	0.87	0.08
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2153	887	82	3068	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	45.9	35.6	55.0	0.0	45.9	56.1	21.7	2.7	56.0	19.8	9.9
Incr Delay (d2), s/veh	165.6	0.2	12.7	139.7	0.0	0.3	24.7	10.4	0.1	5.5	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.6	5.2	9.8	0.0	0.9	2.5	34.0	0.4	1.3	25.1	1.1
LnGrp Delay(d),s/veh	221.1	46.1	48.3	194.7	0.0	46.1	80.9	32.1	2.8	61.6	23.4	10.1
LnGrp LOS	F	D	D	F		D	F	C	A	E	C	B
Approach Vol, veh/h		343			193			2151			2768	
Approach Delay, s/veh		125.8			171.6			32.7			23.5	
Approach LOS		F			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	77.0	14.0	19.6	10.0	76.4	13.0	20.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	65.9	12.0	13.3	6.2	54.1	11.0	3.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.8
HCM 2010 LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	212	241	1538	233	189	1792
Future Volume (veh/h)	212	241	1538	233	189	1792
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	230	262	1672	253	205	1948
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	230	262	1672	253	205	1948
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	16.4	19.7	38.2	9.0	11.0	0.0
Cycle Q Clear(g_c), s	16.4	19.7	38.2	9.0	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	0.86	1.09	0.73	0.27	1.37	0.72
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.43	0.43	1.00	1.00	0.49	0.49
Uniform Delay (d), s/veh	48.8	50.2	14.4	9.2	49.0	0.0
Incr Delay (d2), s/veh	11.5	66.5	2.1	0.7	185.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	12.4	19.3	3.8	12.6	0.3
LnGrp Delay(d),s/veh	60.3	116.6	16.5	9.9	234.4	0.8
LnGrp LOS	E	F	B	A	F	A
Approach Vol, veh/h	492		1925			2153
Approach Delay, s/veh	90.3		15.7			23.0
Approach LOS	F		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	40.2				2.0		21.7
Green Ext Time (p_c), s	0.0	29.3				57.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	114	152	91	126	220	111	1127	103	103	789	50
Future Volume (veh/h)	126	114	152	91	126	220	111	1127	103	103	789	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	137	124	165	99	137	239	121	1225	112	112	858	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	180	239	142	135	236	166	1433	131	156	1456	92
Arrive On Green	0.11	0.25	0.23	0.09	0.22	0.21	0.20	0.87	0.84	0.19	0.86	0.83
Sat Flow, veh/h	1634	726	966	1634	610	1065	1634	3280	299	1634	3382	213
Grp Volume(v), veh/h	137	0	289	99	0	376	121	660	677	112	449	463
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1675	1634	1770	1810	1634	1770	1825
Q Serve(g_s), s	9.7	0.0	18.7	7.1	0.0	26.6	8.3	22.2	23.1	7.7	8.6	8.8
Cycle Q Clear(g_c), s	9.7	0.0	18.7	7.1	0.0	26.6	8.3	22.2	23.1	7.7	8.6	8.8
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	184	0	418	142	0	371	166	773	791	156	762	786
V/C Ratio(X)	0.75	0.00	0.69	0.70	0.00	1.01	0.73	0.85	0.86	0.72	0.59	0.59
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	773	791	163	762	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.80	0.00	0.80	1.00	0.00	1.00	0.79	0.79	0.79	0.86	0.86	0.86
Uniform Delay (d), s/veh	51.6	0.0	41.5	53.2	0.0	47.2	46.2	5.7	6.0	47.0	5.3	5.5
Incr Delay (d2), s/veh	11.0	0.0	3.7	13.5	0.0	50.0	6.5	9.4	9.4	11.6	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	9.1	3.7	0.0	17.4	4.0	11.5	12.3	4.0	4.3	4.8
LnGrp Delay(d),s/veh	62.6	0.0	45.1	66.7	0.0	97.3	52.7	15.0	15.4	58.6	8.2	8.3
LnGrp LOS	E		D	E		F	D	B	B	E	A	A
Approach Vol, veh/h		426			475			1458			1024	
Approach Delay, s/veh		50.7			90.9			18.3			13.7	
Approach LOS		D			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	56.4	14.4	33.7	16.2	55.7	17.5	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	9.7	25.1	9.1	20.7	10.3	10.8	11.7	28.6
Green Ext Time (p_c), s	0.0	10.7	0.0	1.0	0.1	12.2	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	77.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	121	6	450	0	235	1112	0	0	0	1890	437
Future Vol, veh/h	0	0	0	0	0	121	6	450	0	235	1112	0	0	0	1890	437
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	132	7	489	0	255	1209	0	0	0	2054	475
Number of Lanes	0	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	73.6	74.7	80.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	95%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	5%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	556	556	127	450	945	945	437
LT Vol	235	0	0	121	0	0	0	0
Through Vol	0	556	556	6	0	945	945	0
RT Vol	0	0	0	0	450	0	0	437
Lane Flow Rate	255	604	604	138	489	1027	1027	475
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.81	1	1	0.491	1	1	1	1
Departure Headway (Hd)	11.41	10.91	9.178	12.8	11.625	10.604	10.604	8.174
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	319	338	399	283	318	360	360	447
Service Time	9.15	8.651	6.918	10.5	9.325	8.304	8.304	5.874
HCM Lane V/C Ratio	0.799	1.787	1.514	0.488	1.538	2.853	2.853	1.063
HCM Control Delay	48.9	83.9	76.3	27.2	86.7	82.4	82.4	71.5
HCM Lane LOS	E	F	F	D	F	F	F	F
HCM 95th-tile Q	6.7	11.1	12.1	2.5	10.8	11.3	11.3	12.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	529	142	419	256	908	0	0	1049	189
Future Volume (veh/h)	0	0	0	529	142	419	256	908	0	0	1049	189
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				575	154	455	278	987	0	0	1140	205
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1105	630	493	460	2077	0	0	1430	589
Arrive On Green				0.34	0.34	0.34	0.19	0.78	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				575	154	455	278	987	0	0	1140	205
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.0	7.2	36.0	9.6	11.7	0.0	0.0	20.8	4.5
Cycle Q Clear(g_c), s				17.0	7.2	36.0	9.6	11.7	0.0	0.0	20.8	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1105	630	493	460	2077	0	0	1430	589
V/C Ratio(X)				0.52	0.24	0.92	0.60	0.48	0.00	0.00	0.80	0.35
Avail Cap(c_a), veh/h				1185	675	529	460	2077	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.33	0.33	0.33	0.81	0.81	0.00	0.00	0.74	0.74
Uniform Delay (d), s/veh				31.9	28.7	38.2	45.3	6.7	0.0	0.0	8.8	7.3
Incr Delay (d2), s/veh				0.1	0.1	9.0	1.8	0.6	0.0	0.0	3.5	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	3.7	15.8	4.3	5.7	0.0	0.0	10.2	1.9
LnGrp Delay(d),s/veh				32.0	28.7	47.2	47.1	7.4	0.0	0.0	12.3	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1184			1265			1345	
Approach Delay, s/veh					37.4			16.1			11.8	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		74.9			21.9	53.0		45.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		13.7			11.6	22.8		38.0
Green Ext Time (p_c), s		6.6			1.6	6.7		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	392	508	334	443	1876	0	0	1813	479
Future Volume (veh/h)	0	0	0	392	508	334	443	1876	0	0	1813	479
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				426	552	363	482	2039	0	0	1971	521
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				426	552	363	482	2039	0	0	1971	521
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.8	16.4	29.5	25.0	0.0	0.0	0.0	51.9	37.9
Cycle Q Clear(g_c), s				13.8	16.4	29.5	25.0	0.0	0.0	0.0	51.9	37.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.52	0.60	0.96	1.42	0.85	0.00	0.00	1.29	0.83
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.22	0.22	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.0	39.0	43.8	35.0	0.0	0.0	0.0	34.0	30.1
Incr Delay (d2), s/veh				0.6	1.1	35.9	191.0	0.9	0.0	0.0	129.9	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	8.2	15.7	29.2	0.3	0.0	0.0	52.9	15.4
LnGrp Delay(d),s/veh				38.6	40.1	79.8	226.0	0.9	0.0	0.0	164.0	31.3
LnGrp LOS				D	D	E	F	A			F	C
Approach Vol, veh/h					1341			2521			2492	
Approach Delay, s/veh					50.4			44.0			136.2	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.5
Green Ext Time (p_c), s		63.8			0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		81.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	1	253	0	0	0	0	644	95	836	595	0
Future Volume (veh/h)	321	1	253	0	0	0	0	644	95	836	595	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	349	1	275				0	700	103	909	647	0
Adj No. of Lanes	0	1	1				0	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	354	1	292				0	645	505	963	1304	0
Arrive On Green	0.20	0.20	0.20				0.00	0.35	0.35	0.30	0.70	0.00
Sat Flow, veh/h	1769	5	1458				0	1863	1458	3170	1863	0
Grp Volume(v), veh/h	350	0	275				0	700	103	909	647	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1585	1863	0
Q Serve(g_s), s	17.7	0.0	16.7				0.0	31.2	4.5	25.2	14.4	0.0
Cycle Q Clear(g_c), s	17.7	0.0	16.7				0.0	31.2	4.5	25.2	14.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	355	0	292				0	645	505	963	1304	0
V/C Ratio(X)	0.99	0.00	0.94				0.00	1.09	0.20	0.94	0.50	0.00
Avail Cap(c_a), veh/h	355	0	292				0	645	505	969	1304	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	0.0	35.5				0.0	29.4	20.7	30.6	6.2	0.0
Incr Delay (d2), s/veh	44.0	0.0	37.6				0.0	60.9	0.9	17.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	0.0	9.8				0.0	26.9	1.9	13.3	7.7	0.0
LnGrp Delay(d),s/veh	79.8	0.0	73.1				0.0	90.3	21.6	47.5	7.6	0.0
LnGrp LOS	E		E					F	C	D	A	
Approach Vol, veh/h		625						803			1556	
Approach Delay, s/veh		76.9						81.5			30.9	
Approach LOS		E						F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.8	35.7		22.5		67.5		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	27.2	33.2		19.7		16.4		
Green Ext Time (p_c), s	0.2	0.0		0.0		7.1		

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	168	315	0	0	0	0	1075	580	489	1089	0
Future Volume (veh/h)	278	168	315	0	0	0	0	1075	580	489	1089	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	302	183	342				0	1168	630	532	1184	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	422	914	377				0	2280	654	613	2389	0
Arrive On Green	0.26	0.26	0.26				0.00	0.45	0.45	0.39	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	302	183	342				0	1168	630	532	1184	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	20.2	4.9	27.3				0.0	19.7	50.3	18.6	0.0	0.0
Cycle Q Clear(g_c), s	20.2	4.9	27.3				0.0	19.7	50.3	18.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	422	914	377				0	2280	654	613	2389	0
V/C Ratio(X)	0.72	0.20	0.91				0.00	0.51	0.96	0.87	0.50	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2280	654	660	2389	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.64	0.64	0.00
Uniform Delay (d), s/veh	40.5	34.8	43.1				0.0	23.7	32.1	35.4	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.1	23.2				0.0	0.8	27.3	7.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	2.4	13.4				0.0	9.4	25.1	8.8	0.2	0.0
LnGrp Delay(d),s/veh	45.5	34.9	66.3				0.0	24.5	59.5	43.1	0.5	0.0
LnGrp LOS	D	C	E					C	E	D	A	
Approach Vol, veh/h		827						1798			1716	
Approach Delay, s/veh		51.8						36.8			13.7	
Approach LOS		D						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.2	57.8		35.0		85.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	20.6	52.3		29.3		2.0		
Green Ext Time (p_c), s	0.6	0.0		1.1		29.6		

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	565	292	0	0	0	0	1532	531	716	1859	0
Future Volume (veh/h)	372	565	292	0	0	0	0	1532	531	716	1859	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	404	614	317				0	1665	577	778	2021	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1658	683	792	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	404	614	317				0	1665	577	778	2021	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.3	20.6	21.8				0.0	56.2	41.8	28.9	0.0	0.0
Cycle Q Clear(g_c), s	14.3	20.6	21.8				0.0	56.2	41.8	28.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1658	683	792	2660	0
V/C Ratio(X)	0.70	0.95	1.20				0.00	1.00	0.84	0.98	0.76	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1658	683	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.64	0.64	0.64				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	46.0	48.6	49.1				0.0	31.9	28.1	29.7	0.0	0.0
Incr Delay (d2), s/veh	2.5	18.5	109.9				0.0	23.2	12.2	6.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	11.7	16.8				0.0	32.7	19.1	13.0	0.1	0.0
LnGrp Delay(d),s/veh	48.5	67.1	159.0				0.0	55.1	40.3	35.8	0.2	0.0
LnGrp LOS	D	E	F					F	D	D	A	
Approach Vol, veh/h		1335						2242			2799	
Approach Delay, s/veh		83.3						51.3			10.1	
Approach LOS		F						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	60.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	30.9	58.2		23.8		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		64.6		

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	6	33	14	5	40
Future Vol, veh/h	17	6	33	14	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	36	15	5	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1037	-	-	1575	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1575	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	55	0	69	0	49
Future Vol, veh/h	58	55	0	69	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	60	0	75	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	168	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	822	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	822	964
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1464	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	89	600	81	0	443
Future Vol, veh/h	0	89	600	81	0	443
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	652	88	0	482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1178	696	0	0	740	0
Stage 1	696	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	442	-	-	867	-
Stage 1	495	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	442	-	-	867	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	442	867	-
HCM Lane V/C Ratio	-	-	0.219	-	-
HCM Control Delay (s)	-	-	15.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1153	933	182	0	126
Future Vol, veh/h	0	1153	933	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1253	1014	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1212	0	-	0	2366	1113
Stage 1	-	-	-	-	1113	-
Stage 2	-	-	-	-	1253	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	576	-	-	-	39	254
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	269	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	576	-	-	-	39	254
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	269	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	576	-	-	-	254
HCM Lane V/C Ratio	-	-	-	-	0.539
HCM Control Delay (s)	0	-	-	-	34.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.9

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	78	69	273	26	30	187
Future Vol, veh/h	78	69	273	26	30	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	75	297	28	33	203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	565	297	0	0	297	0
Stage 1	297	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	486	742	-	-	1264	-
Stage 1	754	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	742	-	-	1264	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	473	742	1264	-
HCM Lane V/C Ratio	-	-	0.179	0.101	0.026	-
HCM Control Delay (s)	-	-	14.3	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	56	45	233	22	21	204
Future Vol, veh/h	56	45	233	22	21	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	49	253	24	23	222

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	520	253	0	0	253	0
Stage 1	253	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	516	786	-	-	1312	-
Stage 1	789	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	507	786	-	-	1312	-
Mov Cap-2 Maneuver	507	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	507	786	1312	-
HCM Lane V/C Ratio	-	-	0.12	0.062	0.017	-
HCM Control Delay (s)	-	-	13.1	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	84	216	32	0	199
Future Vol, veh/h	0	84	216	32	0	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	91	235	35	0	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	235	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	566	804	-	-	1332	-
Stage 1	804	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	566	804	-	-	1332	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	820	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	804	1332	-
HCM Lane V/C Ratio	-	-	-	0.114	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	160	180	18	37	40
Future Vol, veh/h	15	160	180	18	37	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	174	196	20	40	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	196	0	-	0	403	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1377	-	-	-	603	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1377	-	-	-	596	845
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1377	-	-	-	596	845
HCM Lane V/C Ratio	0.012	-	-	-	0.067	0.051
HCM Control Delay (s)	7.6	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	20	175	170	21	47	52
Future Vol, veh/h	20	175	170	21	47	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	190	185	23	51	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	185	0	-	0	419	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1390	-	-	-	591	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1390	-	-	-	582	857
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1390	-	-	-	582	857
HCM Lane V/C Ratio	0.016	-	-	-	0.088	0.066
HCM Control Delay (s)	7.6	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	191	181	13	32	38
Future Vol, veh/h	19	191	181	13	32	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	208	197	14	35	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	446	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1376	-	-	-	570	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1376	-	-	-	561	844
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1376	-	-	-	561	844
HCM Lane V/C Ratio	0.015	-	-	-	0.062	0.049
HCM Control Delay (s)	7.7	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

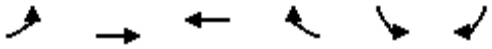
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	172	25	32	147	26	24
Future Vol, veh/h	172	25	32	147	26	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	27	35	160	28	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	416	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1387	-	593	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	578	855
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	855	-	-	1387	-
HCM Lane V/C Ratio	0.049	0.031	-	-	0.025	-
HCM Control Delay (s)	11.5	9.3	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	353	283	0	366	44
Future Volume (veh/h)	0	353	283	0	366	44
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	384	308	0	398	48
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	548	548	0	2362	1087
Arrive On Green	0.00	0.15	0.15	0.00	0.75	0.75
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	384	308	0	398	48
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	12.3	9.7	0.0	4.4	1.0
Cycle Q Clear(g_c), s	0.0	12.3	9.7	0.0	4.4	1.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	548	548	0	2362	1087
V/C Ratio(X)	0.00	0.70	0.56	0.00	0.17	0.04
Avail Cap(c_a), veh/h	0	1607	1607	0	2362	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.1	46.9	0.0	4.5	4.0
Incr Delay (d2), s/veh	0.0	1.6	0.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	4.8	0.0	1.9	0.4
LnGrp Delay(d),s/veh	0.0	49.7	47.5	0.0	4.6	4.1
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		384	308		446	
Approach Delay, s/veh		49.7	47.5		4.6	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.6		95.4		24.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				14.3		6.4		11.7
Green Ext Time (p_c), s				4.2		1.5		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	674	0	0	626	327	51	0	320	0	0	0
Future Volume (veh/h)	52	674	0	0	626	327	51	0	320	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	57	733	0	0	680	355	55	0	348			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1398	0	0	1126	464	1625	0	748			
Arrive On Green	0.03	0.39	0.00	0.00	0.32	0.32	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	57	733	0	0	680	355	55	0	348			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	20.5	0.0	0.0	21.1	28.5	1.1	0.0	19.9			
Cycle Q Clear(g_c), s	4.0	20.5	0.0	0.0	21.1	28.5	1.1	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1398	0	0	1126	464	1625	0	748			
V/C Ratio(X)	1.13	0.52	0.00	0.00	0.60	0.77	0.03	0.00	0.47			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1625	0	748			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	30.0	0.0	0.0	37.4	40.0	15.7	0.0	20.3			
Incr Delay (d2), s/veh	162.2	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	10.0	0.0	0.0	10.3	11.5	0.5	0.0	8.0			
LnGrp Delay(d),s/veh	226.9	30.3	0.0	0.0	37.5	40.3	15.7	0.0	20.7			
LnGrp LOS	F	C			D	D	B		C			
Approach Vol, veh/h		790			1035			403				
Approach Delay, s/veh		44.5			38.5			20.0				
Approach LOS		D			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		72.7		57.3			10.0	47.3
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		21.9		22.5			6.0	30.5
Green Ext Time (p_c), s		0.0		12.1			0.0	10.8

Intersection Summary		
HCM 2010 Ctrl Delay		37.3
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	230	420	57	0	11	308	68	0	41	19	15	0	75	17	172
Future Vol, veh/h	0	230	420	57	0	11	308	68	0	41	19	15	0	75	17	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	250	457	62	0	12	335	74	0	45	21	16	0	82	18	187
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	18.8	16.7	12.9	15.1
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	71%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	29%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	230	280	197	11	205	171	75	11	178
LT Vol	41	0	230	0	0	11	0	0	75	0	0
Through Vol	0	19	0	280	140	0	205	103	0	11	6
RT Vol	0	15	0	0	57	0	0	68	0	0	172
Lane Flow Rate	45	37	250	304	214	12	223	186	82	12	193
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.116	0.088	0.54	0.614	0.42	0.028	0.491	0.394	0.202	0.029	0.414
Departure Headway (Hd)	9.38	8.571	7.775	7.268	7.063	8.432	7.925	7.642	8.903	8.398	7.715
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	416	463	496	510	424	453	469	403	425	465
Service Time	7.161	6.352	5.534	5.027	4.822	6.2	5.693	5.41	6.673	6.168	5.484
HCM Lane V/C Ratio	0.118	0.089	0.54	0.613	0.42	0.028	0.492	0.397	0.203	0.028	0.415
HCM Control Delay	13.4	12.2	19.4	21	14.9	11.4	18.2	15.3	13.9	11.4	15.9
HCM Lane LOS	B	B	C	C	B	B	C	C	B	B	C
HCM 95th-tile Q	0.4	0.3	3.1	4.1	2.1	0.1	2.6	1.9	0.7	0.1	2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1267	914	87	0	97
Future Vol, veh/h	0	1267	914	87	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1377	993	95	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1088	0	-	0	2418	1041
Stage 1	-	-	-	-	1041	-
Stage 2	-	-	-	-	1377	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	641	-	-	-	36	279
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	234	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	641	-	-	-	36	279
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	25.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	641	-	-	-	279
HCM Lane V/C Ratio	-	-	-	-	0.378
HCM Control Delay (s)	0	-	-	-	25.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	116	12	532	100	12	383
Future Vol, veh/h	116	12	532	100	12	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	13	578	109	13	416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1020	578	0	0	578	0
Stage 1	578	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	262	516	-	-	996	-
Stage 1	561	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	259	516	-	-	996	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.6	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	259	516	996	-
HCM Lane V/C Ratio	-	-	0.487	0.025	0.013	-
HCM Control Delay (s)	-	-	31.4	12.2	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.5	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	24	70	36
Future Vol, veh/h	0	40	0	24	70	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	26	76	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	58	115	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	877	996	1472	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	996	1472	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	996	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	6	30	13	4	30
Future Vol, veh/h	15	6	30	13	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	33	14	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	40	0	0	47	0
Stage 1	40	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1031	-	-	1560	-
Stage 1	982	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1031	-	-	1560	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	918	1031	1560	-
HCM Lane V/C Ratio	-	-	0.018	0.006	0.003	-
HCM Control Delay (s)	-	-	9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	53	67	12	14	7
Future Vol, veh/h	7	53	67	12	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	73	13	15	8

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	79	120	-	0	86	0
Stage 1	0	34	-	-	-	-
Stage 2	79	86	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	924	770	-	-	1510	-
Stage 1	-	-	-	-	-	-
Stage 2	944	824	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	0	-	-	1510	-
Mov Cap-2 Maneuver	915	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	944	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	915	-	-	1510	-
HCM Lane V/C Ratio	0.071	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	38	20	77	36	83	25	1311	115	152	1457	7
Future Volume (veh/h)	9	38	20	77	36	83	25	1311	115	152	1457	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	10	41	22	84	39	90	27	1425	125	165	1584	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	275	285	153	332	125	289	39	1745	152	197	2262	11
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.53	0.53	0.12	0.63	0.62
Sat Flow, veh/h	1157	1142	613	1228	501	1157	1634	3294	287	1634	3611	18
Grp Volume(v), veh/h	10	0	63	84	0	129	27	762	788	165	776	816
Grp Sat Flow(s),veh/h/ln	1157	0	1755	1228	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.9	0.0	3.4	6.9	0.0	7.6	2.0	42.7	43.4	11.9	35.0	35.1
Cycle Q Clear(g_c), s	8.5	0.0	3.4	10.2	0.0	7.6	2.0	42.7	43.4	11.9	35.0	35.1
Prop In Lane	1.00		0.35	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	275	0	438	332	0	414	39	938	960	197	1108	1165
V/C Ratio(X)	0.04	0.00	0.14	0.25	0.00	0.31	0.69	0.81	0.82	0.84	0.70	0.70
Avail Cap(c_a), veh/h	275	0	438	332	0	414	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	35.1	39.0	0.0	36.8	58.1	23.3	23.5	51.6	14.9	14.9
Incr Delay (d2), s/veh	0.2	0.0	0.7	1.8	0.0	2.0	19.4	4.4	4.6	18.4	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.7	2.5	0.0	3.7	1.1	21.9	22.9	6.4	17.5	18.4
LnGrp Delay(d),s/veh	40.3	0.0	35.8	40.8	0.0	38.7	77.5	27.7	28.1	70.1	16.5	16.5
LnGrp LOS	D		D	D		D	E	C	C	E	B	B
Approach Vol, veh/h		73			213			1577			1757	
Approach Delay, s/veh		36.4			39.6			28.8			21.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.5	67.6		34.0	6.9	79.2		34.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	13.9	45.4		10.5	4.0	37.1		12.2
Green Ext Time (p_c), s	0.2	17.7		0.6	0.0	24.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	17	75	389	44	38
Future Vol, veh/h	285	17	75	389	44	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	310	18	82	423	48	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	905	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1232	-	307	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	280	722
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	-	-	1232	-
HCM Lane V/C Ratio	0.228	-	-	0.066	-
HCM Control Delay (s)	16.9	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	58.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	247	76	0	466	375	22	0	90	31	443
Future Vol, veh/h	0	11	247	76	0	466	375	22	0	90	31	443
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	12	268	83	0	507	408	24	0	98	34	482
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	27.9	68.3	63.7
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	3%	55%	0%	9%
Vol Thru, %	5%	74%	45%	0%	74%
Vol Right, %	79%	23%	0%	100%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	564	334	841	22	43
LT Vol	90	11	466	0	4
Through Vol	31	247	375	0	32
RT Vol	443	76	0	22	7
Lane Flow Rate	613	363	914	24	47
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.734	1	0.045	0.115
Departure Headway (Hd)	6.492	7.282	7.772	6.796	8.822
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	558	497	475	528	407
Service Time	4.525	5.297	5.502	4.525	6.858
HCM Lane V/C Ratio	1.099	0.73	1.924	0.045	0.115
HCM Control Delay	63.7	27.9	69.8	9.8	13
HCM Lane LOS	F	D	F	A	B
HCM 95th-tile Q	14.4	6	13.2	0.1	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	32	7
Future Vol, veh/h	0	4	32	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	35	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	146.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	333	471	548	62	70	232
Future Vol, veh/h	333	471	548	62	70	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	512	596	67	76	252

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	663	0	-	0	1865	629
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	1236	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	926	-	-	-	80	482
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	274	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	~ 36	482
Mov Cap-2 Maneuver	-	-	-	-	~ 36	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	124	-

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	$ 819.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	124
HCM Lane V/C Ratio	0.391	-	-	-	2.647
HCM Control Delay (s)	11.4	0	-	-	$ 819.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	-	29.7

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

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	0	24	9	141	0	948	11	131	1449	4
Future Vol, veh/h	0	32	0	24	9	141	0	948	11	131	1449	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	26	10	153	0	1030	12	142	1575	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2382	2904	790	2126	2900	521	1579	0	0	1042	0	0
Stage 1	1862	1862	-	1036	1036	-	-	-	-	-	-	-
Stage 2	520	1042	-	1090	1864	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	~ 15	333	28	16	500	413	-	-	663	-	-
Stage 1	75	121	-	248	307	-	-	-	-	-	-	-
Stage 2	507	305	-	230	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	~ 12	333	-	13	500	413	-	-	663	-	-
Mov Cap-2 Maneuver	4	~ 12	-	-	13	-	-	-	-	-	-	-
Stage 1	75	95	-	248	307	-	-	-	-	-	-	-
Stage 2	340	305	-	115	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1489.7		0	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	413	-	-	12	-	663	-	-
HCM Lane V/C Ratio	-	-	-	2.899	-	0.215	-	-
HCM Control Delay (s)	0	-	-	$ 1489.7	-	11.9	-	-
HCM Lane LOS	A	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.3	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	248	7	2	164	2	0
Future Vol, veh/h	248	7	2	164	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	8	2	178	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	277	0	456	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1286	-	562	766
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1286	-	561	766
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	561	-	-	1286	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	138	0	0	174	0	0
Future Vol, veh/h	138	0	0	174	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	150	0	0	189	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	339	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1431	-	657	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1431	-	657	896
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	843	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1431	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	155	73	83	226	36	43	56	30	18	64	4
Future Vol, veh/h	6	155	73	83	226	36	43	56	30	18	64	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	168	79	90	246	39	47	61	33	20	70	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	248	0	0	704	686	208	714	707	265
Stage 1	-	-	-	-	-	-	221	221	-	446	446	-
Stage 2	-	-	-	-	-	-	483	465	-	268	261	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1277	-	-	1318	-	-	352	370	832	346	360	774
Stage 1	-	-	-	-	-	-	781	720	-	591	574	-
Stage 2	-	-	-	-	-	-	565	563	-	738	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1318	-	-	274	338	832	268	328	774
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	338	-	268	328	-
Stage 1	-	-	-	-	-	-	776	716	-	587	527	-
Stage 2	-	-	-	-	-	-	448	517	-	645	688	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	21.2	20.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	360	1277	-	-	1318	-	-	322
HCM Lane V/C Ratio	0.389	0.005	-	-	0.068	-	-	0.29
HCM Control Delay (s)	21.2	7.8	0	-	7.9	0	-	20.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	1.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	8	22	288	17	47
Future Vol, veh/h	182	8	22	288	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	9	24	313	18	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	563	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	487	839
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	477	839
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	1364	-
HCM Lane V/C Ratio	0.1	-	-	0.018	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	119	37	36	180	78	19
Future Vol, veh/h	119	37	36	180	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	40	39	196	85	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	170	0	423	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1407	-	588	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1407	-	570	898
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	614	-	-	1407	-
HCM Lane V/C Ratio	0.172	-	-	0.028	-
HCM Control Delay (s)	12.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	196	0	14	327	4	32
Future Vol, veh/h	196	0	14	327	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	0	15	355	4	35

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	230	213	391	213
Stage 1	-	-	0	0	213	-
Stage 2	-	-	230	213	178	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	758	684	613	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	808	726	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	758	0	613	827
Mov Cap-2 Maneuver	-	-	758	0	613	-
Stage 1	-	-	-	0	823	-
Stage 2	-	-	808	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	14.2	9.8
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	796	-	-	758
HCM Lane V/C Ratio	0.049	-	-	0.489
HCM Control Delay (s)	9.8	-	-	14.2
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	2.7

Intersection	
Int Delay, s/veh	62.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	203	55	115	187	241	322
Future Vol, veh/h	203	55	115	187	241	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	60	125	203	262	350

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	280	0	704	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1283	-	403	788
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1283	-	359	788
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	123.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	521	-	-	1283	-
HCM Lane V/C Ratio	1.175	-	-	0.097	-
HCM Control Delay (s)	123.3	-	-	8.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	21.9	-	-	0.3	-

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	64	163	171	418	347	137
Future Vol, veh/h	64	163	171	418	347	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	177	186	454	377	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1278	452	526	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	183	608	1041	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	139	608	1041	-	-	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49	2.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1041	-	312	-	-
HCM Lane V/C Ratio	0.179	-	0.791	-	-
HCM Control Delay (s)	9.2	0	49	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.6	-	6.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	5	93	35	4	138
Future Vol, veh/h	62	5	93	35	4	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	5	101	38	4	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	279	120	0	0	139	0
Stage 1	120	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	711	931	-	-	1445	-
Stage 1	905	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	709	931	-	-	1445	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1445	-
HCM Lane V/C Ratio	-	-	0.101	0.003	-
HCM Control Delay (s)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	130	91	98
Demand Flow Rate, veh/h	104	133	93	100
Vehicles Circulating, veh/h	128	65	123	112
Vehicles Exiting, veh/h	84	151	109	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	4.6	4.5	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	104	133	93	100
Cap Entry Lane, veh/h	994	1059	999	1010
Entry HV Adj Factor	0.979	0.977	0.983	0.982
Flow Entry, veh/h	102	130	91	98
Cap Entry, veh/h	973	1034	982	991
V/C Ratio	0.105	0.126	0.093	0.099
Control Delay, s/veh	4.7	4.6	4.5	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	181	158	90	165
Demand Flow Rate, veh/h	185	161	91	169
Vehicles Circulating, veh/h	140	156	235	101
Vehicles Exiting, veh/h	130	170	90	216
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.5	5.4	5.1	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	185	161	91	169
Cap Entry Lane, veh/h	982	967	893	1021
Entry HV Adj Factor	0.981	0.979	0.986	0.977
Flow Entry, veh/h	181	158	90	165
Cap Entry, veh/h	963	946	881	997
V/C Ratio	0.188	0.167	0.102	0.166
Control Delay, s/veh	5.5	5.4	5.1	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	102	55	54
Demand Flow Rate, veh/h	186	104	56	55
Vehicles Circulating, veh/h	75	49	164	131
Vehicles Exiting, veh/h	111	171	97	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	4.2	4.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	186	104	56	55
Cap Entry Lane, veh/h	1048	1076	959	991
Entry HV Adj Factor	0.981	0.985	0.978	0.989
Flow Entry, veh/h	182	102	55	54
Cap Entry, veh/h	1027	1059	938	980
V/C Ratio	0.178	0.097	0.058	0.056
Control Delay, s/veh	5.1	4.2	4.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	170	96	259	132	7
Future Vol, veh/h	15	170	96	259	132	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	104	282	143	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	496	76	151	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	503	970	1428	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	460	970	1428	-	-	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	890	-	-
HCM Lane V/C Ratio	0.073	-	0.226	-	-
HCM Control Delay (s)	7.7	0.2	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	97	149	495	57	81	367
Future Vol, veh/h	97	149	495	57	81	367
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	162	538	62	88	399

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1113	538	0	0	538	0
Stage 1	538	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	543	-	-	1030	-
Stage 1	585	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	543	-	-	1030	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.3	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	206	543	1030	-
HCM Lane V/C Ratio	-	-	0.512	0.298	0.085	-
HCM Control Delay (s)	-	-	39.5	14.4	8.8	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.6	1.2	0.3	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	117	19	5	183
Future Vol, veh/h	35	9	117	19	5	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	127	21	5	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	138	0	0	148	0
Stage 1	138	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	649	910	-	-	1434	-
Stage 1	889	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	646	910	-	-	1434	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	1434	-
HCM Lane V/C Ratio	-	-	0.07	0.004	-
HCM Control Delay (s)	-	-	10.6	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Future Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	41	0	0	0	34	4	0	0	16	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%	19%
Vol Thru, %	100%	78%	89%	47%
Vol Right, %	0%	0%	11%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	49	35	58
LT Vol	0	11	0	11
Through Vol	15	38	31	27
RT Vol	0	0	4	20
Lane Flow Rate	16	53	38	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.043	0.069
Departure Headway (Hd)	4.14	4.145	4.043	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	860	881	905
Service Time	2.197	2.188	2.09	1.984
HCM Lane V/C Ratio	0.019	0.062	0.043	0.07
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	27	20
Future Vol, veh/h	0	11	27	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	29	22
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	77	167	128
Demand Flow Rate, veh/h	47	79	170	131
Vehicles Circulating, veh/h	179	115	49	89
Vehicles Exiting, veh/h	41	104	177	105
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	79	170	131
Cap Entry Lane, veh/h	945	1007	1076	1034
Entry HV Adj Factor	0.977	0.974	0.979	0.979
Flow Entry, veh/h	46	77	167	128
Cap Entry, veh/h	922	981	1053	1012
V/C Ratio	0.050	0.078	0.158	0.127
Control Delay, s/veh	4.4	4.4	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	59	94	18	40	35
Future Vol, veh/h	22	59	94	18	40	35
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	64	102	20	43	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	229	122
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	759	929
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	740	921
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	815
HCM Lane V/C Ratio	0.016	-	-	-	0.1
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	29	99	0	39	17	31	0	53	259	84
Future Vol, veh/h	0	8	29	99	0	39	17	31	0	53	259	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	32	108	0	42	18	34	0	58	282	91
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	11.2	10.5	11.4
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	51%	0%	23%	0%	35%	0%	100%	96%
Vol Right, %	0%	0%	49%	0%	77%	0%	65%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	173	170	8	128	39	48	34	176	92
LT Vol	53	0	0	8	0	39	0	34	0	0
Through Vol	0	173	86	0	29	0	17	0	176	88
RT Vol	0	0	84	0	99	0	31	0	0	4
Lane Flow Rate	58	188	185	9	139	42	52	37	191	100
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.325	0.303	0.018	0.248	0.089	0.096	0.071	0.34	0.177
Departure Headway (Hd)	6.736	6.231	5.882	7.451	6.406	7.585	6.628	6.909	6.404	6.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	574	609	479	558	471	538	517	561	561
Service Time	4.495	3.99	3.641	5.221	4.176	5.361	4.404	4.672	4.166	4.136
HCM Lane V/C Ratio	0.109	0.328	0.304	0.019	0.249	0.089	0.097	0.072	0.34	0.178
HCM Control Delay	10.3	12	11.2	10.4	11.3	11.1	10.1	10.2	12.5	10.5
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	1.4	1.3	0.1	1	0.3	0.3	0.2	1.5	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	34	264	4
Future Vol, veh/h	0	34	264	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	287	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.6
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	478	0	0	0	526	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	478	0	0	0	526	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	520	0	0	0	572	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	19	22.7
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	478	0	0	0	0	526	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	478	0	0	0	0	526	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	520	0	0	0	0	572	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.713	0	0	0	0	0.779	0
Departure Headway (Hd)	4.943	4.943	4.943	7.028	7.028	4.907	4.907	4.907
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	733	0	0	0	0	743	0
Service Time	2.653	2.653	2.653	4.783	4.783	2.618	2.618	2.618
HCM Lane V/C Ratio	0	0.709	0	0	0	0	0.77	0
HCM Control Delay	7.7	19	7.7	9.8	9.8	7.6	22.7	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	6	0	0	0	0	7.7	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	15	17	95	13	5	14	120	101	5	177	18
Future Vol, veh/h	13	15	17	95	13	5	14	120	101	5	177	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	16	18	103	14	5	15	130	110	5	192	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	364	192	372	364	130	192	0	0	130	0	0
Stage 1	203	203	-	161	161	-	-	-	-	-	-	-
Stage 2	168	161	-	211	203	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	586	564	850	585	564	920	1381	-	-	1455	-	-
Stage 1	799	733	-	841	765	-	-	-	-	-	-	-
Stage 2	834	765	-	791	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	565	556	850	553	556	920	1381	-	-	1455	-	-
Mov Cap-2 Maneuver	565	556	-	553	556	-	-	-	-	-	-	-
Stage 1	790	730	-	832	757	-	-	-	-	-	-	-
Stage 2	805	757	-	754	730	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.7	0.5	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	565	556	850	553	556	920	1455	-	-
HCM Lane V/C Ratio	0.011	-	-	0.025	0.029	0.022	0.187	0.025	0.006	0.004	-	-
HCM Control Delay (s)	7.6	-	-	11.5	11.7	9.3	13	11.6	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0.7	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Future Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	3	0	1	3	9	0	0	12	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	6.9	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	8%	35%
Vol Thru, %	92%	0%	25%	51%
Vol Right, %	8%	43%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	7	12	37
LT Vol	0	4	1	13
Through Vol	11	0	3	19
RT Vol	1	3	8	5
Lane Flow Rate	13	8	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.008	0.013	0.044
Departure Headway (Hd)	3.951	3.895	3.65	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	920	981	906
Service Time	1.962	1.915	1.67	1.976
HCM Lane V/C Ratio	0.014	0.009	0.013	0.044
HCM Control Delay	7	6.9	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	19	5
Future Vol, veh/h	0	13	19	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	114	102	130
Demand Flow Rate, veh/h	135	117	104	132
Vehicles Circulating, veh/h	116	167	188	34
Vehicles Exiting, veh/h	50	125	63	250
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.0	5.0	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	135	117	104	132
Cap Entry Lane, veh/h	1006	956	936	1092
Entry HV Adj Factor	0.984	0.978	0.981	0.985
Flow Entry, veh/h	133	114	102	130
Cap Entry, veh/h	990	935	919	1076
V/C Ratio	0.134	0.122	0.111	0.121
Control Delay, s/veh	4.9	5.0	5.0	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	150	64	0
Demand Flow Rate, veh/h	70	153	65	0
Vehicles Circulating, veh/h	30	49	50	202
Vehicles Exiting, veh/h	172	66	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	4.7	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	70	153	65	0
Cap Entry Lane, veh/h	1097	1076	1075	923
Entry HV Adj Factor	0.986	0.978	0.985	1.000
Flow Entry, veh/h	69	150	64	0
Cap Entry, veh/h	1080	1051	1058	923
V/C Ratio	0.064	0.142	0.061	0.000
Control Delay, s/veh	3.9	4.7	3.9	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	71	148	398	393	9
Future Vol, veh/h	7	71	148	398	393	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	77	161	433	427	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	970	218	437	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	251	786	1119	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	204	786	1119	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1119	-	626	-	-
HCM Lane V/C Ratio	0.144	-	0.135	-	-
HCM Control Delay (s)	8.8	0.5	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	1126	219	147	1324	25	141	0	55	19	12	86
Future Volume (veh/h)	393	1126	219	147	1324	25	141	0	55	19	12	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	427	1224	238	160	1439	27	153	0	60	21	13	93
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1125	21	410	0	161	27	17	121
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.33	0.00	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1634	3539	1458	1634	3554	67	1232	0	483	271	168	1199
Grp Volume(v), veh/h	427	1224	238	160	716	750	213	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1716	0	0	1638	0	0
Q Serve(g_s), s	14.0	40.2	14.8	8.0	38.0	38.0	11.4	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	40.2	14.8	8.0	38.0	38.0	11.4	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.72		0.28	0.17		0.73
Lane Grp Cap(c), veh/h	191	1298	535	109	560	586	571	0	0	165	0	0
V/C Ratio(X)	2.24	0.94	0.45	1.47	1.28	1.28	0.37	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	586	571	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	36.8	28.8	56.0	41.0	41.0	30.6	0.0	0.0	52.8	0.0	0.0
Incr Delay (d2), s/veh	572.9	12.6	0.5	238.5	133.2	133.8	1.9	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.6	21.8	6.0	10.8	39.3	41.2	5.7	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	625.9	49.4	29.3	294.5	174.2	174.8	32.4	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	F	D	C	F	F	F	C			E		
Approach Vol, veh/h		1889			1626			213			127	
Approach Delay, s/veh		177.2			186.4			32.4			60.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.9	12.0	48.0		16.1	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		13.4	10.0	42.2		11.1	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	169.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1221	115	21	1000	13	146	7	15	7	4	96
Future Volume (veh/h)	67	1221	115	21	1000	13	146	7	15	7	4	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	73	1327	125	23	1087	14	159	8	16	8	4	104
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	1479	139	56	1255	16	444	203	406	23	6	163
Arrive On Green	0.14	0.45	0.44	0.03	0.35	0.33	0.27	0.37	0.36	0.01	0.11	0.10
Sat Flow, veh/h	1774	3269	307	1634	3578	46	1634	554	1108	1774	58	1512
Grp Volume(v), veh/h	73	716	736	23	538	563	159	0	24	8	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1807	1634	1770	1854	1634	0	1662	1774	0	1570
Q Serve(g_s), s	4.4	44.6	45.2	1.7	34.0	34.0	9.4	0.0	1.1	0.5	0.0	7.9
Cycle Q Clear(g_c), s	4.4	44.6	45.2	1.7	34.0	34.0	9.4	0.0	1.1	0.5	0.0	7.9
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.67	1.00		0.96
Lane Grp Cap(c), veh/h	242	801	817	56	621	650	444	0	610	23	0	169
V/C Ratio(X)	0.30	0.89	0.90	0.41	0.87	0.87	0.36	0.00	0.04	0.35	0.00	0.64
Avail Cap(c_a), veh/h	242	900	918	82	811	850	444	0	610	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	30.2	30.5	56.7	36.3	36.4	35.2	0.0	24.5	58.7	0.0	51.6
Incr Delay (d2), s/veh	0.3	5.1	5.3	4.7	7.8	7.5	0.5	0.0	0.1	9.0	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	22.8	23.7	0.8	17.9	18.7	4.3	0.0	0.5	0.3	0.0	4.2
LnGrp Delay(d),s/veh	47.0	35.3	35.9	61.4	44.2	43.9	35.7	0.0	24.7	67.8	0.0	68.6
LnGrp LOS	D	D	D	E	D	D	D		C	E		E
Approach Vol, veh/h		1525			1124			183			116	
Approach Delay, s/veh		36.1			44.4			34.3			68.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	48.0	8.1	58.3	36.6	16.9	20.3	46.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.5	3.1	3.7	47.2	11.4	9.9	6.4	36.0
Green Ext Time (p_c), s	0.0	0.6	0.0	5.1	0.0	0.3	2.2	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	10.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	689	61	47	799	93	126
Future Vol, veh/h	689	61	47	799	93	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	749	66	51	868	101	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	815	0	1318	408
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	808	-	149	593
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	808	-	140	593
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	87.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	250	-	-	808	-
HCM Lane V/C Ratio	0.952	-	-	0.063	-
HCM Control Delay (s)	87.9	-	-	9.8	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	8.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	670	9	24	912	15	33
Future Vol, veh/h	670	9	24	912	15	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	10	26	991	16	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	738	0	1281	369
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	864	-	157	628
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	864	-	152	628
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	864	-
HCM Lane V/C Ratio	0.107	-	-	0.03	-
HCM Control Delay (s)	13.3	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	280	138	108	456	55	67	382	58	37	572	226
Future Volume (veh/h)	286	280	138	108	456	55	67	382	58	37	572	226
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	311	304	150	117	496	60	73	415	63	40	622	246
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	983	405	328	880	362	126	1035	426	84	661	261
Arrive On Green	0.23	0.28	0.28	0.20	0.25	0.25	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	980
Grp Volume(v), veh/h	311	304	150	117	496	60	73	415	63	40	444	424
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	16.3	6.1	5.3	5.5	11.0	2.9	3.9	8.5	1.5	2.1	22.1	22.2
Cycle Q Clear(g_c), s	16.3	6.1	5.3	5.5	11.0	2.9	3.9	8.5	1.5	2.1	22.1	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	376	983	405	328	880	362	126	1035	426	84	472	451
V/C Ratio(X)	0.83	0.31	0.37	0.36	0.56	0.17	0.58	0.40	0.15	0.48	0.94	0.94
Avail Cap(c_a), veh/h	436	983	405	328	880	362	163	1035	426	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	25.7	13.1	31.0	29.6	26.5	40.1	25.5	6.6	41.5	32.3	32.9
Incr Delay (d2), s/veh	11.1	0.8	2.6	0.7	2.6	1.0	3.0	0.2	0.1	4.1	27.1	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	3.1	2.4	2.6	5.7	1.3	1.9	4.2	0.6	1.1	14.3	13.8
LnGrp Delay(d),s/veh	44.1	26.5	15.7	31.6	32.2	27.5	43.2	25.7	6.7	45.6	59.4	61.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		765			673			551			908	
Approach Delay, s/veh		31.5			31.7			25.8			59.6	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	30.3	22.1	29.0	10.9	28.0	24.7	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.1	10.5	7.5	8.1	5.9	24.2	18.3	13.0
Green Ext Time (p_c), s	0.0	4.4	1.6	1.6	0.0	0.0	0.4	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	554	47	23	867	3	10	2	9	7	0	0
Future Vol, veh/h	0	554	47	23	867	3	10	2	9	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	602	51	25	942	3	11	2	10	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	602	0	0	1596	1598	602	1602	1596	944
Stage 1	-	-	-	-	-	-	602	602	-	994	994	-
Stage 2	-	-	-	-	-	-	994	996	-	608	602	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	725	-	-	975	-	-	86	106	500	85	107	318
Stage 1	-	-	-	-	-	-	486	489	-	295	323	-
Stage 2	-	-	-	-	-	-	295	322	-	483	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	975	-	-	82	100	500	79	101	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	100	-	79	101	-
Stage 1	-	-	-	-	-	-	486	489	-	295	306	-
Stage 2	-	-	-	-	-	-	279	305	-	471	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	38.2	55.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	131	725	-	-	975	-	-	79
HCM Lane V/C Ratio	0.174	-	-	-	0.026	-	-	0.096
HCM Control Delay (s)	38.2	0	-	-	8.8	0	-	55.4
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	42	0	4	79	2	0	0	3	1	0	0
Future Vol, veh/h	0	42	0	4	79	2	0	0	3	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	0	4	86	2	0	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	46	0	0	142	143	46	143	142	87
Stage 1	-	-	-	-	-	-	46	46	-	96	96	-
Stage 2	-	-	-	-	-	-	96	97	-	47	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1508	-	-	1562	-	-	828	748	1023	826	749	971
Stage 1	-	-	-	-	-	-	968	857	-	911	815	-
Stage 2	-	-	-	-	-	-	911	815	-	967	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1562	-	-	826	746	1023	821	747	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	746	-	821	747	-
Stage 1	-	-	-	-	-	-	968	857	-	911	813	-
Stage 2	-	-	-	-	-	-	908	813	-	964	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.5	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1023	1508	-	-	1562	-	-	821
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	0.001
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	65.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	40	342	131	0	247	855	68	0	159	131	73
Future Vol, veh/h	0	40	342	131	0	247	855	68	0	159	131	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	372	142	0	268	929	74	0	173	142	79
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	74.3	75	39.6
HCM LOS	F	F	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	0%	8%	21%	10%
Vol Thru, %	45%	0%	67%	73%	78%
Vol Right, %	0%	100%	26%	6%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	73	513	1170	296
LT Vol	159	0	40	247	30
Through Vol	131	0	342	855	230
RT Vol	0	73	131	68	36
Lane Flow Rate	315	79	558	1272	322
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.837	0.189	1	1	0.826
Departure Headway (Hd)	9.562	8.589	8.717	8.862	9.246
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	378	417	424	420	389
Service Time	7.34	6.366	6.717	6.862	7.33
HCM Lane V/C Ratio	0.833	0.189	1.316	3.029	0.828
HCM Control Delay	46.2	13.4	74.3	75	43.9
HCM Lane LOS	E	B	F	F	E
HCM 95th-tile Q	7.7	0.7	12.4	12.3	7.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	30	230	36
Future Vol, veh/h	0	30	230	36
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	33	250	39
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	43.9
HCM LOS	E

Lane

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	54	416	13	10	334	96	5	7	3	97	6	60
Future Vol, veh/h	54	416	13	10	334	96	5	7	3	97	6	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	452	14	11	363	104	5	8	3	105	7	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	0	466	0	0	1050	1066	459	1019	1021	415
Stage 1	-	-	-	-	-	-	577	577	-	437	437	-
Stage 2	-	-	-	-	-	-	473	489	-	582	584	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1095	-	-	205	222	602	215	236	637
Stage 1	-	-	-	-	-	-	502	502	-	598	579	-
Stage 2	-	-	-	-	-	-	572	549	-	499	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1095	-	-	168	203	602	194	216	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	203	-	194	216	-
Stage 1	-	-	-	-	-	-	465	465	-	554	571	-
Stage 2	-	-	-	-	-	-	500	541	-	453	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	22.9	43.3
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	1094	-	-	1095	-	-	262
HCM Lane V/C Ratio	0.075	0.054	-	-	0.01	-	-	0.676
HCM Control Delay (s)	22.9	8.5	0	-	8.3	0	-	43.3
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	4.4

Intersection	
Int Delay, s/veh	566.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	327	100	731	366	96	42	21	26	81	35	19
Future Vol, veh/h	10	327	100	731	366	96	42	21	26	81	35	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	355	109	795	398	104	46	23	28	88	38	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	464	0	0	2500	2523	410	2496	2525	450
Stage 1	-	-	-	-	-	-	432	432	-	2039	2039	-
Stage 2	-	-	-	-	-	-	2068	2091	-	457	486	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1062	-	-	1097	-	-	~ 20	28	642	~ 20	~ 28	609
Stage 1	-	-	-	-	-	-	602	582	-	~ 74	100	-
Stage 2	-	-	-	-	-	-	71	94	-	583	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1062	-	-	1097	-	-	-	28	642	~ 6	~ 28	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	28	-	~ 6	~ 28	-
Stage 1	-	-	-	-	-	-	594	574	-	~ 73	100	-
Stage 2	-	-	-	-	-	-	~ 42	94	-	528	543	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	10		$ 7694.6
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1062	-	-	1097	-	-	9
HCM Lane V/C Ratio	-	0.01	-	-	0.724	-	-	16.304
HCM Control Delay (s)	-	8.4	0	-	16.4	0	-	$ 7694.6
HCM Lane LOS	-	A	A	-	C	A	-	F
HCM 95th %tile Q(veh)	-	0	-	-	6.7	-	-	20

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

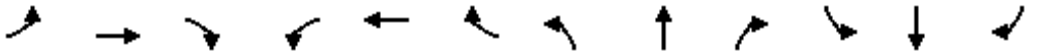
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	399	1111	67	0	36
Future Vol, veh/h	13	399	1111	67	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	434	1208	73	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1280	0	-	0	1706	1244
Stage 1	-	-	-	-	1244	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	542	-	-	-	100	213
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	542	-	-	-	97	213
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	542	-	-	-	213
HCM Lane V/C Ratio	0.026	-	-	-	0.184
HCM Control Delay (s)	11.8	0	-	-	25.7
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	500	207	365	1027	227	251	248	131	174	335	90
Future Volume (veh/h)	99	500	207	365	1027	227	251	248	131	174	335	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	108	543	225	397	1116	247	273	270	142	189	364	98
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	614	479	319	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.33	0.33	0.20	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1452	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	108	543	225	397	1116	247	273	270	142	189	364	98
Grp Sat Flow(s),veh/h/ln	1634	1863	1452	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	33.1	10.2	23.4	57.0	12.9	13.0	8.5	6.6	8.0	10.5	6.7
Cycle Q Clear(g_c), s	6.0	33.1	10.2	23.4	57.0	12.9	13.0	8.5	6.6	8.0	10.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	614	479	319	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.32	0.88	0.47	1.24	1.26	0.36	1.54	0.28	0.36	1.74	0.44	0.29
Avail Cap(c_a), veh/h	82	761	593	319	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	38.0	15.2	48.3	31.5	19.9	57.9	43.4	15.7	56.0	39.3	37.8
Incr Delay (d2), s/veh	207.9	10.3	0.7	133.6	126.7	0.3	266.5	0.6	2.1	366.0	1.7	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	18.8	4.1	22.4	60.4	5.2	19.0	4.3	2.9	14.7	5.4	2.9
LnGrp Delay(d),s/veh	264.9	48.3	15.9	181.8	158.2	20.2	324.4	44.0	17.8	422.0	41.0	40.0
LnGrp LOS	F	D	B	F	F	C	F	D	B	F	D	D
Approach Vol, veh/h		876			1760			685			651	
Approach Delay, s/veh		66.7			144.2			150.3			151.5	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	27.4	43.6	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	10.5	25.4	35.1	15.0	12.5	8.0	59.0
Green Ext Time (p_c), s	0.0	3.5	0.0	2.5	0.0	3.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	129.3
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	86

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	885	103	42	1591	84	29
Future Vol, veh/h	885	103	42	1591	84	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	962	112	46	1729	91	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1074	0	2839	1018
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1821	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	649	-	~ 19	288
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	141	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	649	-	~ 19	288
Mov Cap-2 Maneuver	-	-	-	-	~ 19	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	141	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 2075.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	25	-	-	649	-
HCM Lane V/C Ratio	4.913	-	-	0.07	-
HCM Control Delay (s)	$ 2075.2	-	-	11	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	15.2	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	603	234	492	1154	106	148	510	120	71	809	304
Future Volume (veh/h)	207	603	234	492	1154	106	148	510	120	71	809	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	225	655	254	535	1254	115	161	554	130	77	879	330
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	948	391	608	1032	425	136	948	222	122	817	305
Arrive On Green	0.17	0.27	0.27	0.19	0.29	0.29	0.17	0.67	0.63	0.07	0.32	0.31
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2849	666	1634	2522	943
Grp Volume(v), veh/h	225	655	254	535	1254	115	161	343	341	77	616	593
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1745	1634	1770	1696
Q Serve(g_s), s	15.9	20.0	18.5	19.7	35.0	7.3	10.0	12.7	13.2	5.5	38.9	38.9
Cycle Q Clear(g_c), s	15.9	20.0	18.5	19.7	35.0	7.3	10.0	12.7	13.2	5.5	38.9	38.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	274	948	391	608	1032	425	136	589	581	122	573	549
V/C Ratio(X)	0.82	0.69	0.65	0.88	1.21	0.27	1.18	0.58	0.59	0.63	1.07	1.08
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	589	581	136	573	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	39.5	38.9	47.2	42.5	32.7	50.0	15.5	16.2	53.9	40.6	41.1
Incr Delay (d2), s/veh	14.2	1.8	3.1	11.4	103.8	0.3	122.6	3.0	3.1	7.8	59.2	61.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	10.0	7.8	9.6	31.9	3.0	9.1	6.6	6.6	2.7	28.4	27.6
LnGrp Delay(d),s/veh	62.4	41.2	42.0	58.6	146.3	32.9	172.6	18.5	19.3	61.7	99.8	103.0
LnGrp LOS	E	D	D	E	F	C	F	B	B	E	F	F
Approach Vol, veh/h		1134			1904			845			1286	
Approach Delay, s/veh		45.6			114.8			48.2			99.0	
Approach LOS		D			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	43.9	27.0	36.1	14.0	42.9	24.1	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	7.5	15.2	21.7	22.0	12.0	40.9	17.9	37.0
Green Ext Time (p_c), s	0.0	8.0	0.0	7.4	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	84.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	479	180	198	516	80	113	396	58	87	376	63
Future Volume (veh/h)	162	479	180	198	516	80	113	396	58	87	376	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	176	521	196	215	561	87	123	430	63	95	409	68
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	656	270	303	814	335	1079	1578	650	158	550	227
Arrive On Green	0.14	0.19	0.19	0.19	0.23	0.23	0.34	0.45	0.45	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	176	521	196	215	561	87	123	430	63	95	409	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	12.4	16.9	15.2	14.8	17.4	5.9	3.2	9.2	1.5	3.5	13.2	3.5
Cycle Q Clear(g_c), s	12.4	16.9	15.2	14.8	17.4	5.9	3.2	9.2	1.5	3.5	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	656	270	303	814	335	1079	1578	650	158	550	227
V/C Ratio(X)	0.76	0.79	0.73	0.71	0.69	0.26	0.11	0.27	0.10	0.60	0.74	0.30
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1079	1578	650	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	46.7	46.0	45.8	42.3	37.8	27.2	21.0	4.5	55.8	48.4	22.9
Incr Delay (d2), s/veh	3.9	3.9	5.3	3.1	2.0	0.4	0.0	0.4	0.3	6.1	8.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.6	6.5	6.9	8.7	2.4	1.4	4.6	0.6	1.7	7.1	1.6
LnGrp Delay(d),s/veh	53.5	50.6	51.3	48.9	44.3	38.2	27.2	21.4	4.8	61.9	57.2	26.3
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		893			863			616			572	
Approach Delay, s/veh		51.3			44.8			20.9			54.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	57.5	26.3	26.2	44.8	22.7	20.9	31.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	11.2	16.8	18.9	5.2	15.2	14.4	19.4
Green Ext Time (p_c), s	0.0	2.4	3.5	1.4	0.8	1.4	0.5	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	35.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	8	58	0	315	53	129	0	75	177	98	0	36	369	52
Future Vol, veh/h	0	13	8	58	0	315	53	129	0	75	177	98	0	36	369	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	9	63	0	342	58	140	0	82	192	107	0	39	401	57
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	13.5	27.1	28.2	53.1
HCM LOS	B	D	D	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	16%	100%	0%	8%
Vol Thru, %	51%	10%	0%	29%	81%
Vol Right, %	28%	73%	0%	71%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	350	79	315	182	457
LT Vol	75	13	315	0	36
Through Vol	177	8	0	53	369
RT Vol	98	58	0	129	52
Lane Flow Rate	380	86	342	198	497
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.745	0.2	0.777	0.393	0.944
Departure Headway (Hd)	7.154	8.405	8.174	7.148	6.844
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	510	429	442	500	527
Service Time	5.154	6.405	5.971	4.944	4.934
HCM Lane V/C Ratio	0.745	0.2	0.774	0.396	0.943
HCM Control Delay	28.2	13.5	34.3	14.6	53.1
HCM Lane LOS	D	B	D	B	F
HCM 95th-tile Q	6.3	0.7	6.7	1.9	11.9

Intersection	
Int Delay, s/veh	75

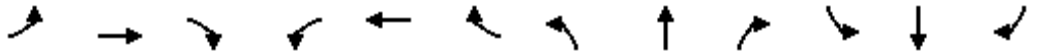
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	265	16	90	430	39	8	258	75	55	23	49
Future Vol, veh/h	32	265	16	90	430	39	8	258	75	55	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	288	17	98	467	42	9	280	82	60	25	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	510	0	0	305	0	0	808	1071	153	1038	1059	255
Stage 1	-	-	-	-	-	-	366	366	-	684	684	-
Stage 2	-	-	-	-	-	-	442	705	-	354	375	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1051	-	-	1253	-	-	272	~ 219	866	185	223	744
Stage 1	-	-	-	-	-	-	626	621	-	405	447	-
Stage 2	-	-	-	-	-	-	564	437	-	636	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1253	-	-	210	~ 195	866	-	199	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	~ 195	-	-	199	-
Stage 1	-	-	-	-	-	-	605	600	-	392	412	-
Stage 2	-	-	-	-	-	-	453	403	-	297	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	291.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	236	1051	-	-	1253	-	-	-
HCM Lane V/C Ratio	0.041	1.534	0.033	-	-	0.078	-	-	-
HCM Control Delay (s)	22.9	298.3	8.5	-	-	8.1	-	-	-
HCM Lane LOS	C	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	21.9	0.1	-	-	0.3	-	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	117	418	444	335	68	170	421	163	40	1157	79
Future Volume (veh/h)	39	117	418	444	335	68	170	421	163	40	1157	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	127	454	483	364	74	185	458	177	43	1258	86
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	92	330	177	482	98	204	840	658	80	699	547
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.31	0.25	0.90	0.90	0.05	0.38	0.38
Sat Flow, veh/h	1634	358	1279	1634	1503	306	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	0	581	483	0	438	185	458	177	43	1258	86
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1809	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.0	0.0	31.0	13.0	0.0	26.1	13.2	5.7	1.2	3.1	45.0	4.7
Cycle Q Clear(g_c), s	3.0	0.0	31.0	13.0	0.0	26.1	13.2	5.7	1.2	3.1	45.0	4.7
Prop In Lane	1.00		0.78	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	423	177	0	580	204	840	658	80	699	547
V/C Ratio(X)	0.56	0.00	1.37	2.73	0.00	0.75	0.91	0.55	0.27	0.54	1.80	0.16
Avail Cap(c_a), veh/h	144	0	423	177	0	580	204	840	658	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.62	0.62	0.62
Uniform Delay (d), s/veh	56.1	0.0	45.2	53.5	0.0	36.7	44.3	3.5	1.3	55.7	37.5	24.9
Incr Delay (d2), s/veh	6.4	0.0	182.6	793.6	0.0	5.6	36.5	2.4	0.9	4.1	364.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	35.4	44.9	0.0	13.9	7.9	3.1	0.5	1.5	93.7	1.9
LnGrp Delay(d),s/veh	62.5	0.0	227.8	847.1	0.0	42.2	80.8	5.9	2.2	59.9	401.5	25.3
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		623			921			820			1387	
Approach Delay, s/veh		216.7			464.3			22.0			367.6	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.1	17.0	35.0	19.0	49.0	9.5	42.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.1	7.7	15.0	33.0	15.2	47.0	5.0	28.1
Green Ext Time (p_c), s	0.0	14.8	0.0	0.0	0.0	0.0	0.0	1.4

Intersection Summary		
HCM 2010 Ctrl Delay		290.7
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	42.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	334	161	0	28	493	28	0	122	25	29	0	117	270	260
Future Vol, veh/h	0	27	334	161	0	28	493	28	0	122	25	29	0	117	270	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	363	175	0	30	536	30	0	133	27	32	0	127	293	283
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	23.7	32.3	21.7	73.1
HCM LOS	C	D	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	85%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	15%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	27	223	272	28	329	192	647
LT Vol	122	27	0	0	28	0	0	117
Through Vol	25	0	223	111	0	329	164	270
RT Vol	29	0	0	161	0	0	28	260
Lane Flow Rate	191	29	242	296	30	357	209	703
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.507	0.074	0.573	0.667	0.075	0.836	0.484	1
Departure Headway (Hd)	9.545	9.121	8.621	8.208	8.928	8.429	8.327	8.51
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	395	421	444	399	429	431	436
Service Time	7.245	6.821	6.321	5.908	6.728	6.229	6.127	6.219
HCM Lane V/C Ratio	0.501	0.073	0.575	0.667	0.075	0.832	0.485	1.612
HCM Control Delay	21.7	12.5	22.3	25.9	12.5	41.9	18.8	73.1
HCM Lane LOS	C	B	C	D	B	E	C	F
HCM 95th-tile Q	2.8	0.2	3.5	4.8	0.2	8	2.6	12.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	55	191	179	46	97	930	174	57	954	58
Future Volume (veh/h)	42	106	55	191	179	46	97	930	174	57	954	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	115	60	208	195	50	105	1011	189	62	1037	63
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	189	148	142	259	203	154	1873	349	82	1982	120
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.09	0.63	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2978	556	1634	3390	206
Grp Volume(v), veh/h	46	115	60	208	195	50	105	600	600	62	541	559
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1765	1634	1770	1826
Q Serve(g_s), s	3.3	7.1	4.6	10.4	12.1	3.7	7.5	22.9	23.2	4.4	0.0	0.0
Cycle Q Clear(g_c), s	3.3	7.1	4.6	10.4	12.1	3.7	7.5	22.9	23.2	4.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	80	189	148	142	259	203	154	1113	1110	82	1034	1068
V/C Ratio(X)	0.58	0.61	0.41	1.47	0.75	0.25	0.68	0.54	0.54	0.76	0.52	0.52
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1113	1110	82	1034	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61	0.10	0.10	0.10
Uniform Delay (d), s/veh	55.9	51.7	50.5	54.8	49.7	46.1	52.6	12.5	12.7	53.3	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.2	1.8	245.2	5.7	0.6	3.2	1.1	1.2	4.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.9	14.3	6.6	1.5	3.5	11.4	11.6	2.1	0.1	0.1
LnGrp Delay(d),s/veh	62.3	54.8	52.3	300.0	55.3	46.7	55.8	13.7	13.9	57.6	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		221			453			1305			1162	
Approach Delay, s/veh		55.7			166.7			17.2			3.3	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.5	14.4	16.1	15.3	74.1	9.9	20.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	10.4	25.2	12.4	9.1	9.5	2.0	5.3	14.1
Green Ext Time (p_c), s	0.0	13.2	0.0	1.1	0.1	13.9	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	117	159	94	106	88	283	952	165	238	1063	134
Future Volume (veh/h)	47	117	159	94	106	88	283	952	165	238	1063	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	127	173	102	115	96	308	1035	179	259	1155	146
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	564	232	95	575	237	300	1736	715	259	1648	679
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	127	173	102	115	96	308	1035	179	259	1155	146
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.6	7.0	3.4	7.1	22.0	25.3	8.6	19.0	31.1	7.1
Cycle Q Clear(g_c), s	3.7	3.8	13.6	7.0	3.4	7.1	22.0	25.3	8.6	19.0	31.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	564	232	95	575	237	300	1736	715	259	1648	679
V/C Ratio(X)	0.56	0.23	0.74	1.07	0.20	0.41	1.03	0.60	0.25	1.00	0.70	0.22
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1736	715	259	1648	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.22	0.22	0.22	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	55.3	44.0	48.1	56.5	43.5	45.1	49.0	22.0	17.7	50.5	25.4	19.0
Incr Delay (d2), s/veh	5.4	0.2	4.7	63.0	0.0	0.2	59.4	1.5	0.8	41.3	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	4.8	1.6	2.9	14.8	12.7	3.6	11.5	15.4	3.0
LnGrp Delay(d),s/veh	60.7	44.2	52.8	120.0	43.6	45.3	108.5	23.5	18.6	91.8	26.8	19.4
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		351			313			1522			1560	
Approach Delay, s/veh		50.8			69.0			40.1			36.9	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	62.9	11.0	23.1	26.0	59.9	10.6	23.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.1	27.3	9.0	15.6	24.0	33.1	5.7	9.1
Green Ext Time (p_c), s	0.0	12.3	0.0	1.6	0.0	8.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	125	110	107	283	92	326	890	138	92	1123	190
Future Volume (veh/h)	40	125	110	107	283	92	326	890	138	92	1123	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	43	136	120	116	308	100	354	967	150	100	1221	207
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	241	197	82	465	192	123	855	670	371	1139	892
Arrive On Green	0.05	0.13	0.11	0.05	0.13	0.13	0.10	0.61	0.61	0.23	0.61	0.61
Sat Flow, veh/h	1634	1852	1513	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	43	129	127	116	308	100	354	967	150	100	1221	207
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.1	8.2	9.1	6.0	9.9	4.8	9.0	55.1	4.0	6.0	73.4	7.7
Cycle Q Clear(g_c), s	3.1	8.2	9.1	6.0	9.9	4.8	9.0	55.1	4.0	6.0	73.4	7.7
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	231	208	82	465	192	123	855	670	371	1139	892
V/C Ratio(X)	0.54	0.56	0.61	1.42	0.66	0.52	2.89	1.13	0.22	0.27	1.07	0.23
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	371	1139	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	49.0	50.2	57.0	49.6	18.9	54.0	23.4	7.2	38.2	23.3	10.6
Incr Delay (d2), s/veh	4.9	1.9	2.5	241.1	1.5	2.0	851.9	60.4	0.1	0.4	48.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	4.1	8.2	5.0	2.0	33.0	42.2	1.6	2.8	52.6	3.2
LnGrp Delay(d),s/veh	60.6	50.8	52.7	298.1	51.0	20.8	905.9	83.7	7.2	38.6	71.6	11.2
LnGrp LOS	E	D	D	F	D	C	F	F	A	D	F	B
Approach Vol, veh/h		299			524			1471			1528	
Approach Delay, s/veh		53.0			100.0			273.8			61.3	
Approach LOS		D			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	59.1	10.0	19.6	13.0	77.4	9.9	19.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.0	57.1	8.0	11.1	11.0	75.4	5.1	11.9
Green Ext Time (p_c), s	4.8	0.0	0.0	2.1	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		147.7
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	185	52	128	266	111	179	378	83	347	702	146
Future Volume (veh/h)	51	185	52	128	266	111	179	378	83	347	702	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	55	201	57	139	289	121	195	411	90	377	763	159
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	334	138	177	513	211	240	1583	652	354	1831	754
Arrive On Green	0.06	0.09	0.09	0.11	0.15	0.15	0.29	0.89	0.89	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	55	201	57	139	289	121	195	411	90	377	763	159
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.9	6.5	3.2	9.9	9.1	9.3	13.3	1.9	0.6	26.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	6.5	3.2	9.9	9.1	9.3	13.3	1.9	0.6	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	334	138	177	513	211	240	1583	652	354	1831	754
V/C Ratio(X)	0.36	0.60	0.41	0.79	0.56	0.57	0.81	0.26	0.14	1.06	0.42	0.21
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1583	652	354	1831	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.95	0.95	0.57	0.57	0.57	0.93	0.93	0.93	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.8	52.2	27.1	52.1	47.8	47.8	40.9	3.6	1.4	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	1.9	12.4	0.6	1.4	10.0	0.4	0.4	35.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.3	1.4	5.1	4.5	3.8	6.6	1.0	0.3	15.1	0.0	0.0
LnGrp Delay(d),s/veh	54.1	53.8	29.0	64.6	48.3	49.2	50.9	4.0	1.8	69.4	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	F	A	A
Approach Vol, veh/h		313			549			696			1299	
Approach Delay, s/veh		49.3			52.6			16.8			20.2	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.7	17.0	15.3	21.6	66.1	10.9	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	3.9	11.9	8.5	15.3	2.0	5.9	11.3
Green Ext Time (p_c), s	0.0	7.0	0.0	0.8	0.3	7.1	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	456	145	108	318	93	107	1067	102	242	2170	621
Future Volume (veh/h)	241	456	145	108	318	93	107	1067	102	242	2170	621
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	262	496	158	117	346	101	116	1160	111	263	2359	675
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	725	299	218	564	232	150	1863	768	109	1774	731
Arrive On Green	0.11	0.20	0.20	0.07	0.16	0.16	0.09	0.53	0.53	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	262	496	158	117	346	101	116	1160	111	263	2359	675
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.6	15.6	11.6	4.3	10.9	7.5	8.3	27.7	4.7	8.0	60.2	51.6
Cycle Q Clear(g_c), s	9.6	15.6	11.6	4.3	10.9	7.5	8.3	27.7	4.7	8.0	60.2	51.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	725	299	218	564	232	150	1863	768	109	1774	731
V/C Ratio(X)	0.72	0.68	0.53	0.54	0.61	0.43	0.77	0.62	0.14	2.41	1.33	0.92
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1863	768	109	1774	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.91	0.91	0.91	0.67	0.67	0.67
Uniform Delay (d), s/veh	51.3	44.1	42.5	54.0	47.0	45.6	53.3	20.0	14.6	56.0	29.9	27.8
Incr Delay (d2), s/veh	4.6	0.9	1.1	2.0	1.1	1.3	20.1	1.4	0.4	654.7	151.0	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.7	4.8	1.9	5.4	3.1	4.6	13.9	2.0	23.4	66.5	23.4
LnGrp Delay(d),s/veh	55.9	45.0	43.7	56.1	48.1	46.8	73.4	21.5	14.9	710.7	180.9	41.8
LnGrp LOS	E	D	D	E	D	D	E	C	B	F	F	D
Approach Vol, veh/h		916			564			1387			3297	
Approach Delay, s/veh		47.9			49.5			25.3			194.7	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	67.2	12.3	28.6	15.0	64.2	17.7	23.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.3	29.7	6.3	17.6	10.3	62.2	11.6	12.9
Green Ext Time (p_c), s	0.0	17.6	0.1	4.0	0.0	0.0	0.2	4.2

Intersection Summary		
HCM 2010 Ctrl Delay		121.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	25	62	0	13	29	2032	143	30	1780	52
Future Volume (veh/h)	87	0	25	62	0	13	29	2032	143	30	1780	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	95	0	27	67	0	14	32	2209	155	33	1935	57
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	95	0	27	67	0	14	32	2209	155	33	1935	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.0	1.7	2.4	21.8	1.4
Cycle Q Clear(g_c), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.0	1.7	2.4	21.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
V/C Ratio(X)	0.78	0.00	0.39	0.55	0.00	0.19	0.49	0.89	0.15	0.49	0.54	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2492	1027	82	3585	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	40.9	53.6	0.0	55.8	56.4	14.0	1.0	56.3	8.4	5.4
Incr Delay (d2), s/veh	26.1	0.0	3.6	3.8	0.0	1.2	5.5	5.1	0.3	5.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.8	2.3	0.0	0.5	1.1	30.3	0.8	1.2	10.2	0.6
LnGrp Delay(d),s/veh	80.6	0.0	44.5	57.4	0.0	57.1	61.9	19.1	1.3	61.8	9.0	5.5
LnGrp LOS	F		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		122			81			2396			2025	
Approach Delay, s/veh		72.6			57.4			18.5			9.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	88.5	12.9	9.7	8.8	88.6	13.0	9.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.9	61.0	6.7	3.9	4.3	23.8	8.9	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	27.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	278	1962	139	104	1400
Future Volume (veh/h)	579	278	1962	139	104	1400
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	629	302	2133	151	113	1522
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	629	302	2133	151	113	1522
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	4.9	7.9	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	4.9	7.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	2.34	1.26	1.78	0.16	0.75	1.06
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.64	0.64	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.5	47.7	0.0
Incr Delay (d2), s/veh	612.6	137.5	353.3	0.4	2.0	29.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.5	17.1	157.1	2.1	3.6	11.9
LnGrp Delay(d),s/veh	662.7	187.7	374.7	8.8	49.7	29.8
LnGrp LOS	F	F	F	A	D	F
Approach Vol, veh/h	931		2284			1635
Approach Delay, s/veh	508.6		350.5			31.2
Approach LOS	F		F			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	19.9	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	273.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	81	218	158	128	126	76	476	30	57	958	46
Future Volume (veh/h)	123	81	218	158	128	126	76	476	30	57	958	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	134	88	237	172	139	137	83	517	33	62	1041	50
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	101	271	144	164	161	127	1656	105	103	1634	78
Arrive On Green	0.12	0.23	0.21	0.09	0.19	0.18	0.16	0.98	0.95	0.13	0.95	0.92
Sat Flow, veh/h	1634	447	1203	1634	863	850	1634	3379	215	1634	3438	165
Grp Volume(v), veh/h	134	0	325	172	0	276	83	270	280	62	536	555
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	9.4	0.0	22.8	10.6	0.0	18.7	5.7	0.5	0.6	4.3	4.6	4.8
Cycle Q Clear(g_c), s	9.4	0.0	22.8	10.6	0.0	18.7	5.7	0.5	0.6	4.3	4.6	4.8
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	202	0	372	144	0	325	127	867	894	103	841	871
V/C Ratio(X)	0.66	0.00	0.87	1.19	0.00	0.85	0.65	0.31	0.31	0.60	0.64	0.64
Avail Cap(c_a), veh/h	202	0	418	144	0	380	218	867	894	163	841	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.91	0.91	0.91	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.2	0.0	45.4	54.7	0.0	47.4	49.2	0.6	0.7	51.0	1.7	1.8
Incr Delay (d2), s/veh	7.2	0.0	15.6	135.6	0.0	14.6	5.1	0.8	0.8	4.8	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	12.0	10.2	0.0	10.2	2.8	0.4	0.4	2.1	2.5	2.6
LnGrp Delay(d),s/veh	57.3	0.0	61.0	190.3	0.0	62.0	54.2	1.5	1.6	55.9	4.8	4.8
LnGrp LOS	E		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		459			448			633			1153	
Approach Delay, s/veh		60.0			111.2			8.4			7.6	
Approach LOS		E			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	62.8	14.6	31.0	13.3	61.0	18.9	26.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.3	2.6	12.6	24.8	7.7	6.8	11.4	20.7
Green Ext Time (p_c), s	0.0	7.6	0.0	0.5	0.1	7.5	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	67.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	67	2	778	0	344	853	0	0	0	1343	899
Future Vol, veh/h	0	0	0	0	0	67	2	778	0	344	853	0	0	0	1343	899
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	2	846	0	374	927	0	0	0	1460	977
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66.9	64.8	69.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	853	69	778	1343	899
LT Vol	344	0	67	0	0	0
Through Vol	0	853	2	0	1343	0
RT Vol	0	0	0	778	0	899
Lane Flow Rate	374	927	75	846	1460	977
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.887	1	0.194	1	1	1
Departure Headway (Hd)	8.539	8.04	9.306	8.121	7.968	7.27
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	464	385	448	467	508
Service Time	6.26	5.76	7.077	5.892	5.709	5.01
HCM Lane V/C Ratio	0.878	1.998	0.195	1.888	3.126	1.923
HCM Control Delay	49.6	71	14.3	71.6	70.7	67.4
HCM Lane LOS	E	F	B	F	F	F
HCM 95th-tile Q	9.2	12.9	0.7	12.8	13	13.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	544	200	384	153	569	0	0	758	223
Future Volume (veh/h)	0	0	0	544	200	384	153	569	0	0	758	223
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				591	217	417	166	618	0	0	824	242
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1044	595	466	520	2144	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.16	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				591	217	417	166	618	0	0	824	242
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.0	10.8	32.7	5.5	10.0	0.0	0.0	10.0	5.7
Cycle Q Clear(g_c), s				18.0	10.8	32.7	5.5	10.0	0.0	0.0	10.0	5.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1044	595	466	520	2144	0	0	1430	589
V/C Ratio(X)				0.57	0.36	0.90	0.32	0.29	0.00	0.00	0.58	0.41
Avail Cap(c_a), veh/h				1185	675	529	520	2144	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.94	0.94	0.00	0.00	0.63	0.63
Uniform Delay (d), s/veh				33.9	31.5	38.9	44.2	11.3	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.0	0.0	1.9	0.3	0.3	0.0	0.0	1.1	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.1	5.6	13.5	2.4	5.0	0.0	0.0	4.8	2.4
LnGrp Delay(d),s/veh				34.0	31.5	40.8	44.6	11.6	0.0	0.0	8.9	8.7
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1225			784			1066	
Approach Delay, s/veh					35.9			18.6			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.2			24.2	53.0		42.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.0			7.5	12.0		34.7
Green Ext Time (p_c), s		3.5			2.0	5.1		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	470	187	392	990	0	0	1979	770
Future Volume (veh/h)	0	0	0	264	470	187	392	990	0	0	1979	770
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				287	511	203	426	1076	0	0	2151	837
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				595	664	274	340	2639	0	0	1784	735
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				287	511	203	426	1076	0	0	2151	837
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				595	664	274	340	2639	0	0	1784	735
V/C Ratio(X)				0.48	0.77	0.74	1.25	0.41	0.00	0.00	1.21	1.14
Avail Cap(c_a), veh/h				822	917	378	340	2639	0	0	1784	735
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.3	46.0	43.4	0.1	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	130.2	0.3	0.0	0.0	93.1	64.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	23.5	0.3	0.0	0.0	52.6	37.4
LnGrp Delay(d),s/veh				44.1	49.0	51.0	173.6	0.5	0.0	0.0	122.9	93.9
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1001			1502			2988	
Approach Delay, s/veh					48.0			49.6			114.7	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.5			29.0	64.5		26.5
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.5			27.0	62.5		18.5
Green Ext Time (p_c), s		56.6			0.0	0.0		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	84.7
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	53
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	226	1	97	0	0	0	0	0	0	660	129	0	519	439	0
Future Vol, veh/h	0	226	1	97	0	0	0	0	0	0	660	129	0	519	439	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	246	1	105	0	0	0	0	0	0	717	140	0	564	477	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	19.6	58.7	59.5
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	660	129	227	97	519	439
LT Vol	0	0	226	0	519	0
Through Vol	660	0	1	0	0	439
RT Vol	0	129	0	97	0	0
Lane Flow Rate	717	140	247	105	564	477
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.26	0.588	0.216	1	0.923
Departure Headway (Hd)	7.386	6.685	8.576	7.38	7.466	6.965
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	537	422	488	491	520
Service Time	5.123	4.422	6.294	5.099	5.193	4.692
HCM Lane V/C Ratio	1.448	0.261	0.585	0.215	1.149	0.917
HCM Control Delay	67.9	11.8	22.8	12.1	68.3	49
HCM Lane LOS	F	B	C	B	F	E
HCM 95th-tile Q	13.5	1	3.7	0.8	13.4	11.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	125	235	0	0	0	0	656	521	348	928	0
Future Volume (veh/h)	197	125	235	0	0	0	0	656	521	348	928	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	214	136	255				0	713	566	378	1009	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	725	299				0	2767	794	478	2578	0
Arrive On Green	0.20	0.20	0.20				0.00	0.54	0.54	0.30	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	214	136	255				0	713	566	378	1009	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	14.4	3.8	20.2				0.0	8.9	34.7	13.1	0.0	0.0
Cycle Q Clear(g_c), s	14.4	3.8	20.2				0.0	8.9	34.7	13.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	725	299				0	2767	794	478	2578	0
V/C Ratio(X)	0.64	0.19	0.85				0.00	0.26	0.71	0.79	0.39	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2767	794	660	2578	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	43.6	39.4	46.0				0.0	14.5	20.4	40.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	12.6				0.0	0.2	5.4	3.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	9.2				0.0	4.2	15.0	5.9	0.1	0.0
LnGrp Delay(d),s/veh	45.7	39.6	58.6				0.0	14.7	25.8	43.8	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		605						1279			1387	
Approach Delay, s/veh		49.7						19.6			12.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.1	69.3		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.1	36.7		22.2		2.0		
Green Ext Time (p_c), s	1.0	7.6		1.8		17.1		

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	468	126	0	0	0	0	999	610	901	1485	0
Future Volume (veh/h)	175	468	126	0	0	0	0	999	610	901	1485	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	190	509	137				0	1086	663	979	1614	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	536	599	247				0	1702	701	792	2704	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	190	509	137				0	1086	663	979	1614	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	599	247				0	1702	701	792	2704	0
V/C Ratio(X)	0.35	0.85	0.56				0.00	0.64	0.95	1.24	0.60	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1702	701	792	2704	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.80	0.80	0.80				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.1	48.4	45.7				0.0	23.3	29.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.2	1.8				0.0	1.8	23.0	107.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.9	4.3				0.0	13.9	25.3	24.8	0.0	0.0
LnGrp Delay(d),s/veh	44.4	56.5	47.5				0.0	25.2	52.7	137.0	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		836						1749			2593	
Approach Delay, s/veh		52.3						35.6			51.8	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.7		24.3		95.7		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	53.9		18.7		2.0		
Green Ext Time (p_c), s	0.0	0.3		1.0		41.4		

Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	24	102	77	27	77
Future Vol, veh/h	66	24	102	77	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	26	111	84	29	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	942	-	-	1479	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1479	-
HCM Lane V/C Ratio	-	-	0.127	0.02	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	83	27	0	66	0	34
Future Vol, veh/h	83	27	0	66	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	29	0	72	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	177	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	813	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	813	949
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1468	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	9	260	15	0	299
Future Vol, veh/h	0	9	260	15	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	283	16	0	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	291	0	0	299	0
Stage 1	291	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	454	748	-	-	1262	-
Stage 1	759	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	748	-	-	1262	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	748	1262	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	316	32	0	24
Future Vol, veh/h	0	414	316	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	343	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	811	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1180	-	-	-	349	684
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	349	684
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	642	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1180	-	-	-	684
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	33	238	115	129	255
Future Vol, veh/h	26	33	238	115	129	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	259	125	140	277

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	817	259	0	0	259	0
Stage 1	259	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	346	780	-	-	1306	-
Stage 1	784	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	780	-	-	1306	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	309	780	1306	-
HCM Lane V/C Ratio	-	-	0.091	0.046	0.107	-
HCM Control Delay (s)	-	-	17.8	9.8	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	35	317	128	130	242
Future Vol, veh/h	31	35	317	128	130	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	38	345	139	141	263

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	891	345	0	0	345	0
Stage 1	345	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	313	698	-	-	1214	-
Stage 1	717	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	698	-	-	1214	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	277	698	1214	-
HCM Lane V/C Ratio	-	-	0.122	0.055	0.116	-
HCM Control Delay (s)	-	-	19.8	10.5	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	62	238	162	0	266
Future Vol, veh/h	0	62	238	162	0	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	259	176	0	289

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	548	259	0	0	259	0
Stage 1	259	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	780	-	-	1306	-
Stage 1	784	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	497	780	-	-	1306	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	760	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	780	1306	-
HCM Lane V/C Ratio	-	-	-	0.086	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	113	153	157	88	30	32
Future Vol, veh/h	113	153	157	88	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	166	171	96	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	583	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1406	-	-	-	475	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1406	-	-	-	433	873
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1406	-	-	-	433	873
HCM Lane V/C Ratio	0.087	-	-	-	0.075	0.04
HCM Control Delay (s)	7.8	-	-	-	14	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	111	128	165	104	27	27
Future Vol, veh/h	111	128	165	104	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	139	179	113	29	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	179	0	-	0	559	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1397	-	-	-	490	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1397	-	-	-	448	864
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1397	-	-	-	448	864
HCM Lane V/C Ratio	0.086	-	-	-	0.066	0.034
HCM Control Delay (s)	7.8	-	-	-	13.6	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	82	130	199	80	15	19
Future Vol, veh/h	82	130	199	80	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	141	216	87	16	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	536	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	505	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	472	824
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1354	-	-	-	472	824
HCM Lane V/C Ratio	0.066	-	-	-	0.035	0.025
HCM Control Delay (s)	7.8	-	-	-	12.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

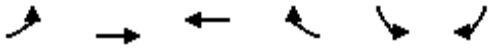
Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	133	57	72	114	21	25
Future Vol, veh/h	133	57	72	114	21	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	62	78	124	23	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	425	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	586	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	554	902
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	902	-	-	1437	-
HCM Lane V/C Ratio	0.041	0.03	-	-	0.054	-
HCM Control Delay (s)	11.8	9.1	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	205	225	0	287	63
Future Volume (veh/h)	0	205	225	0	287	63
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	223	245	0	312	68
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	375	375	0	2517	1158
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	223	245	0	312	68
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.2	8.0	0.0	2.7	1.2
Cycle Q Clear(g_c), s	0.0	7.2	8.0	0.0	2.7	1.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	375	375	0	2517	1158
V/C Ratio(X)	0.00	0.59	0.65	0.00	0.12	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2517	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.2	51.5	0.0	2.8	2.7
Incr Delay (d2), s/veh	0.0	1.5	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	4.0	0.0	1.2	0.5
LnGrp Delay(d),s/veh	0.0	52.7	52.8	0.0	2.9	2.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		223	245		380	
Approach Delay, s/veh		52.7	52.8		2.9	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.7		101.3		18.7
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.2		4.7		10.0
Green Ext Time (p_c), s				2.7		1.3		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	470	0	0	537	372	38	0	340	0	0	0
Future Volume (veh/h)	29	470	0	0	537	372	38	0	340	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	32	511	0	0	584	404	41	0	370			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	39	1421	0	0	1173	483	1604	0	738			
Arrive On Green	0.02	0.40	0.00	0.00	0.33	0.33	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	32	511	0	0	584	404	41	0	370			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.5	13.1	0.0	0.0	17.2	33.3	0.8	0.0	21.8			
Cycle Q Clear(g_c), s	2.5	13.1	0.0	0.0	17.2	33.3	0.8	0.0	21.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	39	1421	0	0	1173	483	1604	0	738			
V/C Ratio(X)	0.82	0.36	0.00	0.00	0.50	0.84	0.03	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1604	0	738			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.2	27.2	0.0	0.0	34.8	40.2	16.1	0.0	21.2			
Incr Delay (d2), s/veh	52.6	0.1	0.0	0.0	0.0	0.8	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.4	0.0	0.0	8.4	13.5	0.4	0.0	8.8			
LnGrp Delay(d),s/veh	115.8	27.4	0.0	0.0	34.8	41.0	16.1	0.0	21.8			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		543			988			411				
Approach Delay, s/veh		32.6			37.3			21.2				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.8		58.2			9.1	49.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.8		15.1			4.5	35.3
Green Ext Time (p_c), s		0.0		9.7			0.0	7.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	214	14	0	8	317	29	0	63	10	19	0	81	11	180
Future Vol, veh/h	0	79	214	14	0	8	317	29	0	63	10	19	0	81	11	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	233	15	0	9	345	32	0	68	11	21	0	88	12	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.9	13.5	11.5	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	79	143	85	8	211	135	81	7	184
LT Vol	63	0	79	0	0	8	0	0	81	0	0
Through Vol	0	10	0	143	71	0	211	106	0	7	4
RT Vol	0	19	0	0	14	0	0	29	0	0	180
Lane Flow Rate	68	32	86	155	93	9	230	146	88	8	200
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.152	0.062	0.176	0.296	0.174	0.018	0.431	0.269	0.184	0.016	0.352
Departure Headway (Hd)	8.015	7.056	7.469	6.964	6.848	7.263	6.758	6.606	7.637	7.135	6.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	511	483	519	527	489	528	539	473	505	561
Service Time	5.715	4.756	5.169	4.664	4.548	5.061	4.556	4.403	5.337	4.835	4.146
HCM Lane V/C Ratio	0.151	0.063	0.178	0.299	0.176	0.018	0.436	0.271	0.186	0.016	0.357
HCM Control Delay	12.1	10.2	11.8	12.6	11	10.2	14.6	11.9	12.1	10	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.2	0.6	0.1	2.1	1.1	0.7	0	1.6

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	306	33	0	30
Future Vol, veh/h	0	414	306	33	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	333	36	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	801	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1191	-	-	-	354	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1191	-	-	-	354	692
Mov Cap-2 Maneuver	-	-	-	-	354	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	642	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	692
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	3	234	35	4	263
Future Vol, veh/h	39	3	234	35	4	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3	254	38	4	286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	254	0	0	254	0
Stage 1	254	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	785	-	-	1311	-
Stage 1	788	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	785	-	-	1311	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	495	785	1311	-
HCM Lane V/C Ratio	-	-	0.086	0.004	0.003	-
HCM Control Delay (s)	-	-	13	9.6	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	33	35	21
Future Vol, veh/h	0	12	0	33	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	36	38	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	30	61	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	930	1038	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1038	1540	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1038	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	58	24	59	71	22	46
Future Vol, veh/h	58	24	59	71	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	26	64	77	24	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	103	0	0	141	0
Stage 1	103	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	952	-	-	1442	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1442	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	775	952	1442	-
HCM Lane V/C Ratio	-	-	0.081	0.027	0.017	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	38	116	118	65	55	28
Future Vol, veh/h	38	116	118	65	55	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	128	71	60	30

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	164	334	-	0	199	0
Stage 1	0	135	-	-	-	-
Stage 2	164	199	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	827	586	-	-	1373	-
Stage 1	-	-	-	-	-	-
Stage 2	865	736	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	0	-	-	1373	-
Mov Cap-2 Maneuver	791	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.8	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	791	-	-	1373	-
HCM Lane V/C Ratio	0.212	-	-	0.044	-
HCM Control Delay (s)	10.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	38	20	77	36	83	25	1311	115	152	1457	7
Future Volume (veh/h)	9	38	20	77	36	83	25	1311	115	152	1457	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	10	41	22	84	39	90	27	1425	125	165	1584	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	275	285	153	332	125	289	39	1745	152	197	2262	11
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.53	0.53	0.12	0.63	0.62
Sat Flow, veh/h	1157	1142	613	1228	501	1157	1634	3294	287	1634	3611	18
Grp Volume(v), veh/h	10	0	63	84	0	129	27	762	788	165	776	816
Grp Sat Flow(s),veh/h/ln	1157	0	1755	1228	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	0.9	0.0	3.4	6.9	0.0	7.6	2.0	42.7	43.4	11.9	35.0	35.1
Cycle Q Clear(g_c), s	8.5	0.0	3.4	10.2	0.0	7.6	2.0	42.7	43.4	11.9	35.0	35.1
Prop In Lane	1.00		0.35	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	275	0	438	332	0	414	39	938	960	197	1108	1165
V/C Ratio(X)	0.04	0.00	0.14	0.25	0.00	0.31	0.69	0.81	0.82	0.84	0.70	0.70
Avail Cap(c_a), veh/h	275	0	438	332	0	414	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	35.1	39.0	0.0	36.8	58.1	23.3	23.5	51.6	14.9	14.9
Incr Delay (d2), s/veh	0.2	0.0	0.7	1.8	0.0	2.0	19.4	4.4	4.6	18.4	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.7	2.5	0.0	3.7	1.1	21.9	22.9	6.4	17.5	18.4
LnGrp Delay(d),s/veh	40.3	0.0	35.8	40.8	0.0	38.7	77.5	27.7	28.1	70.1	16.5	16.5
LnGrp LOS	D		D	D		D	E	C	C	E	B	B
Approach Vol, veh/h		73			213			1577			1757	
Approach Delay, s/veh		36.4			39.6			28.8			21.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.5	67.6		34.0	6.9	79.2		34.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	13.9	45.4		10.5	4.0	37.1		12.2
Green Ext Time (p_c), s	0.2	17.7		0.6	0.0	24.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	17	75	389	44	38
Future Vol, veh/h	285	17	75	389	44	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	310	18	82	423	48	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	905	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1232	-	307	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	280	722
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	-	-	1232	-
HCM Lane V/C Ratio	0.228	-	-	0.066	-
HCM Control Delay (s)	16.9	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	50
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	247	76	0	466	375	22	0	90	31	443
Future Vol, veh/h	0	11	247	76	0	466	375	22	0	90	31	443
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	12	268	83	0	507	408	24	0	98	34	482
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	15.9	56.6	62.9
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	8%	0%	71%	0%	9%
Vol Thru, %	5%	92%	62%	29%	89%	74%
Vol Right, %	79%	0%	38%	0%	11%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	564	135	200	654	210	43
LT Vol	90	11	0	466	0	4
Through Vol	31	124	124	188	188	32
RT Vol	443	0	76	0	22	7
Lane Flow Rate	613	146	217	710	228	47
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	1	0.324	0.462	1	0.462	0.111
Departure Headway (Hd)	6.344	7.972	7.664	7.738	7.309	8.558
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	453	473	476	494	419
Service Time	4.375	5.684	5.377	5.468	5.038	6.597
HCM Lane V/C Ratio	1.064	0.322	0.459	1.492	0.462	0.112
HCM Control Delay	62.9	14.5	16.8	69.6	16.2	12.7
HCM Lane LOS	F	B	C	F	C	B
HCM 95th-tile Q	14.6	1.4	2.4	13.2	2.4	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	32	7
Future Vol, veh/h	0	4	32	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	35	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.7
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	105.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	333	471	548	62	70	232
Future Vol, veh/h	333	471	548	62	70	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	512	596	67	76	252

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	663	0	-	0	1609	332
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	980	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	922	-	-	-	95	664
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	922	-	-	-	~ 43	664
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	146	-

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	$ 584.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	922	-	-	-	153
HCM Lane V/C Ratio	0.393	-	-	-	2.145
HCM Control Delay (s)	11.4	1.3	-	-	$ 584.8
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	-	26.5

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

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	0	24	9	141	0	948	11	131	1449	4
Future Vol, veh/h	0	32	0	24	9	141	0	948	11	131	1449	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	26	10	153	0	1030	12	142	1575	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2382	2904	790	2126	2900	521	1579	0	0	1042	0	0
Stage 1	1862	1862	-	1036	1036	-	-	-	-	-	-	-
Stage 2	520	1042	-	1090	1864	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	~ 15	333	28	16	500	413	-	-	663	-	-
Stage 1	75	121	-	248	307	-	-	-	-	-	-	-
Stage 2	507	305	-	230	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	~ 12	333	-	13	500	413	-	-	663	-	-
Mov Cap-2 Maneuver	4	~ 12	-	-	13	-	-	-	-	-	-	-
Stage 1	75	95	-	248	307	-	-	-	-	-	-	-
Stage 2	340	305	-	115	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1489.7		0	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	413	-	-	12	-	663	-	-
HCM Lane V/C Ratio	-	-	-	2.899	-	0.215	-	-
HCM Control Delay (s)	0	-	-	$ 1489.7	-	11.9	-	-
HCM Lane LOS	A	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.3	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	248	7	2	164	2	0
Future Vol, veh/h	248	7	2	164	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	8	2	178	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	277	0	456	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1286	-	562	766
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1286	-	561	766
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	561	-	-	1286	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	138	0	0	174	0	0
Future Vol, veh/h	138	0	0	174	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	150	0	0	189	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	339	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1431	-	657	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1431	-	657	896
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	843	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1431	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	155	73	83	226	36	43	56	30	18	64	4
Future Vol, veh/h	6	155	73	83	226	36	43	56	30	18	64	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	168	79	90	246	39	47	61	33	20	70	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	248	0	0	704	686	208	714	707	265
Stage 1	-	-	-	-	-	-	221	221	-	446	446	-
Stage 2	-	-	-	-	-	-	483	465	-	268	261	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1277	-	-	1318	-	-	352	370	832	346	360	774
Stage 1	-	-	-	-	-	-	781	720	-	591	574	-
Stage 2	-	-	-	-	-	-	565	563	-	738	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1318	-	-	274	338	832	268	328	774
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	338	-	268	328	-
Stage 1	-	-	-	-	-	-	776	716	-	587	527	-
Stage 2	-	-	-	-	-	-	448	517	-	645	688	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	21.2	20.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	360	1277	-	-	1318	-	-	322
HCM Lane V/C Ratio	0.389	0.005	-	-	0.068	-	-	0.29
HCM Control Delay (s)	21.2	7.8	0	-	7.9	0	-	20.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	1.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	8	22	288	17	47
Future Vol, veh/h	182	8	22	288	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	9	24	313	18	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	563	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	487	839
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	477	839
Mov Cap-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	1364	-
HCM Lane V/C Ratio	0.1	-	-	0.018	-
HCM Control Delay (s)	10.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	119	37	36	180	78	19
Future Vol, veh/h	119	37	36	180	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	40	39	196	85	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	170	0	423	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1407	-	588	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1407	-	570	898
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	614	-	-	1407	-
HCM Lane V/C Ratio	0.172	-	-	0.028	-
HCM Control Delay (s)	12.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	196	0	14	327	4	32
Future Vol, veh/h	196	0	14	327	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	0	15	355	4	35

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	230	213	391	213
Stage 1	-	-	0	0	213	-
Stage 2	-	-	230	213	178	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	758	684	613	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	808	726	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	758	0	613	827
Mov Cap-2 Maneuver	-	-	758	0	613	-
Stage 1	-	-	-	0	823	-
Stage 2	-	-	808	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	14.2	9.8
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	796	-	-	758
HCM Lane V/C Ratio	0.049	-	-	0.489
HCM Control Delay (s)	9.8	-	-	14.2
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	2.7

Intersection	
Intersection Delay, s/veh	30.6
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	203	55	0	115	187	0	241	322
Future Vol, veh/h	0	203	55	0	115	187	0	241	322
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	221	60	0	125	203	0	262	350
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	15.4	18.3	44.1
HCM LOS	C	C	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	43%	0%	38%
Vol Thru, %	0%	79%	62%
Vol Right, %	57%	21%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	563	258	302
LT Vol	241	0	115
Through Vol	0	203	187
RT Vol	322	55	0
Lane Flow Rate	612	280	328
Geometry Grp	1	1	1
Degree of Util (X)	0.932	0.495	0.588
Departure Headway (Hd)	5.589	6.354	6.45
Convergence, Y/N	Yes	Yes	Yes
Cap	655	569	561
Service Time	3.589	4.365	4.46
HCM Lane V/C Ratio	0.934	0.492	0.585
HCM Control Delay	44.1	15.4	18.3
HCM Lane LOS	E	C	C
HCM 95th-tile Q	12.5	2.7	3.8

Intersection	
Intersection Delay, s/veh	39.9
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	64	163	0	171	418	0	347	137
Future Vol, veh/h	0	64	163	0	171	418	0	347	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	70	177	0	186	454	0	377	149
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	14.4	59.3	28.3
HCM LOS	B	F	D

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	29%	28%	0%
Vol Thru, %	71%	0%	72%
Vol Right, %	0%	72%	28%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	589	227	484
LT Vol	171	64	0
Through Vol	418	0	347
RT Vol	0	163	137
Lane Flow Rate	640	247	526
Geometry Grp	1	1	1
Degree of Util (X)	1	0.441	0.814
Departure Headway (Hd)	5.621	6.439	5.572
Convergence, Y/N	Yes	Yes	Yes
Cap	640	563	652
Service Time	3.694	4.435	3.579
HCM Lane V/C Ratio	1	0.439	0.807
HCM Control Delay	59.3	14.4	28.3
HCM Lane LOS	F	B	D
HCM 95th-tile Q	15.4	2.2	8.4

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	5	93	35	4	138
Future Vol, veh/h	62	5	93	35	4	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	5	101	38	4	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	279	120	0	0	139	0
Stage 1	120	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	711	931	-	-	1445	-
Stage 1	905	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	709	931	-	-	1445	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1445	-
HCM Lane V/C Ratio	-	-	0.101	0.003	-
HCM Control Delay (s)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	130	91	98
Demand Flow Rate, veh/h	104	133	93	100
Vehicles Circulating, veh/h	128	65	123	112
Vehicles Exiting, veh/h	84	151	109	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	4.6	4.5	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	104	133	93	100
Cap Entry Lane, veh/h	994	1059	999	1010
Entry HV Adj Factor	0.979	0.977	0.983	0.982
Flow Entry, veh/h	102	130	91	98
Cap Entry, veh/h	973	1034	982	991
V/C Ratio	0.105	0.126	0.093	0.099
Control Delay, s/veh	4.7	4.6	4.5	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	181	158	90	165
Demand Flow Rate, veh/h	185	161	91	169
Vehicles Circulating, veh/h	140	156	235	101
Vehicles Exiting, veh/h	130	170	90	216
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.5	5.4	5.1	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	185	161	91	169
Cap Entry Lane, veh/h	982	967	893	1021
Entry HV Adj Factor	0.981	0.979	0.986	0.977
Flow Entry, veh/h	181	158	90	165
Cap Entry, veh/h	963	946	881	997
V/C Ratio	0.188	0.167	0.102	0.166
Control Delay, s/veh	5.5	5.4	5.1	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	102	55	54
Demand Flow Rate, veh/h	186	104	56	55
Vehicles Circulating, veh/h	75	49	164	131
Vehicles Exiting, veh/h	111	171	97	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	4.2	4.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	186	104	56	55
Cap Entry Lane, veh/h	1048	1076	959	991
Entry HV Adj Factor	0.981	0.985	0.978	0.989
Flow Entry, veh/h	182	102	55	54
Cap Entry, veh/h	1027	1059	938	980
V/C Ratio	0.178	0.097	0.058	0.056
Control Delay, s/veh	5.1	4.2	4.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	170	96	259	132	7
Future Vol, veh/h	15	170	96	259	132	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	104	282	143	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	496	76	151	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	503	970	1428	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	460	970	1428	-	-	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	890	-	-
HCM Lane V/C Ratio	0.073	-	0.226	-	-
HCM Control Delay (s)	7.7	0.2	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	97	149	495	57	81	367
Future Vol, veh/h	97	149	495	57	81	367
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	162	538	62	88	399

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1113	538	0	0	538	0
Stage 1	538	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	543	-	-	1030	-
Stage 1	585	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	543	-	-	1030	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.3	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	206	543	1030	-
HCM Lane V/C Ratio	-	-	0.512	0.298	0.085	-
HCM Control Delay (s)	-	-	39.5	14.4	8.8	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.6	1.2	0.3	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	117	19	5	183
Future Vol, veh/h	35	9	117	19	5	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	127	21	5	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	138	0	0	148	0
Stage 1	138	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	649	910	-	-	1434	-
Stage 1	889	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	646	910	-	-	1434	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	1434	-
HCM Lane V/C Ratio	-	-	0.07	0.004	-
HCM Control Delay (s)	-	-	10.6	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Future Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	41	0	0	0	34	4	0	0	16	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%	19%
Vol Thru, %	100%	78%	89%	47%
Vol Right, %	0%	0%	11%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	49	35	58
LT Vol	0	11	0	11
Through Vol	15	38	31	27
RT Vol	0	0	4	20
Lane Flow Rate	16	53	38	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.043	0.069
Departure Headway (Hd)	4.14	4.145	4.043	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	860	881	905
Service Time	2.197	2.188	2.09	1.984
HCM Lane V/C Ratio	0.019	0.062	0.043	0.07
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	27	20
Future Vol, veh/h	0	11	27	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	29	22
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	77	167	128
Demand Flow Rate, veh/h	47	79	170	131
Vehicles Circulating, veh/h	179	115	49	89
Vehicles Exiting, veh/h	41	104	177	105
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	79	170	131
Cap Entry Lane, veh/h	945	1007	1076	1034
Entry HV Adj Factor	0.977	0.974	0.979	0.979
Flow Entry, veh/h	46	77	167	128
Cap Entry, veh/h	922	981	1053	1012
V/C Ratio	0.050	0.078	0.158	0.127
Control Delay, s/veh	4.4	4.4	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	59	94	18	40	35
Future Vol, veh/h	22	59	94	18	40	35
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	64	102	20	43	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	229	122
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	759	929
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	740	921
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	815
HCM Lane V/C Ratio	0.016	-	-	-	0.1
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	29	99	0	39	17	31	0	53	259	84
Future Vol, veh/h	0	8	29	99	0	39	17	31	0	53	259	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	32	108	0	42	18	34	0	58	282	91
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	11.2	10.5	11.4
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	51%	0%	23%	0%	35%	0%	100%	96%
Vol Right, %	0%	0%	49%	0%	77%	0%	65%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	173	170	8	128	39	48	34	176	92
LT Vol	53	0	0	8	0	39	0	34	0	0
Through Vol	0	173	86	0	29	0	17	0	176	88
RT Vol	0	0	84	0	99	0	31	0	0	4
Lane Flow Rate	58	188	185	9	139	42	52	37	191	100
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.325	0.303	0.018	0.248	0.089	0.096	0.071	0.34	0.177
Departure Headway (Hd)	6.736	6.231	5.882	7.451	6.406	7.585	6.628	6.909	6.404	6.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	574	609	479	558	471	538	517	561	561
Service Time	4.495	3.99	3.641	5.221	4.176	5.361	4.404	4.672	4.166	4.136
HCM Lane V/C Ratio	0.109	0.328	0.304	0.019	0.249	0.089	0.097	0.072	0.34	0.178
HCM Control Delay	10.3	12	11.2	10.4	11.3	11.1	10.1	10.2	12.5	10.5
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	1.4	1.3	0.1	1	0.3	0.3	0.2	1.5	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	34	264	4
Future Vol, veh/h	0	34	264	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	287	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.6
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	478	0	0	0	526	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	478	0	0	0	526	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	520	0	0	0	572	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	19	22.7
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	478	0	0	0	0	526	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	478	0	0	0	0	526	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	520	0	0	0	0	572	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.713	0	0	0	0	0.779	0
Departure Headway (Hd)	4.943	4.943	4.943	7.028	7.028	4.907	4.907	4.907
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	733	0	0	0	0	743	0
Service Time	2.653	2.653	2.653	4.783	4.783	2.618	2.618	2.618
HCM Lane V/C Ratio	0	0.709	0	0	0	0	0.77	0
HCM Control Delay	7.7	19	7.7	9.8	9.8	7.6	22.7	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	6	0	0	0	0	7.7	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	15	17	95	13	5	14	120	101	5	177	18
Future Vol, veh/h	13	15	17	95	13	5	14	120	101	5	177	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	16	18	103	14	5	15	130	110	5	192	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	364	192	372	364	130	192	0	0	130	0	0
Stage 1	203	203	-	161	161	-	-	-	-	-	-	-
Stage 2	168	161	-	211	203	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	586	564	850	585	564	920	1381	-	-	1455	-	-
Stage 1	799	733	-	841	765	-	-	-	-	-	-	-
Stage 2	834	765	-	791	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	565	556	850	553	556	920	1381	-	-	1455	-	-
Mov Cap-2 Maneuver	565	556	-	553	556	-	-	-	-	-	-	-
Stage 1	790	730	-	832	757	-	-	-	-	-	-	-
Stage 2	805	757	-	754	730	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.7	0.5	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	565	556	850	553	556	920	1455	-	-
HCM Lane V/C Ratio	0.011	-	-	0.025	0.029	0.022	0.187	0.025	0.006	0.004	-	-
HCM Control Delay (s)	7.6	-	-	11.5	11.7	9.3	13	11.6	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0.7	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Future Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	3	0	1	3	9	0	0	12	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	6.9	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	8%	35%
Vol Thru, %	92%	0%	25%	51%
Vol Right, %	8%	43%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	7	12	37
LT Vol	0	4	1	13
Through Vol	11	0	3	19
RT Vol	1	3	8	5
Lane Flow Rate	13	8	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.008	0.013	0.044
Departure Headway (Hd)	3.951	3.895	3.65	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	920	981	906
Service Time	1.962	1.915	1.67	1.976
HCM Lane V/C Ratio	0.014	0.009	0.013	0.044
HCM Control Delay	7	6.9	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	19	5
Future Vol, veh/h	0	13	19	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	114	102	130
Demand Flow Rate, veh/h	135	117	104	132
Vehicles Circulating, veh/h	116	167	188	34
Vehicles Exiting, veh/h	50	125	63	250
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.0	5.0	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	135	117	104	132
Cap Entry Lane, veh/h	1006	956	936	1092
Entry HV Adj Factor	0.984	0.978	0.981	0.985
Flow Entry, veh/h	133	114	102	130
Cap Entry, veh/h	990	935	919	1076
V/C Ratio	0.134	0.122	0.111	0.121
Control Delay, s/veh	4.9	5.0	5.0	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	150	64	0
Demand Flow Rate, veh/h	70	153	65	0
Vehicles Circulating, veh/h	30	49	50	202
Vehicles Exiting, veh/h	172	66	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	4.7	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	70	153	65	0
Cap Entry Lane, veh/h	1097	1076	1075	923
Entry HV Adj Factor	0.986	0.978	0.985	1.000
Flow Entry, veh/h	69	150	64	0
Cap Entry, veh/h	1080	1051	1058	923
V/C Ratio	0.064	0.142	0.061	0.000
Control Delay, s/veh	3.9	4.7	3.9	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	71	148	398	393	9
Future Vol, veh/h	7	71	148	398	393	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	77	161	433	427	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	970	218	437	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	251	786	1119	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	204	786	1119	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1119	-	626	-	-
HCM Lane V/C Ratio	0.144	-	0.135	-	-
HCM Control Delay (s)	8.8	0.5	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	1126	219	147	1324	25	141	0	55	19	12	86
Future Volume (veh/h)	393	1126	219	147	1324	25	141	0	55	19	12	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	427	1224	238	160	1439	27	153	0	60	21	13	93
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1125	21	410	0	161	27	17	121
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.33	0.00	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1634	3539	2567	1634	3554	67	1232	0	483	271	168	1199
Grp Volume(v), veh/h	427	1224	238	160	716	750	213	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1851	1716	0	0	1638	0	0
Q Serve(g_s), s	14.0	40.2	7.8	8.0	38.0	38.0	11.4	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	40.2	7.8	8.0	38.0	38.0	11.4	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.72		0.28	0.17		0.73
Lane Grp Cap(c), veh/h	191	1298	941	109	560	586	571	0	0	165	0	0
V/C Ratio(X)	2.24	0.94	0.25	1.47	1.28	1.28	0.37	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	586	571	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	36.8	26.5	56.0	41.0	41.0	30.6	0.0	0.0	52.8	0.0	0.0
Incr Delay (d2), s/veh	572.9	12.6	0.1	237.7	133.0	133.6	1.9	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.6	21.8	2.8	10.8	39.2	41.1	5.7	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	625.9	49.4	26.7	293.7	174.0	174.6	32.4	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	F	D	C	F	F	F	C			E		
Approach Vol, veh/h		1889			1626			213			127	
Approach Delay, s/veh		176.8			186.1			32.4			60.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.9	12.0	48.0		16.1	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		13.4	10.0	42.2		11.1	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	168.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1221	115	21	1000	13	146	7	15	7	4	96
Future Volume (veh/h)	67	1221	115	21	1000	13	146	7	15	7	4	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1716	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	73	1327	125	23	1087	14	159	8	16	8	4	104
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1522	599	56	1255	16	481	216	431	23	6	163
Arrive On Green	0.11	0.43	0.41	0.03	0.35	0.33	0.29	0.39	0.38	0.01	0.11	0.10
Sat Flow, veh/h	1774	3539	1450	1634	3578	46	1634	554	1108	1774	58	1512
Grp Volume(v), veh/h	73	1327	125	23	538	563	159	0	24	8	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1450	1634	1770	1854	1634	0	1662	1774	0	1570
Q Serve(g_s), s	4.6	41.0	2.4	1.7	34.0	34.0	9.1	0.0	1.1	0.5	0.0	7.9
Cycle Q Clear(g_c), s	4.6	41.0	2.4	1.7	34.0	34.0	9.1	0.0	1.1	0.5	0.0	7.9
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.67	1.00		0.96
Lane Grp Cap(c), veh/h	202	1522	599	56	621	650	481	0	647	23	0	169
V/C Ratio(X)	0.36	0.87	0.21	0.41	0.87	0.87	0.33	0.00	0.04	0.35	0.00	0.64
Avail Cap(c_a), veh/h	202	1799	713	82	811	850	481	0	647	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	31.2	2.9	56.7	36.3	36.4	33.1	0.0	22.8	58.7	0.0	51.6
Incr Delay (d2), s/veh	0.5	2.0	0.1	4.7	7.8	7.5	0.4	0.0	0.1	9.0	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	20.3	1.0	0.8	17.9	18.7	4.2	0.0	0.5	0.3	0.0	4.2
LnGrp Delay(d),s/veh	49.6	33.2	2.9	61.4	44.2	43.9	33.5	0.0	22.9	67.8	0.0	68.6
LnGrp LOS	D	C	A	E	D	D	C		C	E		E
Approach Vol, veh/h		1525			1124			183			116	
Approach Delay, s/veh		31.5			44.4			32.1			68.5	
Approach LOS		C			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	50.7	8.1	55.6	39.3	16.9	17.6	46.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.5	3.1	3.7	43.0	11.1	9.9	6.6	36.0
Green Ext Time (p_c), s	0.0	0.6	0.0	6.6	0.0	0.3	2.2	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	689	61	47	799	93	126
Future Vol, veh/h	689	61	47	799	93	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	749	66	51	868	101	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	815	0	1318	408
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	808	-	149	593
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	808	-	140	593
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	40.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	140	593	-	-	808	-
HCM Lane V/C Ratio	0.722	0.231	-	-	0.063	-
HCM Control Delay (s)	78.9	12.9	-	-	9.8	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.2	0.9	-	-	0.2	-

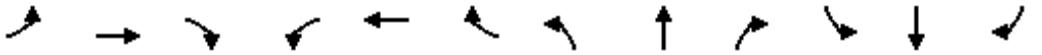
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	670	9	24	912	15	33
Future Vol, veh/h	670	9	24	912	15	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	10	26	991	16	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	738	0	1281	369
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	864	-	157	628
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	864	-	152	628
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	864	-
HCM Lane V/C Ratio	0.107	-	-	0.03	-
HCM Control Delay (s)	13.3	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	280	138	108	456	55	67	382	58	37	572	226
Future Volume (veh/h)	286	280	138	108	456	55	67	382	58	37	572	226
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	311	304	150	117	496	60	73	415	63	40	622	246
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	983	405	328	880	362	126	1035	426	84	661	261
Arrive On Green	0.23	0.28	0.28	0.20	0.25	0.25	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	980
Grp Volume(v), veh/h	311	304	150	117	496	60	73	415	63	40	444	424
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	16.3	6.1	5.3	5.5	11.0	2.9	3.9	8.5	1.5	2.1	22.1	22.2
Cycle Q Clear(g_c), s	16.3	6.1	5.3	5.5	11.0	2.9	3.9	8.5	1.5	2.1	22.1	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	376	983	405	328	880	362	126	1035	426	84	472	451
V/C Ratio(X)	0.83	0.31	0.37	0.36	0.56	0.17	0.58	0.40	0.15	0.48	0.94	0.94
Avail Cap(c_a), veh/h	436	983	405	328	880	362	163	1035	426	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	25.7	13.1	31.0	29.6	26.5	40.1	25.5	6.6	41.5	32.3	32.9
Incr Delay (d2), s/veh	11.1	0.8	2.6	0.7	2.6	1.0	3.0	0.2	0.1	4.1	27.1	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	3.1	2.4	2.6	5.7	1.3	1.9	4.2	0.6	1.1	14.3	13.8
LnGrp Delay(d),s/veh	44.1	26.5	15.7	31.6	32.2	27.5	43.2	25.7	6.7	45.6	59.4	61.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		765			673			551			908	
Approach Delay, s/veh		31.5			31.7			25.8			59.6	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	30.3	22.1	29.0	10.9	28.0	24.7	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.1	10.5	7.5	8.1	5.9	24.2	18.3	13.0
Green Ext Time (p_c), s	0.0	4.4	1.6	1.6	0.0	0.0	0.4	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	554	47	23	867	3	10	2	9	7	0	0
Future Vol, veh/h	0	554	47	23	867	3	10	2	9	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	602	51	25	942	3	11	2	10	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	602	0	0	1596	1598	602	1602	1596	944
Stage 1	-	-	-	-	-	-	602	602	-	994	994	-
Stage 2	-	-	-	-	-	-	994	996	-	608	602	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	725	-	-	975	-	-	86	106	500	85	107	318
Stage 1	-	-	-	-	-	-	486	489	-	295	323	-
Stage 2	-	-	-	-	-	-	295	322	-	483	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	975	-	-	82	100	500	79	101	318
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	100	-	79	101	-
Stage 1	-	-	-	-	-	-	486	489	-	295	306	-
Stage 2	-	-	-	-	-	-	279	305	-	471	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	38.2	55.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	131	725	-	-	975	-	-	79
HCM Lane V/C Ratio	0.174	-	-	-	0.026	-	-	0.096
HCM Control Delay (s)	38.2	0	-	-	8.8	0	-	55.4
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	42	0	4	79	2	0	0	3	1	0	0
Future Volume (veh/h)	0	42	0	4	79	2	0	0	3	1	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	46	0	4	86	2	0	0	3	1	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	90	71	7	186	4	2	1390	1088	2	1485	1163
Arrive On Green	0.00	0.05	0.00	0.00	0.03	0.03	0.00	0.00	0.75	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1813	42	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	46	0	4	0	88	0	0	3	1	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1855	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	2.2	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	90	71	7	0	190	2	1390	1088	2	1485	1163
V/C Ratio(X)	0.00	0.51	0.00	0.58	0.00	0.46	0.00	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	825	73	1390	1088	73	1485	1163
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.00	0.09	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	41.8	0.0	44.9	0.0	41.0	0.0	0.0	2.9	44.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	6.7	0.0	0.2	0.0	0.0	0.0	150.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.1	0.0	2.2	0.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	46.2	0.0	51.6	0.0	41.2	0.0	0.0	2.9	195.5	0.0	0.0
LnGrp LOS		D		D		D			A	F		
Approach Vol, veh/h		46			92			3			1	
Approach Delay, s/veh		46.2			41.6			2.9			195.4	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	71.7	4.9	8.9	0.0	76.3	0.0	13.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	2.2	4.2	0.0	0.0	0.0	6.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	43.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	342	131	247	855	68	159	131	73	30	230	36
Future Volume (veh/h)	40	342	131	247	855	68	159	131	73	30	230	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	43	372	142	268	929	74	173	142	79	33	250	39
Adj No. of Lanes	1	2	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	821	338	281	693	543	206	691	541	41	502	393
Arrive On Green	0.04	0.31	0.31	0.23	0.50	0.50	0.04	0.12	0.12	0.02	0.27	0.27
Sat Flow, veh/h	1634	3539	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	43	372	142	268	929	74	173	142	79	33	250	39
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.4	7.6	7.0	14.6	33.5	2.5	9.5	6.2	4.4	1.8	10.2	1.8
Cycle Q Clear(g_c), s	2.4	7.6	7.0	14.6	33.5	2.5	9.5	6.2	4.4	1.8	10.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	821	338	281	693	543	206	691	541	41	502	393
V/C Ratio(X)	0.83	0.45	0.42	0.95	1.34	0.14	0.84	0.21	0.15	0.81	0.50	0.10
Avail Cap(c_a), veh/h	82	885	365	281	693	543	227	691	541	82	502	393
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	26.5	26.3	34.3	22.7	14.9	42.2	27.6	26.8	43.7	27.7	24.7
Incr Delay (d2), s/veh	30.0	0.4	0.8	40.8	162.6	0.1	21.5	0.7	0.6	29.9	3.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.7	2.8	9.7	48.4	1.0	5.5	3.3	1.8	1.2	5.7	0.8
LnGrp Delay(d),s/veh	72.9	26.9	27.1	75.1	185.3	15.0	63.7	28.2	27.3	73.6	31.2	25.2
LnGrp LOS	E	C	C	E	F	B	E	C	C	E	C	C
Approach Vol, veh/h		557			1271			394			322	
Approach Delay, s/veh		30.5			152.1			43.6			34.8	
Approach LOS		C			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	37.9	20.0	25.4	15.9	28.8	7.4	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	13.8	8.2	16.6	9.6	11.5	12.2	4.4	35.5
Green Ext Time (p_c), s	0.0	1.7	0.0	5.7	0.1	1.3	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		93.9
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	416	13	10	334	96	5	7	3	97	6	60
Future Volume (veh/h)	54	416	13	10	334	96	5	7	3	97	6	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	452	14	11	363	104	5	8	3	105	7	65
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	505	395	17	441	345	622	816	638	132	956	748
Arrive On Green	0.09	0.54	0.54	0.00	0.08	0.08	0.01	0.44	0.44	0.08	0.51	0.51
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	59	452	14	11	363	104	5	8	3	105	7	65
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	19.4	0.4	0.6	17.3	6.1	0.2	0.2	0.1	5.7	0.2	2.0
Cycle Q Clear(g_c), s	3.2	19.4	0.4	0.6	17.3	6.1	0.2	0.2	0.1	5.7	0.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	505	395	17	441	345	622	816	638	132	956	748
V/C Ratio(X)	0.80	0.90	0.04	0.63	0.82	0.30	0.01	0.01	0.00	0.80	0.01	0.09
Avail Cap(c_a), veh/h	209	631	494	118	528	413	731	816	638	263	956	748
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	19.5	15.1	44.7	39.6	34.5	14.0	14.3	14.3	40.7	10.7	11.2
Incr Delay (d2), s/veh	18.1	13.2	0.0	31.4	8.6	0.5	0.0	0.0	0.0	10.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.6	0.2	0.4	10.0	2.5	0.1	0.1	0.0	2.9	0.1	0.9
LnGrp Delay(d),s/veh	58.6	32.7	15.2	76.0	48.2	34.9	14.0	14.3	14.3	51.1	10.7	11.4
LnGrp LOS	E	C	B	E	D	C	B	B	B	D	B	B
Approach Vol, veh/h		525			478			16			177	
Approach Delay, s/veh		35.2			46.0			14.2			34.9	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	43.9	5.5	28.9	5.0	50.7	8.5	25.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	7.3	2.2	2.6	21.4	2.2	4.0	5.2	19.3
Green Ext Time (p_c), s	0.1	0.2	0.0	2.5	0.0	0.2	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	327	100	731	366	96	42	21	26	81	35	19
Future Volume (veh/h)	10	327	100	731	366	96	42	21	26	81	35	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	11	355	109	795	398	104	46	23	28	88	38	21
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	500	206	536	1622	668	56	534	418	73	552	433
Arrive On Green	0.02	0.28	0.28	0.33	0.46	0.46	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	11	355	109	795	398	104	46	23	28	88	38	21
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.6	8.1	5.7	29.5	6.2	3.7	2.5	0.8	1.3	4.0	1.3	0.9
Cycle Q Clear(g_c), s	0.6	8.1	5.7	29.5	6.2	3.7	2.5	0.8	1.3	4.0	1.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	500	206	536	1622	668	56	534	418	73	552	433
V/C Ratio(X)	0.63	0.71	0.53	1.48	0.25	0.16	0.82	0.04	0.07	1.21	0.07	0.05
Avail Cap(c_a), veh/h	73	708	292	536	1711	705	107	534	418	73	552	433
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	30.6	29.8	30.3	14.9	14.2	43.2	23.2	23.4	43.0	22.7	22.6
Incr Delay (d2), s/veh	23.2	1.3	1.5	227.8	0.1	0.1	23.4	0.1	0.3	173.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.0	2.3	47.1	3.0	1.5	1.5	0.4	0.5	5.3	0.7	0.4
LnGrp Delay(d),s/veh	67.0	32.0	31.2	258.1	15.0	14.3	66.6	23.3	23.7	216.3	23.0	22.8
LnGrp LOS	E	C	C	F	B	B	E	C	C	F	C	C
Approach Vol, veh/h		475			1297			97			147	
Approach Delay, s/veh		32.6			163.9			43.9			138.7	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	30.3	34.0	17.2	7.6	31.2	5.5	45.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	3.0	3.3	31.5	10.1	4.5	3.3	2.6	8.2
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.0	0.3	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	125.4
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	399	1111	67	0	36
Future Vol, veh/h	13	399	1111	67	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	434	1208	73	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1280	0	-	0	1706	1244
Stage 1	-	-	-	-	1244	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	542	-	-	-	100	213
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	542	-	-	-	97	213
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	542	-	-	-	213
HCM Lane V/C Ratio	0.026	-	-	-	0.184
HCM Control Delay (s)	11.8	0	-	-	25.7
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	500	207	365	1027	227	251	248	131	174	335	90
Future Volume (veh/h)	99	500	207	365	1027	227	251	248	131	174	335	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	108	543	225	397	1116	247	273	270	142	189	364	98
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	744	299	349	1319	541	177	1335	548	109	1188	486
Arrive On Green	0.05	0.21	0.21	0.21	0.37	0.37	0.04	0.12	0.12	0.07	0.34	0.34
Sat Flow, veh/h	1634	3559	1430	1634	3539	1452	1634	3539	1453	1634	3539	1447
Grp Volume(v), veh/h	108	516	252	397	1116	247	273	270	142	189	364	98
Grp Sat Flow(s),veh/h/ln	1634	1695	1598	1634	1770	1452	1634	1770	1453	1634	1770	1447
Q Serve(g_s), s	6.0	17.1	17.7	25.6	34.7	15.4	13.0	8.2	5.3	8.0	9.1	5.8
Cycle Q Clear(g_c), s	6.0	17.1	17.7	25.6	34.7	15.4	13.0	8.2	5.3	8.0	9.1	5.8
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	709	334	349	1319	541	177	1335	548	109	1188	486
V/C Ratio(X)	1.32	0.73	0.75	1.14	0.85	0.46	1.54	0.20	0.26	1.74	0.31	0.20
Avail Cap(c_a), veh/h	82	1384	653	349	1681	690	177	1335	548	109	1188	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	44.3	44.5	47.2	34.5	28.4	57.9	36.3	9.2	56.0	29.5	28.4
Incr Delay (d2), s/veh	207.9	1.5	3.4	77.9	1.6	0.3	268.4	0.3	1.1	366.0	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	8.1	8.1	19.1	17.2	6.2	19.1	4.1	2.3	14.7	4.6	2.4
LnGrp Delay(d),s/veh	264.9	45.7	48.0	125.1	36.1	28.7	326.2	36.6	10.3	422.0	30.2	29.3
LnGrp LOS	F	D	D	F	D	C	F	D	B	F	C	C
Approach Vol, veh/h		876			1760			685			651	
Approach Delay, s/veh		73.4			55.2			146.6			143.8	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	49.3	29.6	29.1	17.0	44.3	10.0	48.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	10.2	27.6	19.7	15.0	11.1	8.0	36.7
Green Ext Time (p_c), s	0.0	3.5	0.0	3.3	0.0	3.2	0.0	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	89.5
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	885	103	42	1591	84	29
Future Volume (veh/h)	885	103	42	1591	84	29
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	962	112	46	1729	91	32
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2178	898	75	2021	465	415
Arrive On Green	0.62	0.62	0.62	0.62	0.28	0.28
Sat Flow, veh/h	3632	1458	53	3368	1634	1458
Grp Volume(v), veh/h	962	112	941	834	91	32
Grp Sat Flow(s),veh/h/ln	1770	1458	1726	1610	1634	1458
Q Serve(g_s), s	12.9	2.9	21.2	37.1	3.8	1.4
Cycle Q Clear(g_c), s	12.9	2.9	40.1	37.1	3.8	1.4
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	2178	898	1104	991	465	415
V/C Ratio(X)	0.44	0.12	0.85	0.84	0.20	0.08
Avail Cap(c_a), veh/h	2379	980	1198	1083	465	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.43	0.43	0.99	0.99
Uniform Delay (d), s/veh	9.1	7.2	13.9	13.8	24.4	23.6
Incr Delay (d2), s/veh	0.1	0.0	2.6	2.6	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.2	19.9	16.9	1.8	0.6
LnGrp Delay(d),s/veh	9.2	7.2	16.5	16.4	25.3	23.9
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h	1074			1775	123	
Approach Delay, s/veh	9.0			16.4	25.0	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		30.1		59.9				59.9
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		5.8		14.9				42.1
Green Ext Time (p_c), s		0.3		23.2				13.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	603	234	492	1154	106	148	510	120	71	809	304
Future Volume (veh/h)	207	603	234	492	1154	106	148	510	120	71	809	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	225	655	254	535	1254	115	161	554	130	77	879	330
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	831	317	608	1489	137	136	1058	248	122	915	342
Arrive On Green	0.11	0.23	0.23	0.19	0.31	0.31	0.17	0.74	0.71	0.07	0.36	0.35
Sat Flow, veh/h	3170	3627	1382	3170	4741	435	1634	2849	666	1634	2522	943
Grp Volume(v), veh/h	225	611	298	535	897	472	161	343	341	77	616	593
Grp Sat Flow(s),veh/h/ln	1585	1695	1619	1585	1695	1786	1634	1770	1745	1634	1770	1696
Q Serve(g_s), s	8.2	20.4	20.8	19.7	29.6	29.6	10.0	9.8	10.2	5.5	40.8	41.2
Cycle Q Clear(g_c), s	8.2	20.4	20.8	19.7	29.6	29.6	10.0	9.8	10.2	5.5	40.8	41.2
Prop In Lane	1.00		0.85	1.00		0.24	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	338	777	371	608	1065	561	136	658	648	122	642	615
V/C Ratio(X)	0.67	0.79	0.80	0.88	0.84	0.84	1.18	0.52	0.53	0.63	0.96	0.96
Avail Cap(c_a), veh/h	608	989	472	608	1065	561	136	658	648	136	642	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.78	0.78	0.78	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	43.5	43.7	47.2	38.4	38.4	50.0	10.9	11.5	53.9	37.4	38.0
Incr Delay (d2), s/veh	2.1	3.1	7.1	11.4	4.9	8.9	122.6	2.1	2.2	7.8	26.9	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	9.8	10.1	9.6	14.6	16.0	9.1	4.9	5.2	2.7	24.6	24.2
LnGrp Delay(d),s/veh	53.6	46.6	50.8	58.6	43.3	47.3	172.6	13.0	13.7	61.7	64.3	66.6
LnGrp LOS	D	D	D	E	D	D	F	B	B	E	E	E
Approach Vol, veh/h		1134			1904			845			1286	
Approach Delay, s/veh		49.1			48.6			43.7			65.2	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	48.6	27.0	31.5	14.0	47.5	16.8	41.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	7.5	12.2	21.7	22.8	12.0	43.2	10.2	31.6
Green Ext Time (p_c), s	0.0	8.4	0.0	2.7	0.0	0.0	0.6	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	52.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	479	180	198	516	80	113	396	58	87	376	63
Future Volume (veh/h)	162	479	180	198	516	80	113	396	58	87	376	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	176	521	196	215	561	87	123	430	63	95	409	68
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	656	270	303	814	335	1079	1578	650	158	550	227
Arrive On Green	0.14	0.19	0.19	0.19	0.23	0.23	0.34	0.45	0.45	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	176	521	196	215	561	87	123	430	63	95	409	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	12.4	16.9	15.2	14.8	17.4	5.9	3.2	9.2	1.5	3.5	13.2	3.5
Cycle Q Clear(g_c), s	12.4	16.9	15.2	14.8	17.4	5.9	3.2	9.2	1.5	3.5	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	656	270	303	814	335	1079	1578	650	158	550	227
V/C Ratio(X)	0.76	0.79	0.73	0.71	0.69	0.26	0.11	0.27	0.10	0.60	0.74	0.30
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1079	1578	650	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	46.7	46.0	45.8	42.3	37.8	27.2	21.0	4.5	55.8	48.4	22.9
Incr Delay (d2), s/veh	3.7	3.7	5.0	3.1	2.0	0.4	0.0	0.4	0.3	6.1	8.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.6	6.5	6.9	8.7	2.4	1.4	4.6	0.6	1.7	7.1	1.6
LnGrp Delay(d),s/veh	53.3	50.4	51.0	48.9	44.3	38.2	27.2	21.4	4.8	61.9	57.2	26.3
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		893			863			616			572	
Approach Delay, s/veh		51.1			44.8			20.9			54.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	57.5	26.3	26.2	44.8	22.7	20.9	31.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	11.2	16.8	18.9	5.2	15.2	14.4	19.4
Green Ext Time (p_c), s	0.0	2.4	3.5	1.4	0.8	1.4	0.5	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	8	58	315	53	129	75	177	98	36	369	52
Future Volume (veh/h)	13	8	58	315	53	129	75	177	98	36	369	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	14	9	63	342	58	140	82	192	107	39	401	57
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	135	106	318	473	370	106	940	736	47	882	750
Arrive On Green	0.01	0.07	0.07	0.19	0.25	0.25	0.06	0.50	0.50	0.06	0.95	0.95
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	14	9	63	342	58	140	82	192	107	39	401	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.8	0.4	3.8	17.5	2.2	7.1	4.1	5.1	3.5	2.1	1.8	0.2
Cycle Q Clear(g_c), s	0.8	0.4	3.8	17.5	2.2	7.1	4.1	5.1	3.5	2.1	1.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	135	106	318	473	370	106	940	736	47	882	750
V/C Ratio(X)	0.65	0.07	0.60	1.08	0.12	0.38	0.78	0.20	0.15	0.83	0.45	0.08
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	940	736	118	882	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.31	0.31	0.31	0.71	0.71	0.71
Uniform Delay (d), s/veh	44.2	38.9	40.5	36.3	25.9	27.7	41.7	12.3	11.9	42.2	1.3	1.3
Incr Delay (d2), s/veh	28.8	0.2	5.3	66.6	0.1	0.5	3.8	0.2	0.1	22.7	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.7	13.7	1.1	2.9	2.1	2.7	1.4	1.2	1.0	0.1
LnGrp Delay(d),s/veh	73.0	39.1	45.8	102.9	26.0	28.2	45.5	12.5	12.0	64.9	2.5	1.4
LnGrp LOS	E	D	D	F	C	C	D	B	B	E	A	A
Approach Vol, veh/h		86			540			381			497	
Approach Delay, s/veh		49.5			75.3			19.5			7.3	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	49.9	22.0	11.0	9.9	47.1	5.7	27.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	4.1	7.1	19.5	5.8	6.1	3.8	2.8	9.1
Green Ext Time (p_c), s	0.0	2.7	0.0	0.7	0.1	2.7	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	265	16	90	430	39	8	258	75	55	23	49
Future Volume (veh/h)	32	265	16	90	430	39	8	258	75	55	23	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	288	17	98	467	42	9	280	82	60	25	53
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	454	27	123	601	54	15	1016	795	75	1085	849
Arrive On Green	0.01	0.04	0.04	0.08	0.18	0.18	0.01	0.55	0.55	0.05	0.58	0.58
Sat Flow, veh/h	1634	3398	200	1634	3286	295	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	35	149	156	98	251	258	9	280	82	60	25	53
Grp Sat Flow(s),veh/h/ln	1634	1770	1828	1634	1770	1811	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.9	7.5	7.5	5.3	12.1	12.2	0.5	7.2	2.4	3.3	0.5	1.4
Cycle Q Clear(g_c), s	1.9	7.5	7.5	5.3	12.1	12.2	0.5	7.2	2.4	3.3	0.5	1.4
Prop In Lane	1.00		0.11	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	237	244	123	324	331	15	1016	795	75	1085	849
V/C Ratio(X)	0.83	0.63	0.64	0.80	0.78	0.78	0.62	0.28	0.10	0.80	0.02	0.06
Avail Cap(c_a), veh/h	118	383	396	209	482	493	118	1016	795	209	1085	849
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.4	40.8	40.9	41.0	35.0	35.0	44.4	11.0	9.9	42.5	8.0	8.1
Incr Delay (d2), s/veh	31.1	2.8	2.7	11.2	4.6	4.7	35.3	0.7	0.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.8	4.0	2.8	6.3	6.5	0.4	3.9	1.0	1.5	0.3	0.6
LnGrp Delay(d),s/veh	75.5	43.6	43.6	52.2	39.6	39.7	79.7	11.6	10.1	44.3	8.0	8.2
LnGrp LOS	E	D	D	D	D	D	E	B	B	D	A	A
Approach Vol, veh/h		340			607			371			138	
Approach Delay, s/veh		46.9			41.7			12.9			23.9	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	53.6	11.3	16.5	5.3	56.9	6.8	21.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	5.3	9.2	7.3	9.5	2.5	3.4	3.9	14.2
Green Ext Time (p_c), s	0.1	1.5	0.1	2.2	0.0	1.6	0.0	2.2

Intersection Summary		
HCM 2010 Ctrl Delay		33.9
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	117	418	444	335	68	170	421	163	40	1157	79
Future Volume (veh/h)	39	117	418	444	335	68	170	421	163	40	1157	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	42	127	454	483	364	74	185	458	177	43	1258	86
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	457	409	177	942	190	204	1129	433	80	1261	86
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.31	0.25	0.90	0.90	0.06	0.50	0.50
Sat Flow, veh/h	1634	1770	1583	1634	2937	591	1634	2503	960	1634	3362	229
Grp Volume(v), veh/h	42	127	454	483	218	220	185	323	312	43	661	683
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1758	1634	1770	1693	1634	1770	1822
Q Serve(g_s), s	3.0	6.9	31.0	13.0	11.4	11.7	13.2	3.4	3.4	3.1	44.7	44.9
Cycle Q Clear(g_c), s	3.0	6.9	31.0	13.0	11.4	11.7	13.2	3.4	3.4	3.1	44.7	44.9
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.57	1.00		0.13
Lane Grp Cap(c), veh/h	75	457	409	177	568	564	204	798	764	80	664	683
V/C Ratio(X)	0.56	0.28	1.11	2.73	0.38	0.39	0.91	0.40	0.41	0.54	1.00	1.00
Avail Cap(c_a), veh/h	144	457	409	177	568	564	204	798	764	82	664	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.94	0.94	0.94	0.74	0.74	0.74
Uniform Delay (d), s/veh	56.1	35.6	45.4	53.5	31.6	31.9	44.3	3.4	3.4	54.8	30.0	30.1
Incr Delay (d2), s/veh	6.4	0.3	77.7	790.3	0.3	0.3	36.5	1.4	1.5	4.9	29.1	29.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4	22.4	44.7	5.6	5.8	7.9	1.7	1.7	1.5	26.9	27.8
LnGrp Delay(d),s/veh	62.5	35.9	123.1	843.8	31.9	32.2	80.8	4.8	4.9	59.7	59.1	59.5
LnGrp LOS	E	D	F	F	C	C	F	A	A	E	E	E
Approach Vol, veh/h		623			921			820			1387	
Approach Delay, s/veh		101.2			457.7			22.0			59.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.1	17.0	35.0	19.0	49.0	9.5	42.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.1	5.4	15.0	33.0	15.2	46.9	5.0	13.7
Green Ext Time (p_c), s	0.0	10.8	0.0	0.0	0.0	0.0	0.0	3.3

Intersection Summary		
HCM 2010 Ctrl Delay		156.0
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	334	161	28	493	28	122	25	29	117	270	260
Future Volume (veh/h)	27	334	161	28	493	28	122	25	29	117	270	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	29	363	175	30	536	30	133	27	32	127	293	283
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	512	243	43	751	42	105	744	583	105	744	583
Arrive On Green	0.03	0.22	0.22	0.03	0.22	0.22	0.06	0.40	0.40	0.06	0.40	0.40
Sat Flow, veh/h	1634	2331	1106	1634	3408	190	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	29	274	264	30	278	288	133	27	32	127	293	283
Grp Sat Flow(s),veh/h/ln	1634	1770	1668	1634	1770	1829	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.1	8.9	9.1	1.1	9.0	9.0	4.0	0.5	0.8	4.0	6.9	9.0
Cycle Q Clear(g_c), s	1.1	8.9	9.1	1.1	9.0	9.0	4.0	0.5	0.8	4.0	6.9	9.0
Prop In Lane	1.00		0.66	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	389	366	43	390	403	105	744	583	105	744	583
V/C Ratio(X)	0.70	0.71	0.72	0.71	0.71	0.72	1.26	0.04	0.05	1.20	0.39	0.49
Avail Cap(c_a), veh/h	105	514	484	105	514	531	105	744	583	105	744	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	22.3	22.4	30.0	22.4	22.4	29.0	11.3	11.4	29.0	13.3	13.9
Incr Delay (d2), s/veh	11.4	1.7	2.0	17.1	2.8	2.8	173.6	0.1	0.2	152.6	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.5	4.4	0.7	4.7	4.9	6.9	0.3	0.4	6.3	3.9	4.0
LnGrp Delay(d),s/veh	41.4	24.0	24.5	47.1	25.1	25.1	202.6	11.4	11.6	181.6	14.8	16.7
LnGrp LOS	D	C	C	D	C	C	F	B	B	F	B	B
Approach Vol, veh/h		567			596			192			703	
Approach Delay, s/veh		25.1			26.2			143.9			45.7	
Approach LOS		C			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	29.3	6.1	18.1	8.5	29.3	6.1	18.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	4.0	18.0	4.0	18.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	6.0	2.8	3.1	11.1	6.0	11.0	3.1	11.0
Green Ext Time (p_c), s	0.0	2.1	0.0	2.5	0.0	1.5	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	55	191	179	46	97	930	174	57	954	58
Future Volume (veh/h)	42	106	55	191	179	46	97	930	174	57	954	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	115	60	208	195	50	105	1011	189	62	1037	63
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	189	148	142	259	203	154	1873	349	82	1982	120
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.09	0.63	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2978	556	1634	3390	206
Grp Volume(v), veh/h	46	115	60	208	195	50	105	600	600	62	541	559
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1765	1634	1770	1826
Q Serve(g_s), s	3.3	7.1	4.6	10.4	12.1	3.7	7.5	22.9	23.2	4.4	0.0	0.0
Cycle Q Clear(g_c), s	3.3	7.1	4.6	10.4	12.1	3.7	7.5	22.9	23.2	4.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	80	189	148	142	259	203	154	1113	1110	82	1034	1068
V/C Ratio(X)	0.58	0.61	0.41	1.47	0.75	0.25	0.68	0.54	0.54	0.76	0.52	0.52
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1113	1110	82	1034	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.78	0.78	0.78	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.9	51.7	50.5	54.8	49.7	46.1	52.6	12.5	12.7	53.3	0.0	0.0
Incr Delay (d2), s/veh	5.2	2.6	1.5	245.2	5.7	0.6	4.1	1.5	1.5	3.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.9	14.3	6.6	1.5	3.6	11.5	11.7	2.1	0.0	0.0
LnGrp Delay(d),s/veh	61.1	54.2	52.0	300.0	55.3	46.7	56.7	14.0	14.2	57.0	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		221			453			1305			1162	
Approach Delay, s/veh		55.1			166.7			17.5			3.2	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.5	14.4	16.1	15.3	74.1	9.9	20.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	10.4	25.2	12.4	9.1	9.5	2.0	5.3	14.1
Green Ext Time (p_c), s	0.0	13.2	0.0	1.1	0.1	13.9	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	117	159	94	106	88	283	952	165	238	1063	134
Future Volume (veh/h)	47	117	159	94	106	88	283	952	165	238	1063	134
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	127	173	102	115	96	308	1035	179	259	1155	146
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	564	232	95	575	237	300	1736	715	259	1648	679
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	127	173	102	115	96	308	1035	179	259	1155	146
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.6	7.0	3.4	7.1	22.0	25.3	8.6	19.0	31.1	7.1
Cycle Q Clear(g_c), s	3.7	3.8	13.6	7.0	3.4	7.1	22.0	25.3	8.6	19.0	31.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	564	232	95	575	237	300	1736	715	259	1648	679
V/C Ratio(X)	0.56	0.23	0.74	1.07	0.20	0.41	1.03	0.60	0.25	1.00	0.70	0.22
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1736	715	259	1648	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	55.3	44.0	48.1	56.5	43.5	45.1	49.0	22.0	17.7	50.5	25.4	19.0
Incr Delay (d2), s/veh	5.4	0.2	4.7	73.8	0.1	0.4	59.4	1.5	0.8	41.3	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	5.1	1.6	2.9	14.8	12.7	3.6	11.5	15.4	3.0
LnGrp Delay(d),s/veh	60.7	44.2	52.8	130.8	43.6	45.5	108.5	23.5	18.6	91.8	26.8	19.4
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		351			313			1522			1560	
Approach Delay, s/veh		50.8			72.6			40.1			36.9	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	62.9	11.0	23.1	26.0	59.9	10.6	23.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.1	27.3	9.0	15.6	24.0	33.1	5.7	9.1
Green Ext Time (p_c), s	0.0	12.3	0.0	1.6	0.0	8.2	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	125	110	107	283	92	326	890	138	92	1123	190
Future Volume (veh/h)	40	125	110	107	283	92	326	890	138	92	1123	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	43	136	120	116	308	100	354	967	150	100	1221	207
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	241	197	82	465	192	123	855	670	371	2164	892
Arrive On Green	0.05	0.13	0.11	0.05	0.13	0.13	0.10	0.61	0.61	0.23	0.61	0.61
Sat Flow, veh/h	1634	1852	1513	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	43	129	127	116	308	100	354	967	150	100	1221	207
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	3.1	8.2	9.1	6.0	9.9	4.8	9.0	55.1	4.0	6.0	24.6	7.7
Cycle Q Clear(g_c), s	3.1	8.2	9.1	6.0	9.9	4.8	9.0	55.1	4.0	6.0	24.6	7.7
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	231	208	82	465	192	123	855	670	371	2164	892
V/C Ratio(X)	0.54	0.56	0.61	1.42	0.66	0.52	2.89	1.13	0.22	0.27	0.56	0.23
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	371	2164	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.89	0.89	0.89	0.26	0.26	0.26	0.65	0.65	0.65
Uniform Delay (d), s/veh	55.7	49.0	50.2	57.0	49.6	18.9	54.0	23.4	7.2	38.2	13.8	10.6
Incr Delay (d2), s/veh	4.9	1.9	2.5	241.1	1.5	2.0	855.6	63.1	0.2	0.3	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	4.1	8.2	5.0	2.0	33.2	42.9	1.6	2.7	12.1	3.2
LnGrp Delay(d),s/veh	60.6	50.8	52.7	298.1	51.0	20.8	909.7	86.5	7.4	38.4	14.5	11.0
LnGrp LOS	E	D	D	F	D	C	F	F	A	D	B	B
Approach Vol, veh/h		299			524			1471			1528	
Approach Delay, s/veh		53.0			100.0			276.5			15.6	
Approach LOS		D			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	59.1	10.0	19.6	13.0	77.4	9.9	19.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	13.1	57.1	8.0	11.1	11.0	26.6	5.1	11.9
Green Ext Time (p_c), s	4.3	0.0	0.0	2.1	0.0	8.4	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		130.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	185	52	128	266	111	179	378	83	347	702	146
Future Volume (veh/h)	51	185	52	128	266	111	179	378	83	347	702	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	55	201	57	139	289	121	195	411	90	377	763	159
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	334	138	177	513	211	240	1583	652	354	1831	754
Arrive On Green	0.06	0.09	0.09	0.11	0.15	0.15	0.29	0.89	0.89	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	55	201	57	139	289	121	195	411	90	377	763	159
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.9	6.5	3.2	9.9	9.1	9.3	13.3	1.9	0.6	26.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	6.5	3.2	9.9	9.1	9.3	13.3	1.9	0.6	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	334	138	177	513	211	240	1583	652	354	1831	754
V/C Ratio(X)	0.36	0.60	0.41	0.79	0.56	0.57	0.81	0.26	0.14	1.06	0.42	0.21
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1583	652	354	1831	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.57	0.57	0.57	0.93	0.93	0.93	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.8	52.2	27.1	52.1	47.8	47.8	40.9	3.6	1.4	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	1.8	12.4	0.6	1.4	10.0	0.4	0.4	35.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.3	1.4	5.1	4.5	3.8	6.6	1.0	0.3	15.1	0.0	0.0
LnGrp Delay(d),s/veh	54.1	53.8	29.0	64.6	48.3	49.2	50.9	4.0	1.8	69.4	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	F	A	A
Approach Vol, veh/h		313			549			696			1299	
Approach Delay, s/veh		49.3			52.6			16.8			20.2	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.7	17.0	15.3	21.6	66.1	10.9	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	3.9	11.9	8.5	15.3	2.0	5.9	11.3
Green Ext Time (p_c), s	0.0	7.0	0.0	0.8	0.3	7.1	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	456	145	108	318	93	107	1067	102	242	2170	621
Future Volume (veh/h)	241	456	145	108	318	93	107	1067	102	242	2170	621
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	262	496	158	117	346	101	116	1160	111	263	2359	675
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	725	299	218	564	232	150	2485	238	109	1774	731
Arrive On Green	0.11	0.20	0.20	0.07	0.16	0.16	0.09	0.53	0.53	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4722	452	1634	3539	1458
Grp Volume(v), veh/h	262	496	158	117	346	101	116	833	438	263	2359	675
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1783	1634	1770	1458
Q Serve(g_s), s	9.6	15.6	11.6	4.3	10.9	7.5	8.3	18.5	18.5	8.0	60.2	51.6
Cycle Q Clear(g_c), s	9.6	15.6	11.6	4.3	10.9	7.5	8.3	18.5	18.5	8.0	60.2	51.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	363	725	299	218	564	232	150	1784	938	109	1774	731
V/C Ratio(X)	0.72	0.68	0.53	0.54	0.61	0.43	0.77	0.47	0.47	2.41	1.33	0.92
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1784	938	109	1774	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.91	0.91	0.91	0.67	0.67	0.67
Uniform Delay (d), s/veh	51.3	44.1	42.5	54.0	47.0	45.6	53.3	17.8	17.9	56.0	29.9	27.8
Incr Delay (d2), s/veh	4.6	0.9	1.1	2.0	1.1	1.3	20.1	0.8	1.5	654.7	151.0	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.7	4.8	1.9	5.4	3.1	4.6	8.9	9.5	23.4	66.5	23.4
LnGrp Delay(d),s/veh	55.9	45.0	43.7	56.1	48.1	46.8	73.4	18.6	19.4	710.7	180.9	41.8
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	F	D
Approach Vol, veh/h		916			564			1387			3297	
Approach Delay, s/veh		47.9			49.5			23.5			194.7	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	67.2	12.3	28.6	15.0	64.2	17.7	23.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.3	20.5	6.3	17.6	10.3	62.2	11.6	12.9
Green Ext Time (p_c), s	0.0	25.4	0.1	4.0	0.0	0.0	0.2	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	121.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	25	62	0	13	29	2032	143	30	1780	52
Future Volume (veh/h)	87	0	25	62	0	13	29	2032	143	30	1780	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	95	0	27	67	0	14	32	2209	155	33	1935	57
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	95	0	27	67	0	14	32	2209	155	33	1935	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.0	1.7	2.4	21.8	1.4
Cycle Q Clear(g_c), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.0	1.7	2.4	21.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
V/C Ratio(X)	0.78	0.00	0.39	0.55	0.00	0.19	0.49	0.89	0.15	0.49	0.54	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2492	1027	82	3585	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	40.9	53.6	0.0	55.8	56.4	14.0	1.0	56.3	8.4	5.4
Incr Delay (d2), s/veh	26.1	0.0	3.6	3.8	0.0	1.2	5.5	5.1	0.3	5.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.8	2.3	0.0	0.5	1.1	30.3	0.8	1.2	10.2	0.6
LnGrp Delay(d),s/veh	80.6	0.0	44.5	57.4	0.0	57.1	61.9	19.1	1.3	61.8	9.0	5.5
LnGrp LOS	F		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		122			81			2396			2025	
Approach Delay, s/veh		72.6			57.4			18.5			9.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	88.5	12.9	9.7	8.8	88.6	13.0	9.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.9	61.0	6.7	3.9	4.3	23.8	8.9	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	27.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	278	1962	139	104	1400
Future Volume (veh/h)	579	278	1962	139	104	1400
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	629	302	2133	151	113	1522
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	629	302	2133	151	113	1522
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	19.7	64.8	4.9	7.9	0.0
Cycle Q Clear(g_c), s	19.7	19.7	64.8	4.9	7.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	2.34	1.26	0.94	0.16	0.75	0.56
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.64	0.64	1.00	1.00	0.65	0.65
Uniform Delay (d), s/veh	50.2	50.2	19.1	8.5	47.7	0.0
Incr Delay (d2), s/veh	612.6	137.5	8.8	0.4	13.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.5	17.1	34.2	2.1	4.1	0.2
LnGrp Delay(d),s/veh	662.7	187.7	27.9	8.8	60.8	0.5
LnGrp LOS	F	F	C	A	E	A
Approach Vol, veh/h	931		2284			1635
Approach Delay, s/veh	508.6		26.7			4.7
Approach LOS	F		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	19.9	66.8				2.0		21.7
Green Ext Time (p_c), s	0.0	8.3				57.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	111.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	81	218	158	128	126	76	476	30	57	958	46
Future Volume (veh/h)	123	81	218	158	128	126	76	476	30	57	958	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	134	88	237	172	139	137	83	517	33	62	1041	50
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	101	271	144	164	161	127	1656	105	103	1634	78
Arrive On Green	0.12	0.23	0.21	0.09	0.19	0.18	0.16	0.98	0.95	0.13	0.95	0.92
Sat Flow, veh/h	1634	447	1203	1634	863	850	1634	3379	215	1634	3438	165
Grp Volume(v), veh/h	134	0	325	172	0	276	83	270	280	62	536	555
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	9.4	0.0	22.8	10.6	0.0	18.7	5.7	0.5	0.6	4.3	4.6	4.8
Cycle Q Clear(g_c), s	9.4	0.0	22.8	10.6	0.0	18.7	5.7	0.5	0.6	4.3	4.6	4.8
Prop In Lane	1.00		0.73	1.00		0.50	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	202	0	372	144	0	325	127	867	894	103	841	871
V/C Ratio(X)	0.66	0.00	0.87	1.19	0.00	0.85	0.65	0.31	0.31	0.60	0.64	0.64
Avail Cap(c_a), veh/h	202	0	418	144	0	380	218	867	894	163	841	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.91	0.91	0.91	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.2	0.0	45.4	54.7	0.0	47.4	49.2	0.6	0.7	51.0	1.7	1.8
Incr Delay (d2), s/veh	7.2	0.0	15.6	135.6	0.0	14.6	5.1	0.8	0.8	4.8	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	12.0	10.2	0.0	10.2	2.8	0.4	0.4	2.1	2.5	2.6
LnGrp Delay(d),s/veh	57.3	0.0	61.1	190.3	0.0	62.0	54.2	1.5	1.6	55.9	4.8	4.8
LnGrp LOS	E		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		459			448			633			1153	
Approach Delay, s/veh		60.0			111.2			8.4			7.6	
Approach LOS		E			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	62.8	14.6	31.0	13.3	61.0	18.9	26.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.3	2.6	12.6	24.8	7.7	6.8	11.4	20.7
Green Ext Time (p_c), s	0.0	7.6	0.0	0.5	0.1	7.5	0.3	0.4

Intersection Summary		
HCM 2010 Ctrl Delay	34.0	
HCM 2010 LOS	C	

Intersection	
Intersection Delay, s/veh	78.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	67	2	778	0	344	853	0	0	0	1343	899
Future Vol, veh/h	0	0	0	0	0	67	2	778	0	344	853	0	0	0	1343	899
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	2	846	0	374	927	0	0	0	1460	977
Number of Lanes	0	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	81.3	79.2	76.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	3%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	427	427	69	778	672	672	899
LT Vol	344	0	0	67	0	0	0	0
Through Vol	0	427	427	2	0	672	672	0
RT Vol	0	0	0	0	778	0	0	899
Lane Flow Rate	374	464	464	75	846	730	730	977
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1	1	1	0.266	1	1	1	1
Departure Headway (Hd)	10.843	10.343	8.611	12.786	11.603	10.343	10.343	7.911
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	337	357	427	282	321	358	358	469
Service Time	8.543	8.043	6.311	10.514	9.329	8.043	8.043	5.611
HCM Lane V/C Ratio	1.11	1.3	1.087	0.266	2.636	2.039	2.039	2.083
HCM Control Delay	83.4	81.3	73.6	20.1	86.7	81.3	81.3	70.3
HCM Lane LOS	F	F	F	C	F	F	F	F
HCM 95th-tile Q	11.2	11.4	12.5	1	10.8	11.4	11.4	13.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	544	200	384	153	569	0	0	758	223
Future Volume (veh/h)	0	0	0	544	200	384	153	569	0	0	758	223
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				591	217	417	166	618	0	0	824	242
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1044	595	466	520	2144	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.16	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				591	217	417	166	618	0	0	824	242
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.0	10.8	32.7	5.5	10.0	0.0	0.0	10.0	5.7
Cycle Q Clear(g_c), s				18.0	10.8	32.7	5.5	10.0	0.0	0.0	10.0	5.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1044	595	466	520	2144	0	0	1430	589
V/C Ratio(X)				0.57	0.36	0.90	0.32	0.29	0.00	0.00	0.58	0.41
Avail Cap(c_a), veh/h				1185	675	529	520	2144	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.94	0.94	0.00	0.00	0.63	0.63
Uniform Delay (d), s/veh				33.9	31.5	38.9	44.2	11.3	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.0	0.0	1.9	0.3	0.3	0.0	0.0	1.1	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.1	5.6	13.5	2.4	5.0	0.0	0.0	4.8	2.4
LnGrp Delay(d),s/veh				34.0	31.5	40.8	44.6	11.6	0.0	0.0	8.9	8.7
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1225			784			1066	
Approach Delay, s/veh					35.9			18.6			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.2			24.2	53.0		42.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.0			7.5	12.0		34.7
Green Ext Time (p_c), s		3.5			2.0	5.1		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	470	187	392	990	0	0	1979	770
Future Volume (veh/h)	0	0	0	264	470	187	392	990	0	0	1979	770
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				287	511	203	426	1076	0	0	2151	837
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				595	664	274	340	2639	0	0	1784	735
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				287	511	203	426	1076	0	0	2151	837
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				595	664	274	340	2639	0	0	1784	735
V/C Ratio(X)				0.48	0.77	0.74	1.25	0.41	0.00	0.00	1.21	1.14
Avail Cap(c_a), veh/h				822	917	378	340	2639	0	0	1784	735
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.3	46.0	43.4	0.1	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	130.2	0.3	0.0	0.0	93.1	64.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	23.5	0.3	0.0	0.0	52.6	37.4
LnGrp Delay(d),s/veh				44.1	49.0	51.0	173.6	0.5	0.0	0.0	122.9	93.9
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1001			1502			2988	
Approach Delay, s/veh					48.0			49.6			114.7	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.5			29.0	64.5		26.5
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.5			27.0	62.5		18.5
Green Ext Time (p_c), s		56.6			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		84.7
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1	97	0	0	0	0	660	129	519	439	0
Future Volume (veh/h)	226	1	97	0	0	0	0	660	129	519	439	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	246	1	105				0	717	140	564	477	0
Adj No. of Lanes	0	1	1				0	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	288	1	238				0	884	692	675	1373	0
Arrive On Green	0.16	0.16	0.16				0.00	0.47	0.47	0.21	0.74	0.00
Sat Flow, veh/h	1767	7	1458				0	1863	1458	3170	1863	0
Grp Volume(v), veh/h	247	0	105				0	717	140	564	477	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1585	1863	0
Q Serve(g_s), s	12.2	0.0	5.8				0.0	29.6	5.0	15.3	8.1	0.0
Cycle Q Clear(g_c), s	12.2	0.0	5.8				0.0	29.6	5.0	15.3	8.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	289	0	238				0	884	692	675	1373	0
V/C Ratio(X)	0.85	0.00	0.44				0.00	0.81	0.20	0.84	0.35	0.00
Avail Cap(c_a), veh/h	355	0	292				0	884	692	969	1373	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.6	0.0	34.0				0.0	20.2	13.8	33.9	4.2	0.0
Incr Delay (d2), s/veh	15.5	0.0	1.3				0.0	8.0	0.7	4.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	2.4				0.0	17.1	2.1	7.2	4.4	0.0
LnGrp Delay(d),s/veh	52.1	0.0	35.3				0.0	28.2	14.4	38.4	4.9	0.0
LnGrp LOS	D		D					C	B	D	A	
Approach Vol, veh/h		352						857			1041	
Approach Delay, s/veh		47.1						26.0			23.0	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	23.7	47.2		19.2		70.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	17.3	31.6		14.2		10.1		
Green Ext Time (p_c), s	1.8	0.0		0.5		6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	125	235	0	0	0	0	656	521	348	928	0
Future Volume (veh/h)	197	125	235	0	0	0	0	656	521	348	928	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	214	136	255				0	713	566	378	1009	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	725	299				0	2767	794	478	2578	0
Arrive On Green	0.20	0.20	0.20				0.00	0.54	0.54	0.30	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	214	136	255				0	713	566	378	1009	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	14.4	3.8	20.2				0.0	8.9	34.7	13.1	0.0	0.0
Cycle Q Clear(g_c), s	14.4	3.8	20.2				0.0	8.9	34.7	13.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	725	299				0	2767	794	478	2578	0
V/C Ratio(X)	0.64	0.19	0.85				0.00	0.26	0.71	0.79	0.39	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2767	794	660	2578	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	43.6	39.4	46.0				0.0	14.5	20.4	40.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	12.6				0.0	0.2	5.4	3.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	9.2				0.0	4.2	15.0	5.9	0.1	0.0
LnGrp Delay(d),s/veh	45.7	39.6	58.6				0.0	14.7	25.8	43.8	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		605						1279			1387	
Approach Delay, s/veh		49.7						19.6			12.2	
Approach LOS		D						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.1	69.3		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.1	36.7		22.2		2.0		
Green Ext Time (p_c), s	1.0	7.6		1.8		17.1		

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	468	126	0	0	0	0	999	610	901	1485	0
Future Volume (veh/h)	175	468	126	0	0	0	0	999	610	901	1485	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	190	509	137				0	1086	663	979	1614	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	536	599	247				0	1702	701	792	2704	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	190	509	137				0	1086	663	979	1614	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	599	247				0	1702	701	792	2704	0
V/C Ratio(X)	0.35	0.85	0.56				0.00	0.64	0.95	1.24	0.60	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1702	701	792	2704	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.80	0.80	0.80				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.1	48.4	45.7				0.0	23.3	29.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.2	1.8				0.0	1.8	23.0	107.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.9	4.3				0.0	13.9	25.3	24.8	0.0	0.0
LnGrp Delay(d),s/veh	44.4	56.5	47.5				0.0	25.2	52.7	137.0	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		836						1749			2593	
Approach Delay, s/veh		52.3						35.6			51.8	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.7		24.3		95.7		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	53.9		18.7		2.0		
Green Ext Time (p_c), s	0.0	0.3		1.0		41.4		

Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	24	102	77	27	77
Future Vol, veh/h	66	24	102	77	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	26	111	84	29	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	942	-	-	1479	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1479	-
HCM Lane V/C Ratio	-	-	0.127	0.02	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	83	27	0	66	0	34
Future Vol, veh/h	83	27	0	66	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	29	0	72	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	177	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	813	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	813	949
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1468	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	9	260	15	0	299
Future Vol, veh/h	0	9	260	15	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	283	16	0	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	291	0	0	299	0
Stage 1	291	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	454	748	-	-	1262	-
Stage 1	759	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	748	-	-	1262	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	748	1262	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	316	32	0	24
Future Vol, veh/h	0	414	316	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	343	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	811	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1180	-	-	-	349	684
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	349	684
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	642	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1180	-	-	-	684
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	33	238	115	129	255
Future Vol, veh/h	26	33	238	115	129	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	259	125	140	277

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	817	259	0	0	259	0
Stage 1	259	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	346	780	-	-	1306	-
Stage 1	784	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	780	-	-	1306	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	309	780	1306	-
HCM Lane V/C Ratio	-	-	0.091	0.046	0.107	-
HCM Control Delay (s)	-	-	17.8	9.8	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	35	317	128	130	242
Future Vol, veh/h	31	35	317	128	130	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	38	345	139	141	263

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	891	345	0	0	345	0
Stage 1	345	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	313	698	-	-	1214	-
Stage 1	717	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	698	-	-	1214	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	277	698	1214	-
HCM Lane V/C Ratio	-	-	0.122	0.055	0.116	-
HCM Control Delay (s)	-	-	19.8	10.5	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	62	238	162	0	266
Future Vol, veh/h	0	62	238	162	0	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	259	176	0	289

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	548	259	0	0	259	0
Stage 1	259	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	780	-	-	1306	-
Stage 1	784	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	497	780	-	-	1306	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	760	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	780	1306	-
HCM Lane V/C Ratio	-	-	-	0.086	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	113	153	157	88	30	32
Future Vol, veh/h	113	153	157	88	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	166	171	96	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	583	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1406	-	-	-	475	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1406	-	-	-	433	873
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1406	-	-	-	433	873
HCM Lane V/C Ratio	0.087	-	-	-	0.075	0.04
HCM Control Delay (s)	7.8	-	-	-	14	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	111	128	165	104	27	27
Future Vol, veh/h	111	128	165	104	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	139	179	113	29	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	179	0	-	0	559	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1397	-	-	-	490	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1397	-	-	-	448	864
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1397	-	-	-	448	864
HCM Lane V/C Ratio	0.086	-	-	-	0.066	0.034
HCM Control Delay (s)	7.8	-	-	-	13.6	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	82	130	199	80	15	19
Future Vol, veh/h	82	130	199	80	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	141	216	87	16	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	536	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	505	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	472	824
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1354	-	-	-	472	824
HCM Lane V/C Ratio	0.066	-	-	-	0.035	0.025
HCM Control Delay (s)	7.8	-	-	-	12.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

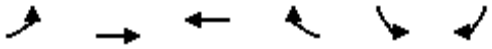
Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	133	57	72	114	21	25
Future Vol, veh/h	133	57	72	114	21	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	62	78	124	23	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	425	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1437	-	586	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1437	-	554	902
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	902	-	-	1437	-
HCM Lane V/C Ratio	0.041	0.03	-	-	0.054	-
HCM Control Delay (s)	11.8	9.1	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	205	225	0	287	63
Future Volume (veh/h)	0	205	225	0	287	63
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	223	245	0	312	68
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	375	375	0	2517	1158
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	223	245	0	312	68
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.2	8.0	0.0	2.7	1.2
Cycle Q Clear(g_c), s	0.0	7.2	8.0	0.0	2.7	1.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	375	375	0	2517	1158
V/C Ratio(X)	0.00	0.59	0.65	0.00	0.12	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2517	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.2	51.5	0.0	2.8	2.7
Incr Delay (d2), s/veh	0.0	1.5	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	4.0	0.0	1.2	0.5
LnGrp Delay(d),s/veh	0.0	52.7	52.8	0.0	2.9	2.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		223	245		380	
Approach Delay, s/veh		52.7	52.8		2.9	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.7		101.3		18.7
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.2		4.7		10.0
Green Ext Time (p_c), s				2.7		1.3		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	470	0	0	537	372	38	0	340	0	0	0
Future Volume (veh/h)	29	470	0	0	537	372	38	0	340	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	32	511	0	0	584	404	41	0	370			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	39	1421	0	0	1173	483	1604	0	738			
Arrive On Green	0.02	0.40	0.00	0.00	0.33	0.33	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	32	511	0	0	584	404	41	0	370			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.5	13.1	0.0	0.0	17.2	33.3	0.8	0.0	21.8			
Cycle Q Clear(g_c), s	2.5	13.1	0.0	0.0	17.2	33.3	0.8	0.0	21.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	39	1421	0	0	1173	483	1604	0	738			
V/C Ratio(X)	0.82	0.36	0.00	0.00	0.50	0.84	0.03	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1604	0	738			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.2	27.2	0.0	0.0	34.8	40.2	16.1	0.0	21.2			
Incr Delay (d2), s/veh	52.6	0.1	0.0	0.0	0.0	0.8	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.4	0.0	0.0	8.4	13.5	0.4	0.0	8.8			
LnGrp Delay(d),s/veh	115.8	27.4	0.0	0.0	34.8	41.0	16.1	0.0	21.8			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		543			988			411				
Approach Delay, s/veh		32.6			37.3			21.2				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.8		58.2			9.1	49.1
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.8		15.1			4.5	35.3
Green Ext Time (p_c), s		0.0		9.7			0.0	7.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	214	14	0	8	317	29	0	63	10	19	0	81	11	180
Future Vol, veh/h	0	79	214	14	0	8	317	29	0	63	10	19	0	81	11	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	233	15	0	9	345	32	0	68	11	21	0	88	12	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.9	13.5	11.5	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	79	143	85	8	211	135	81	7	184
LT Vol	63	0	79	0	0	8	0	0	81	0	0
Through Vol	0	10	0	143	71	0	211	106	0	7	4
RT Vol	0	19	0	0	14	0	0	29	0	0	180
Lane Flow Rate	68	32	86	155	93	9	230	146	88	8	200
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.152	0.062	0.176	0.296	0.174	0.018	0.431	0.269	0.184	0.016	0.352
Departure Headway (Hd)	8.015	7.056	7.469	6.964	6.848	7.263	6.758	6.606	7.637	7.135	6.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	511	483	519	527	489	528	539	473	505	561
Service Time	5.715	4.756	5.169	4.664	4.548	5.061	4.556	4.403	5.337	4.835	4.146
HCM Lane V/C Ratio	0.151	0.063	0.178	0.299	0.176	0.018	0.436	0.271	0.186	0.016	0.357
HCM Control Delay	12.1	10.2	11.8	12.6	11	10.2	14.6	11.9	12.1	10	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.2	0.6	0.1	2.1	1.1	0.7	0	1.6

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	414	306	33	0	30
Future Vol, veh/h	0	414	306	33	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	450	333	36	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	801	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1191	-	-	-	354	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1191	-	-	-	354	692
Mov Cap-2 Maneuver	-	-	-	-	354	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	642	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	692
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	3	234	35	4	263
Future Vol, veh/h	39	3	234	35	4	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3	254	38	4	286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	254	0	0	254	0
Stage 1	254	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	785	-	-	1311	-
Stage 1	788	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	785	-	-	1311	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	495	785	1311	-
HCM Lane V/C Ratio	-	-	0.086	0.004	0.003	-
HCM Control Delay (s)	-	-	13	9.6	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	33	35	21
Future Vol, veh/h	0	12	0	33	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	36	38	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	30	61	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	930	1038	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1038	1540	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1038	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	58	24	59	71	22	46
Future Vol, veh/h	58	24	59	71	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	26	64	77	24	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	103	0	0	141	0
Stage 1	103	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	952	-	-	1442	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1442	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	775	952	1442	-
HCM Lane V/C Ratio	-	-	0.081	0.027	0.017	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	38	116	118	65	55	28
Future Vol, veh/h	38	116	118	65	55	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	128	71	60	30

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	164	334	-	0	199	0
Stage 1	0	135	-	-	-	-
Stage 2	164	199	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	827	586	-	-	1373	-
Stage 1	-	-	-	-	-	-
Stage 2	865	736	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	0	-	-	1373	-
Mov Cap-2 Maneuver	791	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.8	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	791	-	-	1373	-
HCM Lane V/C Ratio	0.212	-	-	0.044	-
HCM Control Delay (s)	10.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	45	21	36	18	75	29	664	115	123	671	9
Future Volume (veh/h)	6	45	21	36	18	75	29	664	115	123	671	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	7	49	23	39	20	82	32	722	125	134	729	10
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	611	598	281	641	159	654	46	906	157	166	1336	18
Arrive On Green	0.50	0.50	0.49	0.50	0.50	0.49	0.03	0.30	0.30	0.10	0.37	0.37
Sat Flow, veh/h	1186	1200	563	1218	320	1311	1634	3018	522	1634	3575	49
Grp Volume(v), veh/h	7	0	72	39	0	102	32	423	424	134	361	378
Grp Sat Flow(s),veh/h/ln	1186	0	1763	1218	0	1631	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.4	0.0	2.6	2.1	0.0	4.0	2.3	26.4	26.4	9.6	19.2	19.3
Cycle Q Clear(g_c), s	4.4	0.0	2.6	4.6	0.0	4.0	2.3	26.4	26.4	9.6	19.2	19.3
Prop In Lane	1.00		0.32	1.00		0.80	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	611	0	879	641	0	813	46	531	531	166	661	693
V/C Ratio(X)	0.01	0.00	0.08	0.06	0.00	0.13	0.70	0.80	0.80	0.81	0.55	0.55
Avail Cap(c_a), veh/h	611	0	879	641	0	813	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.8	17.0	0.0	16.2	57.8	38.6	38.7	52.8	29.6	29.6
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.3	17.8	2.8	2.8	11.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.3	0.7	0.0	1.9	1.3	13.3	13.4	4.9	9.6	10.0
LnGrp Delay(d),s/veh	17.3	0.0	16.0	17.1	0.0	16.5	75.6	41.4	41.5	64.5	30.3	30.2
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		79			141			879			873	
Approach Delay, s/veh		16.1			16.7			42.7			35.5	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.2	40.0		63.8	7.3	48.8		63.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	11.6	28.4		6.4	4.3	21.3		6.6
Green Ext Time (p_c), s	0.2	7.1		0.6	0.0	7.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	17	74	389	46	43
Future Vol, veh/h	285	17	74	389	46	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	310	18	80	423	50	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	903	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1232	-	308	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	282	722
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	1232	-
HCM Lane V/C Ratio	0.242	-	-	0.065	-
HCM Control Delay (s)	16.8	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	58.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	14	249	76	0	472	374	22	0	90	30	442
Future Vol, veh/h	0	14	249	76	0	472	374	22	0	90	30	442
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	15	271	83	0	513	407	24	0	98	33	480
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	29.1	68.5	64
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	4%	56%	0%	8%
Vol Thru, %	5%	73%	44%	0%	77%
Vol Right, %	79%	22%	0%	100%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	562	339	846	22	48
LT Vol	90	14	472	0	4
Through Vol	30	249	374	0	37
RT Vol	442	76	0	22	7
Lane Flow Rate	611	368	920	24	52
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.749	1	0.045	0.129
Departure Headway (Hd)	6.543	7.322	7.819	6.84	8.867
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	556	497	469	524	405
Service Time	4.577	5.338	5.55	4.571	6.906
HCM Lane V/C Ratio	1.099	0.74	1.962	0.046	0.128
HCM Control Delay	64	29.1	70	9.9	13.2
HCM Lane LOS	F	D	F	A	B
HCM 95th-tile Q	14.3	6.3	13.1	0.1	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	37	7
Future Vol, veh/h	0	4	37	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	40	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.2
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	146.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	334	472	549	62	70	236
Future Vol, veh/h	334	472	549	62	70	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	513	597	67	76	257

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	664	0	-	0	1869	630
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	1239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	925	-	-	-	79	482
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	273	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	925	-	-	-	~ 36	482
Mov Cap-2 Maneuver	-	-	-	-	~ 36	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	123	-

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	$ 814.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	925	-	-	-	126
HCM Lane V/C Ratio	0.392	-	-	-	2.64
HCM Control Delay (s)	11.4	0	-	-	$ 814.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	-	30

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

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	0	24	9	142	0	950	12	131	1450	4
Future Vol, veh/h	0	32	0	24	9	142	0	950	12	131	1450	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	26	10	154	0	1033	13	142	1576	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2384	2909	790	2129	2904	523	1580	0	0	1046	0	0
Stage 1	1863	1863	-	1039	1039	-	-	-	-	-	-	-
Stage 2	521	1046	-	1090	1865	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	~ 15	333	28	15	499	412	-	-	661	-	-
Stage 1	75	121	-	247	306	-	-	-	-	-	-	-
Stage 2	507	304	-	230	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	~ 12	333	-	12	499	412	-	-	661	-	-
Mov Cap-2 Maneuver	3	~ 12	-	-	12	-	-	-	-	-	-	-
Stage 1	75	95	-	247	306	-	-	-	-	-	-	-
Stage 2	339	304	-	114	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1489.7		0	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	412	-	-	12	-	661	-	-
HCM Lane V/C Ratio	-	-	-	2.899	-	0.215	-	-
HCM Control Delay (s)	0	-	-	$ 1489.7	-	11.9	-	-
HCM Lane LOS	A	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.3	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	249	7	2	164	2	1
Future Vol, veh/h	249	7	2	164	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	8	2	178	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	457	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1285	-	562	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1285	-	561	765
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	616	-	-	1285	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	139	0	1	175	0	1
Future Vol, veh/h	139	0	1	175	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	151	0	1	190	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	343	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	653	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	652	895
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	840	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	895	-	-	1430	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	8201.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	201	904	139	198	1031	19	167	27	104	16	13	14
Future Vol, veh/h	201	904	139	198	1031	19	167	27	104	16	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	218	983	151	215	1121	21	182	29	113	17	14	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1141	0	0	1134	0	0	3071	3067	1058	3127	3132	1131
Stage 1	-	-	-	-	-	-	1495	1495	-	1561	1561	-
Stage 2	-	-	-	-	-	-	1576	1572	-	1566	1571	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	612	-	-	616	-	-	~ 7	~ 12	273	~ 7	~ 11	248
Stage 1	-	-	-	-	-	-	~ 153	186	-	140	173	-
Stage 2	-	-	-	-	-	-	~ 138	171	-	139	171	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	612	-	-	616	-	-	~ 1	0	273	~ 1	0	248
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 153	186	-	140	~ 7	-
Stage 2	-	-	-	-	-	-	-	~ 7	-	69	171	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	2.2	$ 76003.5	$ 13491.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	2	612	-	-	616	-	-	2
HCM Lane V/C Ratio	161.957	0.357	-	-	0.349	-	-	23.37
HCM Control Delay (s)	$ 76003.5	14.1	0	-	13.9	0	-	$ 13491.1
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	43.1	1.6	-	-	1.6	-	-	7.8

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	169	22	46	279	16	39
Future Vol, veh/h	169	22	46	279	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	24	50	303	17	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	599	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	465	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	445	845
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	1363	-
HCM Lane V/C Ratio	0.089	-	-	0.037	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	124	11	12	194	17	6
Future Vol, veh/h	124	11	12	194	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	12	13	211	18	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	378	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	624	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	618	907
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1435	-
HCM Lane V/C Ratio	0.037	-	-	0.009	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	187	0	4	317	4	18
Future Vol, veh/h	187	0	4	317	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	0	4	345	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	213	203	375	203
Stage 1	-	-	0	0	203	-
Stage 2	-	-	213	203	172	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	775	693	626	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	823	733	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	775	0	626	838
Mov Cap-2 Maneuver	-	-	775	0	626	-
Stage 1	-	-	-	0	831	-
Stage 2	-	-	823	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	13.4	9.7
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	789	-	-	775
HCM Lane V/C Ratio	0.03	-	-	0.45
HCM Control Delay (s)	9.7	-	-	13.4
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	2.4

Intersection	
Int Delay, s/veh	65.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	182	68	137	179	241	312
Future Vol, veh/h	182	68	137	179	241	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	74	149	195	262	339

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	727	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1291	-	391	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	341	804
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	130.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	1291	-
HCM Lane V/C Ratio	1.19	-	-	0.115	-
HCM Control Delay (s)	130.1	-	-	8.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	22.2	-	-	0.4	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	62	134	174	418	347	148
Future Vol, veh/h	62	134	174	418	347	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	146	189	454	377	161

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1291	458	538	0	-	0
Stage 1	458	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	603	1030	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	603	1030	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.7	2.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1030	-	289	-	-
HCM Lane V/C Ratio	0.184	-	0.737	-	-
HCM Control Delay (s)	9.3	0	45.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.7	-	5.4	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	4	122	37	8	146
Future Vol, veh/h	36	4	122	37	8	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	133	40	9	159

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	329	153	0	0	173	0
Stage 1	153	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	893	-	-	1404	-
Stage 1	875	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	893	-	-	1404	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	1404	-
HCM Lane V/C Ratio	-	-	0.064	0.006	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	102	107	99
Demand Flow Rate, veh/h	91	105	110	101
Vehicles Circulating, veh/h	108	99	93	103
Vehicles Exiting, veh/h	96	104	106	101
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.5	4.6	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	105	110	101
Cap Entry Lane, veh/h	1014	1023	1030	1019
Entry HV Adj Factor	0.981	0.974	0.975	0.982
Flow Entry, veh/h	89	102	107	99
Cap Entry, veh/h	995	996	1003	1000
V/C Ratio	0.090	0.103	0.107	0.099
Control Delay, s/veh	4.4	4.5	4.6	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	74	54	50	31
Demand Flow Rate, veh/h	76	55	51	31
Vehicles Circulating, veh/h	23	70	49	87
Vehicles Exiting, veh/h	95	30	50	38
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	3.9	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	76	55	51	31
Cap Entry Lane, veh/h	1104	1054	1076	1036
Entry HV Adj Factor	0.980	0.984	0.975	0.990
Flow Entry, veh/h	74	54	50	31
Cap Entry, veh/h	1081	1036	1048	1025
V/C Ratio	0.069	0.052	0.047	0.030
Control Delay, s/veh	3.9	3.9	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	58	24	14	39
Demand Flow Rate, veh/h	59	24	14	39
Vehicles Circulating, veh/h	42	15	65	32
Vehicles Exiting, veh/h	29	64	36	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	59	24	14	39
Cap Entry Lane, veh/h	1083	1113	1059	1094
Entry HV Adj Factor	0.986	0.983	0.994	0.991
Flow Entry, veh/h	58	24	14	39
Cap Entry, veh/h	1068	1093	1052	1084
V/C Ratio	0.054	0.022	0.013	0.036
Control Delay, s/veh	3.8	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	9	71	42	255	203	5
Future Vol, veh/h	9	71	42	255	203	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	77	46	277	221	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	453	113	226	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	535	918	1340	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	513	918	1340	-	-	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1340	-	843	-	-
HCM Lane V/C Ratio	0.034	-	0.103	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	97	157	505	57	75	360
Future Vol, veh/h	97	157	505	57	75	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	171	549	62	82	391

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1103	549	0	0	549	0
Stage 1	549	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	234	535	-	-	1021	-
Stage 1	579	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	535	-	-	1021	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	210	535	1021	-
HCM Lane V/C Ratio	-	-	0.502	0.319	0.08	-
HCM Control Delay (s)	-	-	38.3	14.8	8.8	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.5	1.4	0.3	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	23	7	142	26	5	168
Future Vol, veh/h	23	7	142	26	5	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	154	28	5	183

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	361	168	0	0	183	0
Stage 1	168	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	638	876	-	-	1392	-
Stage 1	862	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	876	-	-	1392	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1392	-
HCM Lane V/C Ratio	-	-	0.048	0.004	-
HCM Control Delay (s)	-	-	10.6	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Future Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	4	0	0	0	3	12	0	1	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	85%	0%	20%
Vol Thru, %	96%	15%	21%	40%
Vol Right, %	0%	0%	79%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	26	14	50
LT Vol	1	22	0	10
Through Vol	24	4	3	20
RT Vol	0	0	11	20
Lane Flow Rate	27	28	15	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.015	0.058
Departure Headway (Hd)	4.059	4.256	3.624	3.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	840	983	935
Service Time	2.085	2.29	1.664	1.854
HCM Lane V/C Ratio	0.031	0.033	0.015	0.058
HCM Control Delay	7.2	7.4	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	20
Future Vol, veh/h	0	10	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	26	40	45
Demand Flow Rate, veh/h	9	26	41	46
Vehicles Circulating, veh/h	47	40	22	9
Vehicles Exiting, veh/h	8	23	34	57
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	26	41	46
Cap Entry Lane, veh/h	1078	1086	1105	1120
Entry HV Adj Factor	0.991	0.998	0.983	0.988
Flow Entry, veh/h	9	26	40	45
Cap Entry, veh/h	1068	1082	1086	1106
V/C Ratio	0.008	0.024	0.037	0.041
Control Delay, s/veh	3.4	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	20	32	5	20	12
Future Vol, veh/h	6	20	32	5	20	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	35	5	22	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	78	48
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	925	1021
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	913	1013
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	948
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	15	53	0	56	7	23	0	27	211	91
Future Vol, veh/h	0	5	15	53	0	56	7	23	0	27	211	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	58	0	61	8	25	0	29	229	99
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	9.6	10.1	10.2
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	22%	0%	23%	0%	100%	96%
Vol Right, %	0%	0%	56%	0%	78%	0%	77%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	141	161	5	68	56	30	27	163	84
LT Vol	27	0	0	5	0	56	0	27	0	0
Through Vol	0	141	70	0	15	0	7	0	163	81
RT Vol	0	0	91	0	53	0	23	0	0	3
Lane Flow Rate	29	153	175	5	74	61	33	29	177	92
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.052	0.248	0.265	0.011	0.124	0.119	0.054	0.052	0.291	0.15
Departure Headway (Hd)	6.345	5.842	5.444	7.087	6.04	7.03	5.992	6.433	5.93	5.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	615	661	505	594	510	597	557	606	608
Service Time	4.075	3.572	3.174	4.827	3.779	4.769	3.731	4.165	3.662	3.636
HCM Lane V/C Ratio	0.051	0.249	0.265	0.01	0.125	0.12	0.055	0.052	0.292	0.151
HCM Control Delay	9.4	10.5	10.1	9.9	9.6	10.7	9.1	9.5	11.1	9.7
HCM Lane LOS	A	B	B	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	1	1.1	0	0.4	0.4	0.2	0.2	1.2	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	244	3
Future Vol, veh/h	0	27	244	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	29	265	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	488	0	0	0	519	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	488	0	0	0	519	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	530	0	0	0	564	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	19.7	22.1
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	488	0	0	0	0	519	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	488	0	0	0	0	519	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	530	0	0	0	0	564	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.728	0	0	0	0	0.77	0
Departure Headway (Hd)	4.938	4.938	4.938	7.033	7.033	4.915	4.915	4.915
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	737	0	0	0	0	739	0
Service Time	2.648	2.648	2.648	4.791	4.791	2.626	2.626	2.626
HCM Lane V/C Ratio	0	0.719	0	0	0	0	0.763	0
HCM Control Delay	7.6	19.7	7.6	9.8	9.8	7.6	22.1	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	6.4	0	0	0	0	7.4	0

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	35	0	309	35	19	28	158	304	18	161	10
Future Vol, veh/h	12	35	0	309	35	19	28	158	304	18	161	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	0	336	38	21	30	172	330	20	175	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	447	175	466	447	172	175	0	0	172	0	0
Stage 1	214	214	-	233	233	-	-	-	-	-	-	-
Stage 2	252	233	-	233	214	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	507	506	868	507	506	872	1401	-	-	1405	-	-
Stage 1	788	725	-	770	712	-	-	-	-	-	-	-
Stage 2	752	712	-	770	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	488	868	464	488	872	1401	-	-	1405	-	-
Mov Cap-2 Maneuver	453	488	-	464	488	-	-	-	-	-	-	-
Stage 1	771	715	-	754	697	-	-	-	-	-	-	-
Stage 2	679	697	-	719	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	27.7	0.4	0.7
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	453	488	-	464	488	872	1405	-	-
HCM Lane V/C Ratio	0.022	-	-	0.029	0.078	-	0.724	0.078	0.024	0.014	-	-
HCM Control Delay (s)	7.6	-	-	13.2	13	0	30.5	13	9.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	-	5.8	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Future Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	2	0	2	2	14	0	2	32	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	80%	12%	18%
Vol Thru, %	88%	12%	12%	50%
Vol Right, %	6%	8%	76%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	25	17	56
LT Vol	2	20	2	10
Through Vol	29	3	2	28
RT Vol	2	2	13	18
Lane Flow Rate	36	27	18	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.032	0.019	0.066
Departure Headway (Hd)	4.034	4.228	3.686	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	844	965	922
Service Time	2.066	2.269	1.732	1.91
HCM Lane V/C Ratio	0.041	0.032	0.019	0.066
HCM Control Delay	7.2	7.4	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	28	18
Future Vol, veh/h	0	10	28	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	30	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	12	36	29
Demand Flow Rate, veh/h	22	12	37	29
Vehicles Circulating, veh/h	24	38	16	21
Vehicles Exiting, veh/h	26	14	30	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	12	37	29
Cap Entry Lane, veh/h	1103	1088	1112	1106
Entry HV Adj Factor	0.990	0.984	0.986	0.986
Flow Entry, veh/h	22	12	36	29
Cap Entry, veh/h	1092	1070	1097	1091
V/C Ratio	0.020	0.011	0.033	0.026
Control Delay, s/veh	3.5	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	34	0
Demand Flow Rate, veh/h	6	32	35	0
Vehicles Circulating, veh/h	28	1	5	33
Vehicles Exiting, veh/h	5	39	29	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	32	35	0
Cap Entry Lane, veh/h	1099	1129	1124	1093
Entry HV Adj Factor	0.984	0.966	0.971	1.000
Flow Entry, veh/h	6	31	34	0
Cap Entry, veh/h	1080	1090	1091	1093
V/C Ratio	0.005	0.028	0.031	0.000
Control Delay, s/veh	3.4	3.5	3.6	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	30	44	330	344	9
Future Vol, veh/h	7	30	44	330	344	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	33	48	359	374	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	654	192	384	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	400	817	1171	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	817	1171	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1171	-	671	-	-
HCM Lane V/C Ratio	0.041	-	0.06	-	-
HCM Control Delay (s)	8.2	0.2	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	1138	219	155	1333	25	141	0	66	19	12	86
Future Volume (veh/h)	393	1138	219	155	1333	25	141	0	66	19	12	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	427	1237	238	168	1449	27	153	0	72	21	13	93
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1126	21	387	0	182	27	17	121
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.33	0.00	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1634	3539	1458	1634	3554	66	1162	0	547	271	168	1199
Grp Volume(v), veh/h	427	1237	238	168	721	755	225	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1851	1708	0	0	1638	0	0
Q Serve(g_s), s	14.0	40.8	14.8	8.0	38.0	38.0	12.2	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	40.8	14.8	8.0	38.0	38.0	12.2	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.17		0.73
Lane Grp Cap(c), veh/h	191	1298	535	109	560	586	568	0	0	165	0	0
V/C Ratio(X)	2.24	0.95	0.45	1.54	1.29	1.29	0.40	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	586	568	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	37.0	28.8	56.0	41.0	41.0	30.8	0.0	0.0	52.8	0.0	0.0
Incr Delay (d2), s/veh	572.8	14.0	0.5	269.6	137.0	137.6	2.1	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.6	22.5	6.0	11.8	39.8	41.8	6.1	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	625.8	51.0	29.3	325.6	178.0	178.6	32.9	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	F	D	C	F	F	F	C			E		
Approach Vol, veh/h		1902			1644			225			127	
Approach Delay, s/veh		177.3			193.3			32.9			60.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.9	12.0	48.0		16.1	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		14.2	10.0	42.8		11.1	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	171.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1221	115	21	1000	13	146	7	15	7	4	96
Future Volume (veh/h)	67	1221	115	21	1000	13	146	7	15	7	4	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	73	1327	125	23	1087	14	159	8	16	8	4	104
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	1479	139	56	1255	16	444	203	406	23	6	163
Arrive On Green	0.14	0.45	0.44	0.03	0.35	0.33	0.27	0.37	0.36	0.01	0.11	0.10
Sat Flow, veh/h	1774	3269	307	1634	3578	46	1634	554	1108	1774	58	1512
Grp Volume(v), veh/h	73	716	736	23	538	563	159	0	24	8	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1807	1634	1770	1854	1634	0	1662	1774	0	1570
Q Serve(g_s), s	4.4	44.6	45.2	1.7	34.0	34.0	9.4	0.0	1.1	0.5	0.0	7.9
Cycle Q Clear(g_c), s	4.4	44.6	45.2	1.7	34.0	34.0	9.4	0.0	1.1	0.5	0.0	7.9
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.67	1.00		0.96
Lane Grp Cap(c), veh/h	242	801	817	56	621	650	444	0	610	23	0	169
V/C Ratio(X)	0.30	0.89	0.90	0.41	0.87	0.87	0.36	0.00	0.04	0.35	0.00	0.64
Avail Cap(c_a), veh/h	242	900	918	82	811	850	444	0	610	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	30.2	30.5	56.7	36.3	36.4	35.2	0.0	24.5	58.7	0.0	51.6
Incr Delay (d2), s/veh	0.3	5.0	5.2	4.7	7.8	7.5	0.5	0.0	0.1	9.0	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	22.8	23.7	0.8	17.9	18.7	4.3	0.0	0.5	0.3	0.0	4.2
LnGrp Delay(d),s/veh	47.0	35.2	35.8	61.4	44.2	43.9	35.7	0.0	24.7	67.8	0.0	68.6
LnGrp LOS	D	D	D	E	D	D	D		C	E		E
Approach Vol, veh/h		1525			1124			183			116	
Approach Delay, s/veh		36.0			44.4			34.3			68.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	48.0	8.1	58.3	36.6	16.9	20.3	46.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.5	3.1	3.7	47.2	11.4	9.9	6.4	36.0
Green Ext Time (p_c), s	0.0	0.6	0.0	5.1	0.0	0.3	2.2	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	15.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	724	61	54	824	93	133
Future Vol, veh/h	724	61	54	824	93	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	787	66	59	896	101	145

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	853	0	1385	427
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	565	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	782	-	134	576
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	782	-	124	576
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	492	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	124
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	-	-	782	-
HCM Lane V/C Ratio	1.068	-	-	0.075	-
HCM Control Delay (s)	124	-	-	10	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	10.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	712	9	27	944	15	37
Future Vol, veh/h	712	9	27	944	15	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	774	10	29	1026	16	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	784	0	1351	392
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	572	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	830	-	141	607
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	830	-	136	607
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	-	-	830	-
HCM Lane V/C Ratio	0.12	-	-	0.035	-
HCM Control Delay (s)	13.7	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	325	138	121	490	60	67	382	73	42	572	226
Future Volume (veh/h)	287	325	138	121	490	60	67	382	73	42	572	226
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	312	353	150	132	533	65	73	415	79	46	622	246
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	983	405	328	878	362	126	1018	420	92	661	261
Arrive On Green	0.23	0.28	0.28	0.20	0.25	0.25	0.08	0.29	0.29	0.06	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	980
Grp Volume(v), veh/h	312	353	150	132	533	65	73	415	79	46	444	424
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	16.3	7.2	5.3	6.3	12.0	3.2	3.9	8.5	2.0	2.5	22.1	22.2
Cycle Q Clear(g_c), s	16.3	7.2	5.3	6.3	12.0	3.2	3.9	8.5	2.0	2.5	22.1	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	376	983	405	328	878	362	126	1018	420	92	472	451
V/C Ratio(X)	0.83	0.36	0.37	0.40	0.61	0.18	0.58	0.41	0.19	0.50	0.94	0.94
Avail Cap(c_a), veh/h	436	983	405	328	878	362	163	1018	420	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	26.1	13.1	31.3	30.0	26.6	40.1	25.9	6.8	41.2	32.3	32.9
Incr Delay (d2), s/veh	11.2	1.0	2.6	0.8	3.1	1.1	3.0	0.2	0.2	4.2	27.1	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	3.7	2.4	2.9	6.2	1.4	1.8	4.2	0.8	1.2	14.3	13.8
LnGrp Delay(d),s/veh	44.2	27.1	15.7	32.1	33.1	27.7	43.1	26.1	7.0	45.4	59.4	61.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		815			730			567			914	
Approach Delay, s/veh		31.5			32.4			25.6			59.5	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	29.9	22.1	29.0	10.9	28.0	24.7	26.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.5	10.5	8.3	9.2	5.9	24.2	18.3	14.0
Green Ext Time (p_c), s	0.0	4.4	1.6	1.7	0.0	0.0	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	621	47	27	918	7	10	2	12	10	0	0
Future Vol, veh/h	0	621	47	27	918	7	10	2	12	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	675	51	29	998	8	11	2	13	11	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1005	0	0	675	0	0	1735	1739	675	1743	1735	1002
Stage 1	-	-	-	-	-	-	675	675	-	1060	1060	-
Stage 2	-	-	-	-	-	-	1060	1064	-	683	675	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	689	-	-	916	-	-	69	87	454	68	88	294
Stage 1	-	-	-	-	-	-	444	453	-	271	301	-
Stage 2	-	-	-	-	-	-	271	300	-	439	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	689	-	-	916	-	-	65	81	454	61	82	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	81	-	61	82	-
Stage 1	-	-	-	-	-	-	444	453	-	271	279	-
Stage 2	-	-	-	-	-	-	251	278	-	424	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	44.4	76.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	689	-	-	916	-	-	61
HCM Lane V/C Ratio	0.223	-	-	-	0.032	-	-	0.178
HCM Control Delay (s)	44.4	0	-	-	9.1	0	-	76.4
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	115	0	7	137	5	0	0	7	4	0	0
Future Vol, veh/h	0	115	0	7	137	5	0	0	7	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	125	0	8	149	5	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	125	0	0	292	295	125	296	292	152
Stage 1	-	-	-	-	-	-	125	125	-	167	167	-
Stage 2	-	-	-	-	-	-	167	170	-	129	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1462	-	-	660	616	926	656	619	894
Stage 1	-	-	-	-	-	-	879	792	-	835	760	-
Stage 2	-	-	-	-	-	-	835	758	-	875	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1462	-	-	657	612	926	648	615	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	612	-	648	615	-
Stage 1	-	-	-	-	-	-	879	792	-	835	755	-
Stage 2	-	-	-	-	-	-	830	753	-	868	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.9	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	926	1426	-	-	1462	-	-	648
HCM Lane V/C Ratio	0.008	-	-	-	0.005	-	-	0.007
HCM Control Delay (s)	8.9	0	-	-	7.5	0	-	10.6
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	76
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	56	406	131	0	350	906	222	0	159	365	133
Future Vol, veh/h	0	56	406	131	0	350	906	222	0	159	365	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	61	441	142	0	380	985	241	0	173	397	145
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78	78.3	66.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	0%	9%	24%	22%
Vol Thru, %	70%	0%	68%	61%	70%
Vol Right, %	0%	100%	22%	15%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	524	133	593	1478	567
LT Vol	159	0	56	350	122
Through Vol	365	0	406	906	398
RT Vol	0	133	131	222	47
Lane Flow Rate	570	145	645	1607	616
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.363	1	1	1
Departure Headway (Hd)	9.883	9.031	9.515	9.586	9.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	370	400	387	402	382
Service Time	7.583	6.731	7.515	7.586	7.722
HCM Lane V/C Ratio	1.541	0.362	1.667	3.998	1.613
HCM Control Delay	79.3	16.8	78	78.3	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	1.6	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	122	398	47
Future Vol, veh/h	0	122	398	47
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	133	433	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	1110.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	164	521	13	10	602	281	5	19	3	282	21	165
Future Vol, veh/h	164	521	13	10	602	281	5	19	3	282	21	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	178	566	14	11	654	305	5	21	3	307	23	179

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	960	0	0	580	0	0	1860	1912	573	1771	1766	807
Stage 1	-	-	-	-	-	-	930	930	-	829	829	-
Stage 2	-	-	-	-	-	-	930	982	-	942	937	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	717	-	-	994	-	-	56	68	519	~ 65	84	381
Stage 1	-	-	-	-	-	-	321	346	-	365	385	-
Stage 2	-	-	-	-	-	-	321	327	-	316	343	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	717	-	-	994	-	-	14	42	519	~ 29	52	381
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	42	-	~ 29	52	-
Stage 1	-	-	-	-	-	-	203	219	-	~ 231	375	-
Stage 2	-	-	-	-	-	-	155	318	-	~ 180	217	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.1	299.6	$ 4927.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	717	-	-	994	-	-	44
HCM Lane V/C Ratio	0.889	0.249	-	-	0.011	-	-	11.561
HCM Control Delay (s)	299.6	11.7	0	-	8.7	0	-	$ 4927.3
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.1	1	-	-	0	-	-	61.2

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

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	18	608	114	730	793	58	64	26	30	48	24	14
Future Vol, veh/h	18	608	114	730	793	58	64	26	30	48	24	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	661	124	793	862	63	70	28	33	52	26	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	925	0	0	785	0	0	3263	3274	723	3272	3304	893
Stage 1	-	-	-	-	-	-	762	762	-	2480	2480	-
Stage 2	-	-	-	-	-	-	2501	2512	-	792	824	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	739	-	-	834	-	-	~ 5	~ 9	426	~ 5	~ 9	340
Stage 1	-	-	-	-	-	-	397	414	-	~ 40	59	-
Stage 2	-	-	-	-	-	-	~ 39	57	-	382	387	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	739	-	-	834	-	-	-	~ 9	426	-	~ 9	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 9	-	-	~ 9	-
Stage 1	-	-	-	-	-	-	378	394	-	~ 38	59	-
Stage 2	-	-	-	-	-	-	~ 21	57	-	311	368	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	19.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	739	-	-	834	-	-	-
HCM Lane V/C Ratio	-	0.026	-	-	0.951	-	-	-
HCM Control Delay (s)	-	10	0	-	42.7	0	-	-
HCM Lane LOS	-	B	A	-	E	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	14.9	-	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	35	628	1510	101	0	28
Future Vol, veh/h	35	628	1510	101	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	683	1641	110	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1751	0	-	0	2455	1696
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	358	-	-	-	34	115
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	358	-	-	-	28	115
Mov Cap-2 Maneuver	-	-	-	-	28	-
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	383	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	47.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	358	-	-	-	115
HCM Lane V/C Ratio	0.106	-	-	-	0.265
HCM Control Delay (s)	16.2	0	-	-	47.2
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	580	312	365	1188	124	478	172	131	114	261	135
Future Volume (veh/h)	108	580	312	365	1188	124	478	172	131	114	261	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	630	339	397	1291	135	520	187	142	124	284	147
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	695	542	248	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.37	0.37	0.15	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1452	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	117	630	339	397	1291	135	520	187	142	124	284	147
Grp Sat Flow(s),veh/h/ln	1634	1863	1452	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	38.4	15.3	18.2	57.0	6.4	13.0	5.9	7.2	8.0	8.0	10.4
Cycle Q Clear(g_c), s	6.0	38.4	15.3	18.2	57.0	6.4	13.0	5.9	7.2	8.0	8.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	695	542	248	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.43	0.91	0.63	1.60	1.46	0.20	2.94	0.19	0.36	1.14	0.34	0.44
Avail Cap(c_a), veh/h	82	761	593	248	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	35.6	13.7	50.9	31.5	18.2	57.9	42.2	19.0	56.0	38.3	39.3
Incr Delay (d2), s/veh	251.0	13.8	1.8	288.2	212.9	0.1	883.7	0.3	1.9	128.2	1.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	22.4	6.3	28.1	81.6	2.6	49.3	2.9	3.1	7.5	4.0	4.5
LnGrp Delay(d),s/veh	308.0	49.4	15.5	339.1	244.4	18.4	941.5	42.6	20.9	184.2	39.5	43.3
LnGrp LOS	F	D	B	F	F	B	F	D	C	F	D	D
Approach Vol, veh/h		1086			1823			849			555	
Approach Delay, s/veh		66.7			248.3			589.6			72.8	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	22.2	48.8	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	9.2	20.2	40.4	15.0	12.4	8.0	59.0
Green Ext Time (p_c), s	0.0	3.0	0.0	2.3	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	247.2
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	125.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	901	104	42	1619	102	29
Future Vol, veh/h	901	104	42	1619	102	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	979	113	46	1760	111	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1092	0	2887	1036
Stage 1	-	-	-	-	1036	-
Stage 2	-	-	-	-	1851	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	639	-	~ 18	281
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	136	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	639	-	~ 18	281
Mov Cap-2 Maneuver	-	-	-	-	~ 18	-
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	136	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 2671.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	23	-	-	639	-
HCM Lane V/C Ratio	6.191	-	-	0.071	-
HCM Control Delay (s)	$ 2671.2	-	-	11.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	17.9	-	-	0.2	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	614	240	492	1173	110	156	516	120	68	806	306
Future Volume (veh/h)	207	614	240	492	1173	110	156	516	120	68	806	306
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	225	667	261	535	1275	120	170	561	130	74	876	333
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	948	391	608	1032	425	136	956	221	118	814	308
Arrive On Green	0.17	0.27	0.27	0.19	0.29	0.29	0.17	0.67	0.64	0.07	0.32	0.31
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2856	660	1634	2513	952
Grp Volume(v), veh/h	225	667	261	535	1275	120	170	347	344	74	616	593
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1746	1634	1770	1695
Q Serve(g_s), s	15.9	20.4	19.2	19.7	35.0	7.6	10.0	12.8	13.2	5.3	38.9	38.9
Cycle Q Clear(g_c), s	15.9	20.4	19.2	19.7	35.0	7.6	10.0	12.8	13.2	5.3	38.9	38.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	274	948	391	608	1032	425	136	593	585	118	573	549
V/C Ratio(X)	0.82	0.70	0.67	0.88	1.24	0.28	1.25	0.59	0.59	0.63	1.08	1.08
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	593	585	136	573	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	39.6	39.2	47.2	42.5	32.8	50.0	15.3	16.0	54.1	40.6	41.1
Incr Delay (d2), s/veh	14.2	2.0	3.6	11.3	112.5	0.3	145.8	2.8	2.9	7.0	59.4	62.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	10.3	8.1	9.6	33.2	3.1	10.0	6.6	6.7	2.6	28.4	27.6
LnGrp Delay(d),s/veh	62.4	41.6	42.7	58.5	155.0	33.1	195.8	18.1	18.8	61.1	100.0	103.2
LnGrp LOS	E	D	D	E	F	C	F	B	B	E	F	F
Approach Vol, veh/h		1153			1930			861			1283	
Approach Delay, s/veh		45.9			120.7			53.5			99.2	
Approach LOS		D			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	44.2	27.0	36.1	14.0	42.9	24.1	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	7.3	15.2	21.7	22.4	12.0	40.9	17.9	37.0
Green Ext Time (p_c), s	0.0	8.0	0.0	7.3	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	493	210	198	525	80	134	396	58	87	376	63
Future Volume (veh/h)	162	493	210	198	525	80	134	396	58	87	376	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	176	536	228	215	571	87	146	430	63	95	409	68
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	682	281	304	842	347	1054	1550	639	158	550	227
Arrive On Green	0.14	0.19	0.19	0.19	0.24	0.24	0.33	0.44	0.44	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	176	536	228	215	571	87	146	430	63	95	409	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	12.4	17.3	17.9	14.8	17.6	5.8	3.9	9.3	1.5	3.5	13.2	3.5
Cycle Q Clear(g_c), s	12.4	17.3	17.9	14.8	17.6	5.8	3.9	9.3	1.5	3.5	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	682	281	304	842	347	1054	1550	639	158	550	227
V/C Ratio(X)	0.76	0.79	0.81	0.71	0.68	0.25	0.14	0.28	0.10	0.60	0.74	0.30
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1054	1550	639	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	46.1	46.3	45.8	41.6	37.1	28.0	21.6	4.8	55.8	48.4	22.9
Incr Delay (d2), s/veh	3.8	3.7	10.4	3.0	1.9	0.4	0.1	0.4	0.3	6.1	8.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.8	8.0	6.9	8.8	2.4	1.7	4.6	0.7	1.7	7.1	1.6
LnGrp Delay(d),s/veh	53.5	49.8	56.8	48.8	43.5	37.4	28.1	22.0	5.1	61.9	57.2	26.3
LnGrp LOS	D	D	E	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		940			873			639			572	
Approach Delay, s/veh		52.2			44.2			21.7			54.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	56.5	26.3	27.1	43.9	22.7	20.9	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	11.3	16.8	19.9	5.9	15.2	14.4	19.6
Green Ext Time (p_c), s	0.0	2.5	3.5	1.2	0.6	1.4	0.5	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	55.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	8	58	0	315	53	174	0	75	427	98	0	77	600	52
Future Vol, veh/h	0	13	8	58	0	315	53	174	0	75	427	98	0	77	600	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	9	63	0	342	58	189	0	82	464	107	0	84	652	57
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	14.6	30.6	67.7	67.9
HCM LOS	B	D	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	12%	16%	100%	0%	11%
Vol Thru, %	71%	10%	0%	23%	82%
Vol Right, %	16%	73%	0%	77%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	600	79	315	227	729
LT Vol	75	13	315	0	77
Through Vol	427	8	0	53	600
RT Vol	98	58	0	174	52
Lane Flow Rate	652	86	342	247	792
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.216	0.816	0.517	1
Departure Headway (Hd)	7.289	9.07	8.576	7.54	7.341
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	502	398	425	481	499
Service Time	5.316	7.088	6.284	5.248	5.367
HCM Lane V/C Ratio	1.299	0.216	0.805	0.514	1.587
HCM Control Delay	67.7	14.6	39.6	18	67.9
HCM Lane LOS	F	B	E	C	F
HCM 95th-tile Q	13.6	0.8	7.5	2.9	13.5

Intersection	
Int Delay, s/veh	76.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	265	22	90	430	40	18	259	75	55	23	49
Future Vol, veh/h	33	265	22	90	430	40	18	259	75	55	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	288	24	98	467	43	20	282	82	60	25	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	312	0	0	814	1079	156	1042	1069	255
Stage 1	-	-	-	-	-	-	372	372	-	685	685	-
Stage 2	-	-	-	-	-	-	442	707	-	357	384	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1050	-	-	1245	-	-	270	~ 217	862	184	220	744
Stage 1	-	-	-	-	-	-	621	617	-	404	447	-
Stage 2	-	-	-	-	-	-	564	436	-	633	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	1245	-	-	207	~ 193	862	-	196	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	~ 193	-	-	196	-
Stage 1	-	-	-	-	-	-	600	596	-	390	412	-
Stage 2	-	-	-	-	-	-	453	402	-	292	589	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	291.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	207	234	1050	-	-	1245	-	-	-
HCM Lane V/C Ratio	0.095	1.551	0.034	-	-	0.079	-	-	-
HCM Control Delay (s)	24.2	$ 306.1	8.6	-	-	8.1	-	-	-
HCM Lane LOS	C	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	22.2	0.1	-	-	0.3	-	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	117	418	444	335	75	170	491	163	40	1153	80
Future Volume (veh/h)	45	117	418	444	335	75	170	491	163	40	1153	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	49	127	454	483	364	82	185	534	177	43	1253	87
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	92	330	177	464	105	204	840	658	80	699	547
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.30	0.25	0.90	0.90	0.05	0.38	0.38
Sat Flow, veh/h	1634	358	1279	1634	1472	332	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	49	0	581	483	0	446	185	534	177	43	1253	87
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1804	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.5	0.0	31.0	13.0	0.0	27.0	13.2	7.9	1.2	3.1	45.0	4.8
Cycle Q Clear(g_c), s	3.5	0.0	31.0	13.0	0.0	27.0	13.2	7.9	1.2	3.1	45.0	4.8
Prop In Lane	1.00		0.78	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	0	423	177	0	569	204	840	658	80	699	547
V/C Ratio(X)	0.58	0.00	1.37	2.73	0.00	0.78	0.91	0.64	0.27	0.54	1.79	0.16
Avail Cap(c_a), veh/h	144	0	423	177	0	569	204	840	658	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.59	0.59	0.59
Uniform Delay (d), s/veh	55.7	0.0	45.2	53.5	0.0	37.5	44.3	3.6	1.3	55.7	37.5	24.9
Incr Delay (d2), s/veh	6.3	0.0	182.6	793.6	0.0	7.1	35.9	3.4	0.9	3.9	360.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	35.4	44.9	0.0	14.5	7.9	4.3	0.5	1.5	93.1	2.0
LnGrp Delay(d),s/veh	62.0	0.0	227.8	847.1	0.0	44.6	80.2	7.0	2.2	59.7	398.1	25.3
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		630			929			896			1383	
Approach Delay, s/veh		214.9			461.8			21.2			364.1	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.1	17.0	35.0	19.0	49.0	10.2	41.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.1	9.9	15.0	33.0	15.2	47.0	5.5	29.0
Green Ext Time (p_c), s	0.0	15.3	0.0	0.0	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	283.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	43
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	334	161	0	28	493	31	0	122	27	29	0	117	270	260
Future Vol, veh/h	0	27	334	161	0	28	493	31	0	122	27	29	0	117	270	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	363	175	0	30	536	34	0	133	29	32	0	127	293	283
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	23.7	32.5	21.9	73.2
HCM LOS	C	D	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	84%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	16%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	27	223	272	28	329	195	647
LT Vol	122	27	0	0	28	0	0	117
Through Vol	27	0	223	111	0	329	164	270
RT Vol	29	0	0	161	0	0	31	260
Lane Flow Rate	193	29	242	296	30	357	212	703
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.513	0.074	0.574	0.668	0.076	0.838	0.491	1
Departure Headway (Hd)	9.551	9.137	8.638	8.224	8.941	8.442	8.331	8.53
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	379	394	421	441	399	425	431	429
Service Time	7.251	6.837	6.338	5.924	6.741	6.241	6.13	6.238
HCM Lane V/C Ratio	0.509	0.074	0.575	0.671	0.075	0.84	0.492	1.639
HCM Control Delay	21.9	12.6	22.3	26	12.5	42.2	19	73.2
HCM Lane LOS	C	B	C	D	B	E	C	F
HCM 95th-tile Q	2.8	0.2	3.5	4.8	0.2	8	2.6	12.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	55	191	181	50	98	939	174	59	954	58
Future Volume (veh/h)	42	106	55	191	181	50	98	939	174	59	954	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	115	60	208	197	54	107	1021	189	64	1037	63
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	191	149	142	261	204	156	1873	346	82	1974	120
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.10	0.63	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2984	551	1634	3390	206
Grp Volume(v), veh/h	46	115	60	208	197	54	107	605	605	64	541	559
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1765	1634	1770	1826
Q Serve(g_s), s	3.3	7.1	4.6	10.4	12.2	4.0	7.6	23.2	23.5	4.6	0.0	0.0
Cycle Q Clear(g_c), s	3.3	7.1	4.6	10.4	12.2	4.0	7.6	23.2	23.5	4.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	80	191	149	142	261	204	156	1111	1108	82	1030	1063
V/C Ratio(X)	0.58	0.60	0.40	1.47	0.75	0.26	0.69	0.54	0.55	0.78	0.53	0.53
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1111	1108	82	1030	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	0.11	0.11	0.11
Uniform Delay (d), s/veh	55.9	51.5	50.4	54.8	49.6	46.1	52.5	12.6	12.9	53.4	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.1	1.7	245.2	5.8	0.7	3.2	1.2	1.2	5.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.9	14.3	6.7	1.6	3.6	11.6	11.7	2.2	0.1	0.1
LnGrp Delay(d),s/veh	62.3	54.6	52.2	300.0	55.5	46.8	55.7	13.8	14.0	58.6	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		221			459			1317			1164	
Approach Delay, s/veh		55.5			165.3			17.3			3.4	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.3	14.4	16.3	15.5	73.9	9.9	20.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	16.6	25.5	12.4	9.1	9.6	2.0	5.3	14.2
Green Ext Time (p_c), s	0.0	13.3	0.0	1.1	0.1	14.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	117	159	94	107	92	283	957	165	243	1068	142
Future Volume (veh/h)	53	117	159	94	107	92	283	957	165	243	1068	142
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	127	173	102	116	100	308	1040	179	264	1161	154
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	565	233	95	556	229	300	1736	715	259	1647	679
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	58	127	173	102	116	100	308	1040	179	264	1161	154
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.1	3.8	13.6	7.0	3.4	7.4	22.0	25.4	8.6	19.0	31.3	7.6
Cycle Q Clear(g_c), s	4.1	3.8	13.6	7.0	3.4	7.4	22.0	25.4	8.6	19.0	31.3	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	565	233	95	556	229	300	1736	715	259	1647	679
V/C Ratio(X)	0.58	0.22	0.74	1.07	0.21	0.44	1.03	0.60	0.25	1.02	0.70	0.23
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1736	715	259	1647	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	54.9	44.0	48.1	56.5	44.1	45.8	49.0	22.1	17.8	50.5	25.5	19.2
Incr Delay (d2), s/veh	5.3	0.2	4.7	48.4	0.0	0.1	59.4	1.5	0.8	46.2	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	5.8	4.4	1.7	3.0	14.8	12.8	3.6	11.9	15.6	3.1
LnGrp Delay(d),s/veh	60.2	44.2	52.7	105.4	44.1	45.9	108.5	23.6	18.6	96.9	26.9	19.6
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		358			318			1527			1579	
Approach Delay, s/veh		50.9			64.3			40.1			37.9	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	62.9	11.0	23.1	26.0	59.9	11.3	22.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.6	27.4	9.0	15.6	24.0	33.3	6.1	9.4
Green Ext Time (p_c), s	0.0	12.4	0.0	1.6	0.0	8.1	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	125	110	107	284	140	326	1062	138	136	1280	219
Future Volume (veh/h)	70	125	110	107	284	140	326	1062	138	136	1280	219
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	76	136	120	116	309	152	354	1154	150	148	1391	238
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	277	226	82	470	194	123	855	670	340	1103	863
Arrive On Green	0.07	0.15	0.13	0.05	0.13	0.13	0.08	0.46	0.46	0.21	0.59	0.59
Sat Flow, veh/h	1634	1852	1513	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	76	129	127	116	309	152	354	1154	150	148	1391	238
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.5	8.1	8.9	6.0	10.0	7.8	9.0	55.1	5.4	9.5	71.1	9.5
Cycle Q Clear(g_c), s	5.5	8.1	8.9	6.0	10.0	7.8	9.0	55.1	5.4	9.5	71.1	9.5
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	265	239	82	470	194	123	855	670	340	1103	863
V/C Ratio(X)	0.70	0.49	0.53	1.42	0.66	0.78	2.89	1.35	0.22	0.44	1.26	0.28
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	340	1103	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.87	0.87	0.87	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	46.8	48.0	57.0	49.4	20.9	55.5	32.5	10.2	41.4	24.5	11.9
Incr Delay (d2), s/veh	15.8	1.2	1.6	239.8	1.4	7.8	851.9	157.9	0.1	0.9	124.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	4.0	8.1	4.9	3.5	33.1	65.8	2.2	4.4	74.4	4.0
LnGrp Delay(d),s/veh	70.6	48.1	49.7	296.8	50.8	28.8	907.4	190.3	10.3	42.3	149.4	12.7
LnGrp LOS	E	D	D	F	D	C	F	F	B	D	F	B
Approach Vol, veh/h		332			577			1658			1777	
Approach Delay, s/veh		53.8			94.5			327.1			122.2	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	59.1	10.0	21.9	13.0	75.1	12.0	19.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.5	57.1	8.0	10.9	11.0	73.1	7.5	12.0
Green Ext Time (p_c), s	3.5	0.0	0.0	2.3	0.0	0.0	0.0	2.0

Intersection Summary		
HCM 2010 Ctrl Delay		191.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	207	78	128	285	135	206	419	83	345	700	147
Future Volume (veh/h)	58	207	78	128	285	135	206	419	83	345	700	147
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	63	225	85	139	310	147	224	455	90	375	761	160
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	362	149	177	520	214	272	1555	641	354	1734	714
Arrive On Green	0.06	0.10	0.10	0.11	0.15	0.15	0.22	0.58	0.58	0.43	0.98	0.98
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	63	225	85	139	310	147	224	455	90	375	761	160
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.4	7.3	4.7	9.9	9.8	11.5	15.7	7.7	2.1	26.0	0.9	0.3
Cycle Q Clear(g_c), s	4.4	7.3	4.7	9.9	9.8	11.5	15.7	7.7	2.1	26.0	0.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	362	149	177	520	214	272	1555	641	354	1734	714
V/C Ratio(X)	0.38	0.62	0.57	0.79	0.60	0.69	0.82	0.29	0.14	1.06	0.44	0.22
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1555	641	354	1734	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.92	0.92	0.56	0.56	0.56	0.91	0.91	0.91	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.2	51.6	25.4	52.1	47.8	48.5	45.1	15.6	5.8	34.0	0.6	0.6
Incr Delay (d2), s/veh	1.4	1.6	3.1	12.2	0.6	2.2	12.4	0.4	0.4	33.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.7	2.0	5.1	4.9	4.8	8.0	3.8	0.9	14.9	0.3	0.1
LnGrp Delay(d),s/veh	53.6	53.2	28.5	64.3	48.5	50.7	57.5	16.0	6.2	67.2	0.7	0.7
LnGrp LOS	D	D	C	E	D	D	E	B	A	F	A	A
Approach Vol, veh/h		373			596			769			1296	
Approach Delay, s/veh		47.7			52.7			27.0			19.9	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	56.7	17.0	16.3	23.9	62.8	11.6	21.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	9.7	11.9	9.3	17.7	2.9	6.4	13.5
Green Ext Time (p_c), s	0.0	7.1	0.0	1.0	0.3	7.4	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	457	147	108	325	97	116	1076	102	242	2172	621
Future Volume (veh/h)	241	457	147	108	325	97	116	1076	102	242	2172	621
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	262	497	160	117	353	105	126	1170	111	263	2361	675
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	732	302	218	571	235	150	1855	764	109	1767	728
Arrive On Green	0.11	0.21	0.21	0.07	0.16	0.16	0.09	0.52	0.52	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	262	497	160	117	353	105	126	1170	111	263	2361	675
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.6	15.5	11.7	4.3	11.1	7.8	9.1	28.2	4.7	8.0	59.9	51.8
Cycle Q Clear(g_c), s	9.6	15.5	11.7	4.3	11.1	7.8	9.1	28.2	4.7	8.0	59.9	51.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	732	302	218	571	235	150	1855	764	109	1767	728
V/C Ratio(X)	0.72	0.68	0.53	0.54	0.62	0.45	0.84	0.63	0.15	2.41	1.34	0.93
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1855	764	109	1767	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.90	0.90	0.90	0.67	0.67	0.67
Uniform Delay (d), s/veh	51.3	43.9	42.4	54.0	46.9	45.5	53.6	20.3	14.7	56.0	30.0	28.0
Incr Delay (d2), s/veh	4.5	0.9	1.1	2.0	1.1	1.3	30.3	1.5	0.4	654.7	154.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.7	4.8	1.9	5.5	3.2	5.4	14.0	2.0	23.4	67.0	23.6
LnGrp Delay(d),s/veh	55.8	44.8	43.5	56.1	48.0	46.8	83.9	21.8	15.1	710.7	184.0	42.5
LnGrp LOS	E	D	D	E	D	D	F	C	B	F	F	D
Approach Vol, veh/h		919			575			1407			3299	
Approach Delay, s/veh		47.7			49.4			26.8			197.1	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.9	12.3	28.8	15.0	63.9	17.7	23.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	30.2	6.3	17.5	11.1	61.9	11.6	13.1
Green Ext Time (p_c), s	0.0	17.2	0.1	4.1	0.0	0.0	0.2	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	122.6
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	25	62	0	13	29	2037	143	30	1785	52
Future Volume (veh/h)	87	0	25	62	0	13	29	2037	143	30	1785	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	95	0	27	67	0	14	32	2214	155	33	1940	57
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	95	0	27	67	0	14	32	2214	155	33	1940	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.3	1.7	2.4	21.8	1.4
Cycle Q Clear(g_c), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.3	1.7	2.4	21.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
V/C Ratio(X)	0.78	0.00	0.39	0.55	0.00	0.19	0.49	0.89	0.15	0.49	0.54	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2492	1027	82	3585	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	40.9	53.6	0.0	55.8	56.4	14.0	1.0	56.3	8.4	5.4
Incr Delay (d2), s/veh	26.1	0.0	3.6	3.8	0.0	1.2	5.5	5.2	0.3	5.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.8	2.3	0.0	0.5	1.1	30.4	0.8	1.2	10.3	0.6
LnGrp Delay(d),s/veh	80.6	0.0	44.5	57.4	0.0	57.1	61.9	19.2	1.3	61.8	9.0	5.5
LnGrp LOS	F		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		122			81			2401			2030	
Approach Delay, s/veh		72.6			57.4			18.7			9.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	88.5	12.9	9.7	8.8	88.6	13.0	9.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.4	61.3	6.7	3.9	4.3	23.8	8.9	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	27.4	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	313	2099	139	137	1525
Future Volume (veh/h)	579	313	2099	139	137	1525
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	629	340	2282	151	149	1658
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	629	340	2282	151	149	1658
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	4.9	10.9	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	4.9	10.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	2.34	1.42	1.90	0.16	0.99	1.16
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.5	49.0	0.0
Incr Delay (d2), s/veh	611.8	202.6	408.9	0.4	20.8	71.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.5	21.4	175.6	2.1	5.7	28.5
LnGrp Delay(d),s/veh	661.9	252.7	430.3	8.8	69.7	71.6
LnGrp LOS	F	F	F	A	E	F
Approach Vol, veh/h	969		2433			1807
Approach Delay, s/veh	518.4		404.1			71.4
Approach LOS	F		F			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	12.9	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	310.0
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	95	237	158	143	144	94	521	30	63	971	50
Future Volume (veh/h)	128	95	237	158	143	144	94	521	30	63	971	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	139	103	258	172	155	157	102	566	33	68	1055	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	115	289	144	178	180	147	1586	92	111	1522	78
Arrive On Green	0.12	0.24	0.23	0.09	0.21	0.20	0.18	0.93	0.90	0.09	0.59	0.57
Sat Flow, veh/h	1634	472	1182	1634	850	861	1634	3400	198	1634	3426	175
Grp Volume(v), veh/h	139	0	361	172	0	312	102	294	305	68	545	564
Grp Sat Flow(s),veh/h/ln	1634	0	1654	1634	0	1711	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	9.8	0.0	25.4	10.6	0.0	21.2	7.0	2.0	2.1	4.8	25.6	25.7
Cycle Q Clear(g_c), s	9.8	0.0	25.4	10.6	0.0	21.2	7.0	2.0	2.1	4.8	25.6	25.7
Prop In Lane	1.00		0.71	1.00		0.50	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	201	0	404	144	0	358	147	825	853	111	786	814
V/C Ratio(X)	0.69	0.00	0.89	1.19	0.00	0.87	0.69	0.36	0.36	0.61	0.69	0.69
Avail Cap(c_a), veh/h	201	0	419	144	0	379	218	825	853	163	786	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	0.79	0.00	0.79	1.00	0.00	1.00	0.89	0.89	0.89	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.4	0.0	44.5	54.7	0.0	46.3	47.6	2.2	2.3	53.1	18.9	19.0
Incr Delay (d2), s/veh	7.7	0.0	17.2	135.6	0.0	18.6	5.1	1.1	1.0	4.6	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	13.5	10.2	0.0	11.8	3.4	1.1	1.1	2.3	13.2	13.7
LnGrp Delay(d),s/veh	58.1	0.0	61.6	190.3	0.0	65.0	52.7	3.3	3.4	57.7	23.1	23.1
LnGrp LOS	E		E	F		E	D	A	A	E	C	C
Approach Vol, veh/h		500			484			701			1177	
Approach Delay, s/veh		60.6			109.5			10.5			25.1	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	60.0	14.6	33.3	14.8	57.3	18.8	29.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.8	4.1	12.6	27.4	9.0	27.7	11.8	23.2
Green Ext Time (p_c), s	0.0	8.1	0.0	0.2	0.1	6.5	0.2	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	67.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	67	2	780	0	344	977	0	0	0	1459	907
Future Vol, veh/h	0	0	0	0	0	67	2	780	0	344	977	0	0	0	1459	907
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	2	848	0	374	1062	0	0	0	1586	986
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	66.9	65.4	69.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	977	69	780	1459	907
LT Vol	344	0	67	0	0	0
Through Vol	0	977	2	0	1459	0
RT Vol	0	0	0	780	0	907
Lane Flow Rate	374	1062	75	848	1586	986
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.887	1	0.194	1	1	1
Departure Headway (Hd)	8.542	8.042	9.306	8.121	7.97	7.272
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	467	385	449	476	503
Service Time	6.26	5.76	7.077	5.892	5.709	5.01
HCM Lane V/C Ratio	0.878	2.274	0.195	1.889	3.332	1.96
HCM Control Delay	49.6	71	14.3	71.6	70.7	67.4
HCM Lane LOS	E	F	B	F	F	F
HCM 95th-tile Q	9.2	12.9	0.7	12.8	13	13.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	544	200	404	153	603	0	0	786	228
Future Volume (veh/h)	0	0	0	544	200	404	153	603	0	0	786	228
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				591	217	439	166	655	0	0	854	248
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1082	617	483	483	2102	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.15	0.59	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				591	217	439	166	655	0	0	854	248
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.7	10.6	34.6	5.6	11.1	0.0	0.0	10.7	5.9
Cycle Q Clear(g_c), s				17.7	10.6	34.6	5.6	11.1	0.0	0.0	10.7	5.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1082	617	483	483	2102	0	0	1430	589
V/C Ratio(X)				0.55	0.35	0.91	0.34	0.31	0.00	0.00	0.60	0.42
Avail Cap(c_a), veh/h				1185	675	529	483	2102	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.94	0.94	0.00	0.00	0.52	0.52
Uniform Delay (d), s/veh				32.8	30.4	38.4	45.5	12.1	0.0	0.0	7.9	7.4
Incr Delay (d2), s/veh				0.0	0.0	2.3	0.4	0.4	0.0	0.0	1.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	5.4	14.2	2.5	5.5	0.0	0.0	5.2	2.4
LnGrp Delay(d),s/veh				32.8	30.4	40.8	45.9	12.5	0.0	0.0	8.8	8.6
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1247			821			1102	
Approach Delay, s/veh					35.2			19.3			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		75.8			22.8	53.0		44.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		13.1			7.6	12.7		36.6
Green Ext Time (p_c), s		3.7			2.1	5.3		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	470	187	392	1002	0	0	1981	770
Future Volume (veh/h)	0	0	0	264	470	187	392	1002	0	0	1981	770
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				287	511	203	426	1089	0	0	2153	837
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				595	664	274	340	2639	0	0	1784	735
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				287	511	203	426	1089	0	0	2153	837
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				595	664	274	340	2639	0	0	1784	735
V/C Ratio(X)				0.48	0.77	0.74	1.25	0.41	0.00	0.00	1.21	1.14
Avail Cap(c_a), veh/h				822	917	378	340	2639	0	0	1784	735
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.3	46.0	43.4	0.1	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	130.2	0.4	0.0	0.0	93.6	64.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	23.5	0.3	0.0	0.0	52.7	37.4
LnGrp Delay(d),s/veh				44.1	49.0	51.0	173.5	0.5	0.0	0.0	123.4	93.9
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1001			1515			2990	
Approach Delay, s/veh					48.0			49.1			115.1	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.5			29.0	64.5		26.5
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.5			27.0	62.5		18.5
Green Ext Time (p_c), s		56.8			0.0	0.0		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	84.8
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	57.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	226	1	97	0	0	0	0	0	0	721	129	0	577	497	0
Future Vol, veh/h	0	226	1	97	0	0	0	0	0	0	721	129	0	577	497	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	246	1	105	0	0	0	0	0	0	784	140	0	627	540	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	19.8	59.7	67.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	721	129	227	97	577	497
LT Vol	0	0	226	0	577	0
Through Vol	721	0	1	0	0	497
RT Vol	0	129	0	97	0	0
Lane Flow Rate	784	140	247	105	627	540
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.263	0.592	0.218	1	1
Departure Headway (Hd)	7.462	6.761	8.631	7.434	7.477	6.976
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	533	419	485	489	524
Service Time	5.181	4.48	6.34	5.143	5.205	4.704
HCM Lane V/C Ratio	1.587	0.263	0.589	0.216	1.282	1.031
HCM Control Delay	68.2	11.9	23.1	12.2	68.3	65.8
HCM Lane LOS	F	B	C	B	F	F
HCM 95th-tile Q	13.4	1	3.7	0.8	13.4	13.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	125	235	0	0	0	0	672	521	366	939	0
Future Volume (veh/h)	197	125	235	0	0	0	0	672	521	366	939	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	214	136	255				0	730	566	398	1021	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	725	299				0	2738	785	497	2578	0
Arrive On Green	0.20	0.20	0.20				0.00	0.54	0.54	0.31	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	214	136	255				0	730	566	398	1021	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	14.4	3.8	20.2				0.0	9.3	35.1	13.8	0.0	0.0
Cycle Q Clear(g_c), s	14.4	3.8	20.2				0.0	9.3	35.1	13.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	725	299				0	2738	785	497	2578	0
V/C Ratio(X)	0.64	0.19	0.85				0.00	0.27	0.72	0.80	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2738	785	660	2578	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	43.6	39.4	46.0				0.0	14.9	20.9	39.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	12.6				0.0	0.2	5.7	4.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	9.2				0.0	4.4	15.2	6.3	0.1	0.0
LnGrp Delay(d),s/veh	45.7	39.6	58.6				0.0	15.2	26.6	43.7	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		605						1296			1419	
Approach Delay, s/veh		49.7						20.1			12.5	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.8	68.6		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.8	37.1		22.2		2.0		
Green Ext Time (p_c), s	1.0	7.5		1.8		17.5		

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	468	126	0	0	0	0	1000	610	903	1485	0
Future Volume (veh/h)	175	468	126	0	0	0	0	1000	610	903	1485	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	190	509	137				0	1087	663	982	1614	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	536	599	247				0	1702	701	792	2704	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	190	509	137				0	1087	663	982	1614	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	599	247				0	1702	701	792	2704	0
V/C Ratio(X)	0.35	0.85	0.56				0.00	0.64	0.95	1.24	0.60	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1702	701	792	2704	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.79	0.79	0.79				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.1	48.4	45.7				0.0	23.3	29.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.1	1.7				0.0	1.8	23.0	108.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.9	4.3				0.0	13.9	25.3	24.9	0.0	0.0
LnGrp Delay(d),s/veh	44.4	56.5	47.4				0.0	25.2	52.7	138.7	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		836						1750			2596	
Approach Delay, s/veh		52.2						35.6			52.5	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.7		24.3		95.7		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	53.9		18.7		2.0		
Green Ext Time (p_c), s	0.0	0.3		1.0		41.5		

Intersection Summary	
HCM 2010 Ctrl Delay	46.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	50	0	46	0	50
Future Vol, veh/h	50	50	0	46	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	0	50	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	132	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	862	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	862	978
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1481	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	108	566	113	0	570
Future Vol, veh/h	0	108	566	113	0	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	615	123	0	620

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1297	677	0	0	738	0
Stage 1	677	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	179	453	-	-	868	-
Stage 1	505	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	453	-	-	868	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	453	868	-
HCM Lane V/C Ratio	-	-	0.259	-	-
HCM Control Delay (s)	-	-	15.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	630	614	107	0	111
Future Vol, veh/h	0	630	614	107	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	685	667	116	0	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	784	0	-	0	1411	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	834	-	-	-	152	425
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	152	425
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	834	-	-	-	425
HCM Lane V/C Ratio	-	-	-	-	0.284
HCM Control Delay (s)	0	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	19	137	84	98	158
Future Vol, veh/h	12	19	137	84	98	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	21	149	91	107	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	534	149	0	0	149	0
Stage 1	149	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	507	898	-	-	1432	-
Stage 1	879	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	898	-	-	1432	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	469	898	1432	-
HCM Lane V/C Ratio	-	-	0.028	0.023	0.074	-
HCM Control Delay (s)	-	-	12.9	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	21	151	97	99	163
Future Vol, veh/h	17	21	151	97	99	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	23	164	105	108	177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	556	164	0	0	164	0
Stage 1	164	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	492	881	-	-	1414	-
Stage 1	865	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	881	-	-	1414	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	454	881	1414	-
HCM Lane V/C Ratio	-	-	0.041	0.026	0.076	-
HCM Control Delay (s)	-	-	13.3	9.2	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	147	73	0	156
Future Vol, veh/h	0	21	147	73	0	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	160	79	0	170

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	330	160	0	0	160	0
Stage 1	160	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	885	-	-	1419	-
Stage 1	869	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	665	885	-	-	1419	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	885	1419	-
HCM Lane V/C Ratio	-	-	-	0.026	-	-
HCM Control Delay (s)	-	-	0	9.2	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	92	79	51	13	14
Future Vol, veh/h	76	92	79	51	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	100	86	55	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	351	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1510	-	-	-	646	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	610	973
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1510	-	-	-	610	973
HCM Lane V/C Ratio	0.055	-	-	-	0.023	0.016
HCM Control Delay (s)	7.5	-	-	-	11	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	87	68	67	10	9
Future Vol, veh/h	74	87	68	67	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	95	74	73	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	329	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	665	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	630	988
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	630	988
HCM Lane V/C Ratio	0.053	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	56	83	72	56	4	7
Future Vol, veh/h	56	83	72	56	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	90	78	61	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	290	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	701	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	673	983
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1520	-	-	-	673	983
HCM Lane V/C Ratio	0.04	-	-	-	0.006	0.008
HCM Control Delay (s)	7.5	-	-	-	10.4	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

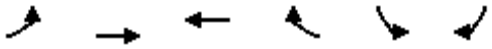
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	91	26	39	81	7	10
Future Vol, veh/h	91	26	39	81	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	28	42	88	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	272	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1494	-	717	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	697	957
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	957	-	-	1494	-
HCM Lane V/C Ratio	0.011	0.011	-	-	0.028	-
HCM Control Delay (s)	10.2	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	217	234	0	287	63
Future Volume (veh/h)	0	217	234	0	287	63
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	236	254	0	312	68
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	388	388	0	2506	1153
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	236	254	0	312	68
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.6	8.3	0.0	2.7	1.2
Cycle Q Clear(g_c), s	0.0	7.6	8.3	0.0	2.7	1.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	388	388	0	2506	1153
V/C Ratio(X)	0.00	0.61	0.66	0.00	0.12	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2506	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.0	51.3	0.0	2.9	2.8
Incr Delay (d2), s/veh	0.0	1.5	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	4.1	0.0	1.2	0.5
LnGrp Delay(d),s/veh	0.0	52.5	52.5	0.0	3.0	2.9
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		236	254		380	
Approach Delay, s/veh		52.5	52.5		3.0	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.1		100.9		19.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.6		4.7		10.3
Green Ext Time (p_c), s				2.9		1.3		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	482	0	0	546	372	38	0	340	0	0	0
Future Volume (veh/h)	29	482	0	0	546	372	38	0	340	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	32	524	0	0	593	404	41	0	370			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	39	1424	0	0	1176	485	1602	0	737			
Arrive On Green	0.02	0.40	0.00	0.00	0.33	0.33	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	32	524	0	0	593	404	41	0	370			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.5	13.5	0.0	0.0	17.5	33.3	0.8	0.0	21.9			
Cycle Q Clear(g_c), s	2.5	13.5	0.0	0.0	17.5	33.3	0.8	0.0	21.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	39	1424	0	0	1176	485	1602	0	737			
V/C Ratio(X)	0.82	0.37	0.00	0.00	0.50	0.83	0.03	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1602	0	737			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.2	27.2	0.0	0.0	34.8	40.1	16.1	0.0	21.3			
Incr Delay (d2), s/veh	52.4	0.2	0.0	0.0	0.0	0.8	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.7	0.0	0.0	8.6	13.5	0.4	0.0	8.8			
LnGrp Delay(d),s/veh	115.6	27.4	0.0	0.0	34.8	40.9	16.1	0.0	21.9			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		556			997			411				
Approach Delay, s/veh		32.5			37.3			21.3				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.7		58.3			9.1	49.2
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.9		15.5			4.5	35.3
Green Ext Time (p_c), s		0.0		9.9			0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	213	14	0	8	315	29	0	63	10	19	0	81	11	180
Future Vol, veh/h	0	79	213	14	0	8	315	29	0	63	10	19	0	81	11	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	232	15	0	9	342	32	0	68	11	21	0	88	12	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.9	13.4	11.5	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	79	142	85	8	210	134	81	7	184
LT Vol	63	0	79	0	0	8	0	0	81	0	0
Through Vol	0	10	0	142	71	0	210	105	0	7	4
RT Vol	0	19	0	0	14	0	0	29	0	0	180
Lane Flow Rate	68	32	86	154	92	9	228	146	88	8	200
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.152	0.062	0.176	0.294	0.173	0.018	0.428	0.267	0.184	0.016	0.351
Departure Headway (Hd)	8.003	7.044	7.363	6.858	6.742	7.26	6.755	6.602	7.626	7.124	6.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	512	483	520	528	490	530	540	474	505	563
Service Time	5.703	4.744	5.161	4.656	4.539	5.055	4.55	4.397	5.326	4.824	4.135
HCM Lane V/C Ratio	0.151	0.063	0.178	0.296	0.174	0.018	0.43	0.27	0.186	0.016	0.355
HCM Control Delay	12.1	10.2	11.7	12.5	11	10.2	14.6	11.8	12	9.9	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.2	0.6	0.1	2.1	1.1	0.7	0	1.6

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	630	614	111	0	116
Future Vol, veh/h	0	630	614	111	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	685	667	121	0	126

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	788	0	-	0	1413	728
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	831	-	-	-	152	423
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	152	423
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	423
HCM Lane V/C Ratio	-	-	-	-	0.298
HCM Control Delay (s)	0	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	118	12	574	100	11	462
Future Vol, veh/h	118	12	574	100	11	462
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	624	109	12	502

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1150	624	0	0	624	0
Stage 1	624	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	219	485	-	-	957	-
Stage 1	534	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	485	-	-	957	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.6	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	216	485	957	-
HCM Lane V/C Ratio	-	-	0.594	0.027	0.012	-
HCM Control Delay (s)	-	-	43.4	12.6	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3.4	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	22	75	36
Future Vol, veh/h	0	40	0	22	75	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	24	82	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	60	121	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	872	993	1464	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	993	1464	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	993	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

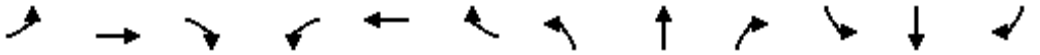
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	45	21	36	18	75	29	664	115	123	671	9
Future Volume (veh/h)	6	45	21	36	18	75	29	664	115	123	671	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	7	49	23	39	20	82	32	722	125	134	729	10
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	611	598	281	641	159	654	46	906	157	166	1336	18
Arrive On Green	0.50	0.50	0.49	0.50	0.50	0.49	0.03	0.30	0.30	0.10	0.37	0.37
Sat Flow, veh/h	1186	1200	563	1218	320	1311	1634	3018	522	1634	3575	49
Grp Volume(v), veh/h	7	0	72	39	0	102	32	423	424	134	361	378
Grp Sat Flow(s),veh/h/ln	1186	0	1763	1218	0	1631	1634	1770	1771	1634	1770	1854
Q Serve(g_s), s	0.4	0.0	2.6	2.1	0.0	4.0	2.3	26.4	26.4	9.6	19.2	19.3
Cycle Q Clear(g_c), s	4.4	0.0	2.6	4.6	0.0	4.0	2.3	26.4	26.4	9.6	19.2	19.3
Prop In Lane	1.00		0.32	1.00		0.80	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	611	0	879	641	0	813	46	531	531	166	661	693
V/C Ratio(X)	0.01	0.00	0.08	0.06	0.00	0.13	0.70	0.80	0.80	0.81	0.55	0.55
Avail Cap(c_a), veh/h	611	0	879	641	0	813	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.8	17.0	0.0	16.2	57.8	38.6	38.7	52.8	29.6	29.6
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.3	17.8	2.8	2.8	11.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.3	0.7	0.0	1.9	1.3	13.3	13.4	4.9	9.6	10.0
LnGrp Delay(d),s/veh	17.3	0.0	16.0	17.1	0.0	16.5	75.6	41.4	41.5	64.5	30.3	30.2
LnGrp LOS	B		B	B		B	E	D	D	E	C	C
Approach Vol, veh/h		79			141			879			873	
Approach Delay, s/veh		16.1			16.7			42.7			35.5	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.2	40.0		63.8	7.3	48.8		63.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	11.6	28.4		6.4	4.3	21.3		6.6
Green Ext Time (p_c), s	0.2	7.1		0.6	0.0	7.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	285	17	74	389	46	43
Future Vol, veh/h	285	17	74	389	46	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	310	18	80	423	50	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	903	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1232	-	308	722
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	282	722
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	400	-	-	1232	-
HCM Lane V/C Ratio	0.242	-	-	0.065	-
HCM Control Delay (s)	16.8	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	50
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	14	249	76	0	472	374	22	0	90	30	442
Future Vol, veh/h	0	14	249	76	0	472	374	22	0	90	30	442
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	15	271	83	0	513	407	24	0	98	33	480
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	16	56.9	63.1
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	10%	0%	72%	0%	8%
Vol Thru, %	5%	90%	62%	28%	89%	77%
Vol Right, %	79%	0%	38%	0%	11%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	562	139	201	659	209	48
LT Vol	90	14	0	472	0	4
Through Vol	30	125	125	187	187	37
RT Vol	442	0	76	0	22	7
Lane Flow Rate	611	151	218	716	227	52
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	1	0.335	0.466	1	0.463	0.124
Departure Headway (Hd)	6.382	8.008	7.692	7.774	7.343	8.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	452	471	473	491	418
Service Time	4.413	5.72	5.404	5.505	5.073	6.628
HCM Lane V/C Ratio	1.076	0.334	0.463	1.514	0.462	0.124
HCM Control Delay	63.1	14.7	16.9	69.8	16.3	12.8
HCM Lane LOS	F	B	C	F	C	B
HCM 95th-tile Q	14.5	1.5	2.4	13.2	2.4	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	37	7
Future Vol, veh/h	0	4	37	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	40	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.8
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	107.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	334	472	549	62	70	236
Future Vol, veh/h	334	472	549	62	70	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	513	597	67	76	257

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	664	0	-	0	1613	332
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	983	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	921	-	-	-	95	664
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	921	-	-	-	~ 43	664
Mov Cap-2 Maneuver	-	-	-	-	~ 43	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	145	-

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	$ 590.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	921	-	-	-	154
HCM Lane V/C Ratio	0.394	-	-	-	2.16
HCM Control Delay (s)	11.4	1.3	-	-	$ 590.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	-	27

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

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	0	24	9	142	0	950	12	131	1450	4
Future Vol, veh/h	0	32	0	24	9	142	0	950	12	131	1450	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	26	10	154	0	1033	13	142	1576	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2384	2909	790	2129	2904	523	1580	0	0	1046	0	0
Stage 1	1863	1863	-	1039	1039	-	-	-	-	-	-	-
Stage 2	521	1046	-	1090	1865	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	~ 15	333	28	15	499	412	-	-	661	-	-
Stage 1	75	121	-	247	306	-	-	-	-	-	-	-
Stage 2	507	304	-	230	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	~ 12	333	-	12	499	412	-	-	661	-	-
Mov Cap-2 Maneuver	3	~ 12	-	-	12	-	-	-	-	-	-	-
Stage 1	75	95	-	247	306	-	-	-	-	-	-	-
Stage 2	339	304	-	114	95	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1489.7		0	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	412	-	-	12	-	661	-	-
HCM Lane V/C Ratio	-	-	-	2.899	-	0.215	-	-
HCM Control Delay (s)	0	-	-	$ 1489.7	-	11.9	-	-
HCM Lane LOS	A	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.3	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	249	7	2	164	2	1
Future Vol, veh/h	249	7	2	164	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	8	2	178	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	457	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1285	-	562	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1285	-	561	765
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	616	-	-	1285	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	139	0	1	175	0	1
Future Vol, veh/h	139	0	1	175	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	151	0	1	190	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	343	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	653	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	652	895
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	840	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	895	-	-	1430	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	8201.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	201	904	139	198	1031	19	167	27	104	16	13	14
Future Vol, veh/h	201	904	139	198	1031	19	167	27	104	16	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	218	983	151	215	1121	21	182	29	113	17	14	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1141	0	0	1134	0	0	3071	3067	1058	3127	3132	1131
Stage 1	-	-	-	-	-	-	1495	1495	-	1561	1561	-
Stage 2	-	-	-	-	-	-	1576	1572	-	1566	1571	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	612	-	-	616	-	-	~ 7	~ 12	273	~ 7	~ 11	248
Stage 1	-	-	-	-	-	-	~ 153	186	-	140	173	-
Stage 2	-	-	-	-	-	-	~ 138	171	-	139	171	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	612	-	-	616	-	-	~ 1	0	273	~ 1	0	248
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 153	186	-	140	~ 7	-
Stage 2	-	-	-	-	-	-	-	~ 7	-	69	171	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	2.2	$ 76003.5	$ 13491.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	2	612	-	-	616	-	-	2
HCM Lane V/C Ratio	161.957	0.357	-	-	0.349	-	-	23.37
HCM Control Delay (s)	$ 76003.5	14.1	0	-	13.9	0	$	13491.1
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	43.1	1.6	-	-	1.6	-	-	7.8

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	169	22	46	279	16	39
Future Vol, veh/h	169	22	46	279	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	24	50	303	17	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	599	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	465	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	445	845
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	1363	-
HCM Lane V/C Ratio	0.089	-	-	0.037	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	124	11	12	194	17	6
Future Vol, veh/h	124	11	12	194	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	12	13	211	18	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	378	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	624	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	618	907
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1435	-
HCM Lane V/C Ratio	0.037	-	-	0.009	-
HCM Control Delay (s)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	187	0	4	317	4	18
Future Vol, veh/h	187	0	4	317	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	0	4	345	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	213	203	375	203
Stage 1	-	-	0	0	203	-
Stage 2	-	-	213	203	172	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	775	693	626	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	823	733	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	775	0	626	838
Mov Cap-2 Maneuver	-	-	775	0	626	-
Stage 1	-	-	-	0	831	-
Stage 2	-	-	823	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	13.4	9.7
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	789	-	-	775
HCM Lane V/C Ratio	0.03	-	-	0.45
HCM Control Delay (s)	9.7	-	-	13.4
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	2.4

Intersection	
Intersection Delay, s/veh	29.3
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	182	68	0	137	179	0	241	312
Future Vol, veh/h	0	182	68	0	137	179	0	241	312
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	198	74	0	149	195	0	262	339
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	15	19	41.7
HCM LOS	B	C	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	44%	0%	43%
Vol Thru, %	0%	73%	57%
Vol Right, %	56%	27%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	553	250	316
LT Vol	241	0	137
Through Vol	0	182	179
RT Vol	312	68	0
Lane Flow Rate	601	272	343
Geometry Grp	1	1	1
Degree of Util (X)	0.918	0.477	0.611
Departure Headway (Hd)	5.605	6.315	6.408
Convergence, Y/N	Yes	Yes	Yes
Cap	649	573	567
Service Time	3.605	4.326	4.418
HCM Lane V/C Ratio	0.926	0.475	0.605
HCM Control Delay	41.7	15	19
HCM Lane LOS	E	B	C
HCM 95th-tile Q	11.9	2.6	4.1

Intersection	
Intersection Delay, s/veh	37.6
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	62	134	0	174	418	0	347	148
Future Vol, veh/h	0	62	134	0	174	418	0	347	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	67	146	0	189	454	0	377	161
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13.5	54	27.5
HCM LOS	B	F	D

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	29%	32%	0%
Vol Thru, %	71%	0%	70%
Vol Right, %	0%	68%	30%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	592	196	495
LT Vol	174	62	0
Through Vol	418	0	347
RT Vol	0	134	148
Lane Flow Rate	643	213	538
Geometry Grp	1	1	1
Degree of Util (X)	0.981	0.382	0.809
Departure Headway (Hd)	5.489	6.448	5.414
Convergence, Y/N	Yes	Yes	Yes
Cap	656	554	667
Service Time	3.553	4.532	3.482
HCM Lane V/C Ratio	0.98	0.384	0.807
HCM Control Delay	54	13.5	27.5
HCM Lane LOS	F	B	D
HCM 95th-tile Q	14.7	1.8	8.3

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	4	122	37	8	146
Future Vol, veh/h	36	4	122	37	8	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	133	40	9	159

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	329	153	0	0	173	0
Stage 1	153	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	893	-	-	1404	-
Stage 1	875	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	660	893	-	-	1404	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	1404	-
HCM Lane V/C Ratio	-	-	0.064	0.006	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	102	107	99
Demand Flow Rate, veh/h	91	105	110	101
Vehicles Circulating, veh/h	108	99	93	103
Vehicles Exiting, veh/h	96	104	106	101
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.5	4.6	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	105	110	101
Cap Entry Lane, veh/h	1014	1023	1030	1019
Entry HV Adj Factor	0.981	0.974	0.975	0.982
Flow Entry, veh/h	89	102	107	99
Cap Entry, veh/h	995	996	1003	1000
V/C Ratio	0.090	0.103	0.107	0.099
Control Delay, s/veh	4.4	4.5	4.6	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	74	54	50	31
Demand Flow Rate, veh/h	76	55	51	31
Vehicles Circulating, veh/h	23	70	49	87
Vehicles Exiting, veh/h	95	30	50	38
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	3.9	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	76	55	51	31
Cap Entry Lane, veh/h	1104	1054	1076	1036
Entry HV Adj Factor	0.980	0.984	0.975	0.990
Flow Entry, veh/h	74	54	50	31
Cap Entry, veh/h	1081	1036	1048	1025
V/C Ratio	0.069	0.052	0.047	0.030
Control Delay, s/veh	3.9	3.9	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	58	24	14	39
Demand Flow Rate, veh/h	59	24	14	39
Vehicles Circulating, veh/h	42	15	65	32
Vehicles Exiting, veh/h	29	64	36	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	59	24	14	39
Cap Entry Lane, veh/h	1083	1113	1059	1094
Entry HV Adj Factor	0.986	0.983	0.994	0.991
Flow Entry, veh/h	58	24	14	39
Cap Entry, veh/h	1068	1093	1052	1084
V/C Ratio	0.054	0.022	0.013	0.036
Control Delay, s/veh	3.8	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	9	71	42	255	203	5
Future Vol, veh/h	9	71	42	255	203	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	77	46	277	221	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	453	113	226	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	535	918	1340	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	513	918	1340	-	-	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1340	-	843	-	-
HCM Lane V/C Ratio	0.034	-	0.103	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	97	157	505	57	75	360
Future Vol, veh/h	97	157	505	57	75	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	171	549	62	82	391

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1103	549	0	0	549	0
Stage 1	549	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	234	535	-	-	1021	-
Stage 1	579	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	535	-	-	1021	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	210	535	1021	-
HCM Lane V/C Ratio	-	-	0.502	0.319	0.08	-
HCM Control Delay (s)	-	-	38.3	14.8	8.8	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.5	1.4	0.3	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	23	7	142	26	5	168
Future Vol, veh/h	23	7	142	26	5	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	154	28	5	183

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	361	168	0	0	183	0
Stage 1	168	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	638	876	-	-	1392	-
Stage 1	862	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	635	876	-	-	1392	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1392	-
HCM Lane V/C Ratio	-	-	0.048	0.004	-
HCM Control Delay (s)	-	-	10.6	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Future Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	4	0	0	0	3	12	0	1	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	85%	0%	20%
Vol Thru, %	96%	15%	21%	40%
Vol Right, %	0%	0%	79%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	26	14	50
LT Vol	1	22	0	10
Through Vol	24	4	3	20
RT Vol	0	0	11	20
Lane Flow Rate	27	28	15	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.015	0.058
Departure Headway (Hd)	4.059	4.256	3.624	3.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	840	983	935
Service Time	2.085	2.29	1.664	1.854
HCM Lane V/C Ratio	0.031	0.033	0.015	0.058
HCM Control Delay	7.2	7.4	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	20
Future Vol, veh/h	0	10	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	26	40	45
Demand Flow Rate, veh/h	9	26	41	46
Vehicles Circulating, veh/h	47	40	22	9
Vehicles Exiting, veh/h	8	23	34	57
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	26	41	46
Cap Entry Lane, veh/h	1078	1086	1105	1120
Entry HV Adj Factor	0.991	0.998	0.983	0.988
Flow Entry, veh/h	9	26	40	45
Cap Entry, veh/h	1068	1082	1086	1106
V/C Ratio	0.008	0.024	0.037	0.041
Control Delay, s/veh	3.4	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	20	32	5	20	12
Future Vol, veh/h	6	20	32	5	20	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	35	5	22	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	78	48
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	925	1021
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	913	1013
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	948
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	15	53	0	56	7	23	0	27	211	91
Future Vol, veh/h	0	5	15	53	0	56	7	23	0	27	211	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	58	0	61	8	25	0	29	229	99
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	9.6	10.1	10.2
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	22%	0%	23%	0%	100%	96%
Vol Right, %	0%	0%	56%	0%	78%	0%	77%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	141	161	5	68	56	30	27	163	84
LT Vol	27	0	0	5	0	56	0	27	0	0
Through Vol	0	141	70	0	15	0	7	0	163	81
RT Vol	0	0	91	0	53	0	23	0	0	3
Lane Flow Rate	29	153	175	5	74	61	33	29	177	92
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.052	0.248	0.265	0.011	0.124	0.119	0.054	0.052	0.291	0.15
Departure Headway (Hd)	6.345	5.842	5.444	7.087	6.04	7.03	5.992	6.433	5.93	5.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	615	661	505	594	510	597	557	606	608
Service Time	4.075	3.572	3.174	4.827	3.779	4.769	3.731	4.165	3.662	3.636
HCM Lane V/C Ratio	0.051	0.249	0.265	0.01	0.125	0.12	0.055	0.052	0.292	0.151
HCM Control Delay	9.4	10.5	10.1	9.9	9.6	10.7	9.1	9.5	11.1	9.7
HCM Lane LOS	A	B	B	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	1	1.1	0	0.4	0.4	0.2	0.2	1.2	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	244	3
Future Vol, veh/h	0	27	244	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	29	265	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.5
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	488	0	0	0	519	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	488	0	0	0	519	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	530	0	0	0	564	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	19.7	22.1
HCM LOS	-	-	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	488	0	0	0	0	519	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	488	0	0	0	0	519	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	530	0	0	0	0	564	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.728	0	0	0	0	0.77	0
Departure Headway (Hd)	4.938	4.938	4.938	7.033	7.033	4.915	4.915	4.915
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	737	0	0	0	0	739	0
Service Time	2.648	2.648	2.648	4.791	4.791	2.626	2.626	2.626
HCM Lane V/C Ratio	0	0.719	0	0	0	0	0.763	0
HCM Control Delay	7.6	19.7	7.6	9.8	9.8	7.6	22.1	7.6
HCM Lane LOS	N	C	N	N	N	N	C	N
HCM 95th-tile Q	0	6.4	0	0	0	0	7.4	0

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	35	0	309	35	19	28	158	304	18	161	10
Future Vol, veh/h	12	35	0	309	35	19	28	158	304	18	161	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	0	336	38	21	30	172	330	20	175	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	447	175	466	447	172	175	0	0	172	0	0
Stage 1	214	214	-	233	233	-	-	-	-	-	-	-
Stage 2	252	233	-	233	214	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	507	506	868	507	506	872	1401	-	-	1405	-	-
Stage 1	788	725	-	770	712	-	-	-	-	-	-	-
Stage 2	752	712	-	770	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	488	868	464	488	872	1401	-	-	1405	-	-
Mov Cap-2 Maneuver	453	488	-	464	488	-	-	-	-	-	-	-
Stage 1	771	715	-	754	697	-	-	-	-	-	-	-
Stage 2	679	697	-	719	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	27.7	0.4	0.7
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	453	488	-	464	488	872	1405	-	-
HCM Lane V/C Ratio	0.022	-	-	0.029	0.078	-	0.724	0.078	0.024	0.014	-	-
HCM Control Delay (s)	7.6	-	-	13.2	13	0	30.5	13	9.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	-	5.8	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Future Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	2	0	2	2	14	0	2	32	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	80%	12%	18%
Vol Thru, %	88%	12%	12%	50%
Vol Right, %	6%	8%	76%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	25	17	56
LT Vol	2	20	2	10
Through Vol	29	3	2	28
RT Vol	2	2	13	18
Lane Flow Rate	36	27	18	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.032	0.019	0.066
Departure Headway (Hd)	4.034	4.228	3.686	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	844	965	922
Service Time	2.066	2.269	1.732	1.91
HCM Lane V/C Ratio	0.041	0.032	0.019	0.066
HCM Control Delay	7.2	7.4	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	28	18
Future Vol, veh/h	0	10	28	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	30	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	12	36	29
Demand Flow Rate, veh/h	22	12	37	29
Vehicles Circulating, veh/h	24	38	16	21
Vehicles Exiting, veh/h	26	14	30	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	12	37	29
Cap Entry Lane, veh/h	1103	1088	1112	1106
Entry HV Adj Factor	0.990	0.984	0.986	0.986
Flow Entry, veh/h	22	12	36	29
Cap Entry, veh/h	1092	1070	1097	1091
V/C Ratio	0.020	0.011	0.033	0.026
Control Delay, s/veh	3.5	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	34	0
Demand Flow Rate, veh/h	6	32	35	0
Vehicles Circulating, veh/h	28	1	5	33
Vehicles Exiting, veh/h	5	39	29	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	32	35	0
Cap Entry Lane, veh/h	1099	1129	1124	1093
Entry HV Adj Factor	0.984	0.966	0.971	1.000
Flow Entry, veh/h	6	31	34	0
Cap Entry, veh/h	1080	1090	1091	1093
V/C Ratio	0.005	0.028	0.031	0.000
Control Delay, s/veh	3.4	3.5	3.6	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	7	30	44	330	344	9
Future Vol, veh/h	7	30	44	330	344	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	33	48	359	374	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	654	192	384	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	400	817	1171	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	817	1171	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1171	-	671	-	-
HCM Lane V/C Ratio	0.041	-	0.06	-	-
HCM Control Delay (s)	8.2	0.2	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	1138	219	155	1333	25	141	0	66	19	12	86
Future Volume (veh/h)	393	1138	219	155	1333	25	141	0	66	19	12	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	427	1237	238	168	1449	27	153	0	72	21	13	93
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1126	21	387	0	182	27	17	121
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.33	0.00	0.33	0.10	0.10	0.10
Sat Flow, veh/h	1634	3539	2567	1634	3554	66	1162	0	547	271	168	1199
Grp Volume(v), veh/h	427	1237	238	168	721	755	225	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1851	1708	0	0	1638	0	0
Q Serve(g_s), s	14.0	40.8	7.8	8.0	38.0	38.0	12.2	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	40.8	7.8	8.0	38.0	38.0	12.2	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.68		0.32	0.17		0.73
Lane Grp Cap(c), veh/h	191	1298	941	109	560	586	568	0	0	165	0	0
V/C Ratio(X)	2.24	0.95	0.25	1.54	1.29	1.29	0.40	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	586	568	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	37.0	26.5	56.0	41.0	41.0	30.8	0.0	0.0	52.8	0.0	0.0
Incr Delay (d2), s/veh	572.8	14.0	0.1	271.7	137.7	138.2	2.1	0.0	0.0	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.6	22.5	2.8	11.8	40.0	41.9	6.1	0.0	0.0	4.5	0.0	0.0
LnGrp Delay(d),s/veh	625.8	51.0	26.7	327.7	178.7	179.3	32.9	0.0	0.0	60.3	0.0	0.0
LnGrp LOS	F	D	C	F	F	F	C			E		
Approach Vol, veh/h		1902			1644			225			127	
Approach Delay, s/veh		177.0			194.2			32.9			60.3	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.9	12.0	48.0		16.1	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		14.2	10.0	42.8		11.1	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	172.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1716	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	809	305	44	772	10	888	300	700	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3539	1441	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	464	43	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1441	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	14.0	0.6	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	14.0	0.6	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	70	809	305	44	382	400	888	0	1000	13	0	105
V/C Ratio(X)	0.36	0.57	0.14	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	1799	709	82	811	850	888	0	1000	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	41.1	1.6	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	1.3	0.3	0.1	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.9	0.2	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	57.4	41.4	1.7	60.1	48.5	48.4	13.1	0.0	9.6	64.9	0.0	61.2
LnGrp LOS	E	D	A	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		38.9			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.5	7.2	31.4	69.2	12.1	8.8	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	16.0	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	2.2	0.1	0.1	1.2	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	724	61	54	824	93	133
Future Vol, veh/h	724	61	54	824	93	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	787	66	59	896	101	145

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	853	0	1385	427
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	565	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	782	-	134	576
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	782	-	124	576
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	492	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	50.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	124	576	-	-	782	-
HCM Lane V/C Ratio	0.815	0.251	-	-	0.075	-
HCM Control Delay (s)	103.7	13.3	-	-	10	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.9	1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	712	9	27	944	15	37
Future Vol, veh/h	712	9	27	944	15	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	774	10	29	1026	16	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	784	0	1351	392
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	572	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	830	-	141	607
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	830	-	136	607
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	-	-	830	-
HCM Lane V/C Ratio	0.12	-	-	0.035	-
HCM Control Delay (s)	13.7	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	325	138	121	490	60	67	382	73	42	572	226
Future Volume (veh/h)	287	325	138	121	490	60	67	382	73	42	572	226
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	312	353	150	132	533	65	73	415	79	46	622	246
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	983	405	328	878	362	126	1018	420	92	661	261
Arrive On Green	0.23	0.28	0.28	0.20	0.25	0.25	0.08	0.29	0.29	0.06	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	980
Grp Volume(v), veh/h	312	353	150	132	533	65	73	415	79	46	444	424
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	16.3	7.2	5.3	6.3	12.0	3.2	3.9	8.5	2.0	2.5	22.1	22.2
Cycle Q Clear(g_c), s	16.3	7.2	5.3	6.3	12.0	3.2	3.9	8.5	2.0	2.5	22.1	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	376	983	405	328	878	362	126	1018	420	92	472	451
V/C Ratio(X)	0.83	0.36	0.37	0.40	0.61	0.18	0.58	0.41	0.19	0.50	0.94	0.94
Avail Cap(c_a), veh/h	436	983	405	328	878	362	163	1018	420	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	26.1	13.1	31.3	30.0	26.6	40.1	25.9	6.8	41.2	32.3	32.9
Incr Delay (d2), s/veh	11.2	1.0	2.6	0.8	3.1	1.1	3.0	0.2	0.2	4.2	27.1	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	3.7	2.4	2.9	6.2	1.4	1.8	4.2	0.8	1.2	14.3	13.8
LnGrp Delay(d),s/veh	44.2	27.1	15.7	32.1	33.1	27.7	43.1	26.1	7.0	45.4	59.4	61.1
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		815			730			567			914	
Approach Delay, s/veh		31.5			32.4			25.6			59.5	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	29.9	22.1	29.0	10.9	28.0	24.7	26.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.5	10.5	8.3	9.2	5.9	24.2	18.3	14.0
Green Ext Time (p_c), s	0.0	4.4	1.6	1.7	0.0	0.0	0.4	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	621	47	27	918	7	10	2	12	10	0	0
Future Vol, veh/h	0	621	47	27	918	7	10	2	12	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	675	51	29	998	8	11	2	13	11	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1005	0	0	675	0	0	1735	1739	675	1743	1735	1002
Stage 1	-	-	-	-	-	-	675	675	-	1060	1060	-
Stage 2	-	-	-	-	-	-	1060	1064	-	683	675	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	689	-	-	916	-	-	69	87	454	68	88	294
Stage 1	-	-	-	-	-	-	444	453	-	271	301	-
Stage 2	-	-	-	-	-	-	271	300	-	439	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	689	-	-	916	-	-	65	81	454	61	82	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	81	-	61	82	-
Stage 1	-	-	-	-	-	-	444	453	-	271	279	-
Stage 2	-	-	-	-	-	-	251	278	-	424	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	44.4	76.4
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	689	-	-	916	-	-	61
HCM Lane V/C Ratio	0.223	-	-	-	0.032	-	-	0.178
HCM Control Delay (s)	44.4	0	-	-	9.1	0	-	76.4
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	115	0	7	137	5	0	0	7	4	0	0
Future Volume (veh/h)	0	115	0	7	137	5	0	0	7	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	125	0	8	149	5	0	0	8	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	179	140	13	276	9	2	1289	1009	7	1390	1088
Arrive On Green	0.00	0.10	0.00	0.00	0.05	0.05	0.00	0.00	0.69	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1792	60	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	125	0	8	0	154	0	0	8	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1852	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	5.9	0.0	0.4	0.0	7.3	0.0	0.0	0.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.9	0.0	0.4	0.0	7.3	0.0	0.0	0.2	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	179	140	13	0	285	2	1289	1009	7	1390	1088
V/C Ratio(X)	0.00	0.70	0.00	0.61	0.00	0.54	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	823	73	1289	1009	73	1390	1088
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.00	0.09	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.4	0.0	44.7	0.0	39.6	0.0	0.0	4.3	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	4.0	0.0	0.1	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.2	0.0	3.8	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	44.3	0.0	48.8	0.0	39.7	0.0	0.0	4.3	103.7	0.0	0.0
LnGrp LOS		D		D		D			A	F		
Approach Vol, veh/h		125			162			8			4	
Approach Delay, s/veh		44.3			40.2			4.3			103.7	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	66.8	5.2	13.1	0.0	71.6	0.0	18.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	2.4	7.9	0.0	0.0	0.0	9.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	406	131	350	906	222	159	365	133	122	398	47
Future Volume (veh/h)	56	406	131	350	906	222	159	365	133	122	398	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	441	142	380	985	241	173	397	145	133	433	51
Adj No. of Lanes	1	2	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	872	359	281	693	543	206	617	483	82	475	372
Arrive On Green	0.05	0.25	0.25	0.17	0.37	0.37	0.04	0.11	0.11	0.05	0.26	0.26
Sat Flow, veh/h	1634	3539	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	61	441	142	380	985	241	173	397	145	133	433	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.3	9.7	7.3	15.5	33.5	11.2	9.5	18.4	8.2	4.5	20.3	2.4
Cycle Q Clear(g_c), s	3.3	9.7	7.3	15.5	33.5	11.2	9.5	18.4	8.2	4.5	20.3	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	872	359	281	693	543	206	617	483	82	475	372
V/C Ratio(X)	0.81	0.51	0.40	1.35	1.42	0.44	0.84	0.64	0.30	1.63	0.91	0.14
Avail Cap(c_a), veh/h	82	885	365	281	693	543	227	617	483	82	475	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	29.2	28.3	37.3	28.3	21.2	42.2	35.0	30.5	42.8	32.5	25.9
Incr Delay (d2), s/veh	37.3	0.4	0.6	179.3	197.7	0.6	19.6	4.5	1.4	331.3	24.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.8	3.0	21.0	55.2	4.5	5.4	10.3	3.5	9.5	13.7	1.1
LnGrp Delay(d),s/veh	79.8	29.6	29.0	216.6	225.9	21.8	61.8	39.5	31.9	374.0	56.7	26.6
LnGrp LOS	E	C	C	F	F	C	E	D	C	F	E	C
Approach Vol, veh/h		644			1606			715			617	
Approach Delay, s/veh		34.2			193.1			43.3			122.6	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	34.3	20.0	26.7	15.9	27.5	8.7	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	20.4	17.5	11.7	11.5	22.3	5.3	35.5
Green Ext Time (p_c), s	0.0	2.8	0.0	6.1	0.1	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		122.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	521	13	10	602	281	5	19	3	282	21	165
Future Volume (veh/h)	164	521	13	10	602	281	5	19	3	282	21	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	178	566	14	11	654	305	5	21	3	307	23	179
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	741	580	17	528	413	338	429	336	263	719	563
Arrive On Green	0.25	0.80	0.80	0.00	0.09	0.09	0.01	0.23	0.23	0.16	0.39	0.39
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	178	566	14	11	654	305	5	21	3	307	23	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	9.4	14.2	0.2	0.6	25.5	18.3	0.2	0.8	0.1	14.5	0.7	7.7
Cycle Q Clear(g_c), s	9.4	14.2	0.2	0.6	25.5	18.3	0.2	0.8	0.1	14.5	0.7	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	741	580	17	528	413	338	429	336	263	719	563
V/C Ratio(X)	0.87	0.76	0.02	0.63	1.24	0.74	0.01	0.05	0.01	1.17	0.03	0.32
Avail Cap(c_a), veh/h	209	741	580	118	528	413	447	429	336	263	719	563
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	7.0	5.6	44.7	40.8	37.5	26.4	27.0	26.7	37.8	17.2	19.3
Incr Delay (d2), s/veh	29.9	4.7	0.0	28.7	121.5	6.1	0.0	0.2	0.0	108.0	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	7.6	0.1	0.4	31.0	8.1	0.1	0.4	0.1	14.4	0.4	3.3
LnGrp Delay(d),s/veh	63.0	11.7	5.6	73.3	162.3	43.6	26.4	27.2	26.8	145.8	17.2	20.8
LnGrp LOS	E	B	A	E	F	D	C	C	C	F	B	C
Approach Vol, veh/h		758			970			29			509	
Approach Delay, s/veh		23.6			124.0			27.0			96.0	
Approach LOS		C			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	25.2	5.5	40.3	5.0	39.3	15.8	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	11.5	2.8	2.6	16.2	2.2	9.7	11.4	27.5
Green Ext Time (p_c), s	0.0	0.7	0.0	5.6	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	608	114	730	793	58	64	26	30	48	24	14
Future Volume (veh/h)	18	608	114	730	793	58	64	26	30	48	24	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	20	661	124	793	862	63	70	28	33	52	26	15
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	708	292	536	1806	744	87	434	340	64	408	319
Arrive On Green	0.03	0.40	0.40	0.33	0.51	0.51	0.05	0.23	0.23	0.04	0.22	0.22
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	20	661	124	793	862	63	70	28	33	52	26	15
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.1	16.1	5.5	29.5	14.2	2.0	3.8	1.1	1.6	2.8	1.0	0.7
Cycle Q Clear(g_c), s	1.1	16.1	5.5	29.5	14.2	2.0	3.8	1.1	1.6	2.8	1.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	708	292	536	1806	744	87	434	340	64	408	319
V/C Ratio(X)	0.70	0.93	0.43	1.48	0.48	0.08	0.80	0.06	0.10	0.81	0.06	0.05
Avail Cap(c_a), veh/h	73	708	292	536	1806	744	107	434	340	73	408	319
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	26.4	23.3	30.3	14.3	11.3	42.1	26.9	27.1	42.9	27.8	27.7
Incr Delay (d2), s/veh	11.5	9.5	0.4	226.2	0.2	0.0	27.9	0.3	0.5	44.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.6	2.2	46.9	6.9	0.8	2.4	0.6	0.7	2.1	0.5	0.3
LnGrp Delay(d),s/veh	54.7	36.0	23.6	256.4	14.5	11.3	70.1	27.1	27.6	87.3	28.1	28.0
LnGrp LOS	D	D	C	F	B	B	E	C	C	F	C	C
Approach Vol, veh/h		805			1718			131			93	
Approach Delay, s/veh		34.5			126.0			50.2			61.2	
Approach LOS		C			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	25.5	34.0	22.5	9.3	24.2	6.1	50.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.6	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	4.8	3.6	31.5	18.1	5.8	3.0	3.1	16.2
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.2	0.0	8.7

Intersection Summary	
HCM 2010 Ctrl Delay	93.4
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	35	628	1510	101	0	28
Future Vol, veh/h	35	628	1510	101	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	683	1641	110	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1751	0	-	0	2455	1696
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	358	-	-	-	34	115
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	358	-	-	-	28	115
Mov Cap-2 Maneuver	-	-	-	-	28	-
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	383	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	47.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	358	-	-	-	115
HCM Lane V/C Ratio	0.106	-	-	-	0.265
HCM Control Delay (s)	16.2	0	-	-	47.2
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	580	312	365	1188	124	478	172	131	114	261	135
Future Volume (veh/h)	108	580	312	365	1188	124	478	172	131	114	261	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	630	339	397	1291	135	520	187	142	124	284	147
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	910	423	320	1465	602	177	1189	488	109	1042	426
Arrive On Green	0.05	0.27	0.27	0.20	0.41	0.41	0.04	0.11	0.11	0.07	0.29	0.29
Sat Flow, veh/h	1634	3390	1574	1634	3539	1453	1634	3539	1452	1634	3539	1446
Grp Volume(v), veh/h	117	630	339	397	1291	135	520	187	142	124	284	147
Grp Sat Flow(s),veh/h/ln	1634	1695	1574	1634	1770	1453	1634	1770	1452	1634	1770	1446
Q Serve(g_s), s	6.0	20.0	24.1	23.5	40.4	7.2	13.0	5.7	6.0	8.0	7.4	9.6
Cycle Q Clear(g_c), s	6.0	20.0	24.1	23.5	40.4	7.2	13.0	5.7	6.0	8.0	7.4	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	910	423	320	1465	602	177	1189	488	109	1042	426
V/C Ratio(X)	1.43	0.69	0.80	1.24	0.88	0.22	2.94	0.16	0.29	1.14	0.27	0.35
Avail Cap(c_a), veh/h	82	1384	643	320	1681	690	177	1189	488	109	1042	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.4	40.9	48.3	32.4	22.7	57.9	38.0	12.4	56.0	32.5	33.3
Incr Delay (d2), s/veh	251.0	1.0	4.3	120.9	2.5	0.1	885.6	0.3	1.4	128.2	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	9.5	11.0	21.3	20.2	2.9	49.4	2.9	2.6	7.5	3.7	4.1
LnGrp Delay(d),s/veh	308.0	40.4	45.2	169.2	35.0	22.8	943.5	38.2	13.7	184.2	33.1	35.5
LnGrp LOS	F	D	D	F	C	C	F	D	B	F	C	D
Approach Vol, veh/h		1086			1823			849			555	
Approach Delay, s/veh		70.7			63.3			588.6			67.5	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.3	27.5	36.2	17.0	39.3	10.0	53.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	8.0	25.5	26.1	15.0	11.6	8.0	42.4
Green Ext Time (p_c), s	0.0	3.1	0.0	4.1	0.0	2.7	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	169.1
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	901	104	42	1619	102	29
Future Volume (veh/h)	901	104	42	1619	102	29
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	979	113	46	1760	111	32
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2205	908	74	2046	453	404
Arrive On Green	0.62	0.62	0.62	0.62	0.28	0.28
Sat Flow, veh/h	3632	1458	52	3369	1634	1458
Grp Volume(v), veh/h	979	113	960	846	111	32
Grp Sat Flow(s),veh/h/ln	1770	1458	1726	1610	1634	1458
Q Serve(g_s), s	13.0	2.9	22.0	37.6	4.7	1.5
Cycle Q Clear(g_c), s	13.0	2.9	41.1	37.6	4.7	1.5
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	2205	908	1117	1003	453	404
V/C Ratio(X)	0.44	0.12	0.86	0.84	0.25	0.08
Avail Cap(c_a), veh/h	2379	980	1199	1083	453	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.40	0.40	0.99	0.99
Uniform Delay (d), s/veh	8.8	6.9	13.6	13.5	25.2	24.0
Incr Delay (d2), s/veh	0.1	0.0	2.6	2.5	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.1	20.3	17.1	2.3	0.6
LnGrp Delay(d),s/veh	8.9	7.0	16.3	16.0	26.5	24.4
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h	1092			1806	143	
Approach Delay, s/veh	8.7			16.1	26.0	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		29.4		60.6				60.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		6.7		15.0				43.1
Green Ext Time (p_c), s		0.3		23.9				12.9

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	614	240	492	1173	110	156	516	120	68	806	306
Future Volume (veh/h)	207	614	240	492	1173	110	156	516	120	68	806	306
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	225	667	261	535	1275	120	170	561	130	74	876	333
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	840	323	608	1501	141	136	1058	244	118	903	342
Arrive On Green	0.11	0.23	0.23	0.19	0.32	0.32	0.17	0.74	0.71	0.07	0.36	0.34
Sat Flow, veh/h	3170	3616	1392	3170	4729	445	1634	2856	660	1634	2513	952
Grp Volume(v), veh/h	225	625	303	535	914	481	170	347	344	74	616	593
Grp Sat Flow(s),veh/h/ln	1585	1695	1617	1585	1695	1784	1634	1770	1746	1634	1770	1695
Q Serve(g_s), s	8.2	20.8	21.3	19.7	30.2	30.2	10.0	10.0	10.5	5.3	41.0	41.4
Cycle Q Clear(g_c), s	8.2	20.8	21.3	19.7	30.2	30.2	10.0	10.0	10.5	5.3	41.0	41.4
Prop In Lane	1.00		0.86	1.00		0.25	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	338	788	376	608	1076	566	136	655	647	118	636	609
V/C Ratio(X)	0.67	0.79	0.81	0.88	0.85	0.85	1.25	0.53	0.53	0.63	0.97	0.97
Avail Cap(c_a), veh/h	608	989	472	608	1076	566	136	655	647	136	636	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.77	0.77	0.77	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	43.3	43.5	47.2	38.3	38.3	50.0	11.1	11.7	54.1	37.8	38.4
Incr Delay (d2), s/veh	2.1	3.3	7.5	11.3	5.2	9.3	145.8	2.0	2.1	7.0	28.8	30.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.1	10.3	9.6	14.9	16.3	10.0	5.0	5.3	2.6	25.1	24.5
LnGrp Delay(d),s/veh	53.6	46.6	51.0	58.5	43.5	47.6	195.8	13.1	13.8	61.1	66.6	69.0
LnGrp LOS	D	D	D	E	D	D	F	B	B	E	E	E
Approach Vol, veh/h		1153			1930			861			1283	
Approach Delay, s/veh		49.1			48.7			49.5			67.4	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	48.4	27.0	31.9	14.0	47.1	16.8	42.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	7.3	12.5	21.7	23.3	12.0	43.4	10.2	32.2
Green Ext Time (p_c), s	0.0	8.4	0.0	2.6	0.0	0.0	0.6	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	53.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	493	210	198	525	80	134	396	58	87	376	63
Future Volume (veh/h)	162	493	210	198	525	80	134	396	58	87	376	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	176	536	228	215	571	87	146	430	63	95	409	68
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	682	281	304	842	347	1054	1550	639	158	550	227
Arrive On Green	0.14	0.19	0.19	0.19	0.24	0.24	0.33	0.44	0.44	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	176	536	228	215	571	87	146	430	63	95	409	68
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	12.4	17.3	17.9	14.8	17.6	5.8	3.9	9.3	1.5	3.5	13.2	3.5
Cycle Q Clear(g_c), s	12.4	17.3	17.9	14.8	17.6	5.8	3.9	9.3	1.5	3.5	13.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	682	281	304	842	347	1054	1550	639	158	550	227
V/C Ratio(X)	0.76	0.79	0.81	0.71	0.68	0.25	0.14	0.28	0.10	0.60	0.74	0.30
Avail Cap(c_a), veh/h	490	752	310	558	900	371	1054	1550	639	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	46.1	46.3	45.8	41.6	37.1	28.0	21.6	4.8	55.8	48.4	22.9
Incr Delay (d2), s/veh	3.7	3.6	10.0	3.0	1.9	0.4	0.1	0.4	0.3	6.1	8.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.8	8.0	6.9	8.8	2.4	1.7	4.6	0.7	1.7	7.1	1.6
LnGrp Delay(d),s/veh	53.3	49.6	56.4	48.8	43.5	37.4	28.1	22.0	5.1	61.9	57.2	26.3
LnGrp LOS	D	D	E	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		940			873			639			572	
Approach Delay, s/veh		52.0			44.2			21.7			54.3	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	56.5	26.3	27.1	43.9	22.7	20.9	32.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.5	11.3	16.8	19.9	5.9	15.2	14.4	19.6
Green Ext Time (p_c), s	0.0	2.5	3.5	1.2	0.6	1.4	0.5	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	8	58	315	53	174	75	427	98	77	600	52
Future Volume (veh/h)	13	8	58	315	53	174	75	427	98	77	600	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	14	9	63	342	58	189	82	464	107	84	652	57
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	138	108	318	476	373	106	871	682	104	879	747
Arrive On Green	0.01	0.07	0.07	0.19	0.26	0.26	0.06	0.47	0.47	0.13	0.94	0.94
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	14	9	63	342	58	189	82	464	107	84	652	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.8	0.4	3.8	17.5	2.2	10.0	4.1	15.9	3.8	4.5	5.9	0.2
Cycle Q Clear(g_c), s	0.8	0.4	3.8	17.5	2.2	10.0	4.1	15.9	3.8	4.5	5.9	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	138	108	318	476	373	106	871	682	104	879	747
V/C Ratio(X)	0.65	0.07	0.58	1.08	0.12	0.51	0.78	0.53	0.16	0.81	0.74	0.08
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	871	682	118	879	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.2	38.7	40.3	36.3	25.7	28.6	41.7	17.0	13.8	38.8	1.5	1.4
Incr Delay (d2), s/veh	28.8	0.2	4.9	66.8	0.1	0.8	1.1	0.2	0.0	3.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	1.7	13.7	1.1	4.1	2.0	8.2	1.5	2.1	2.3	0.1
LnGrp Delay(d),s/veh	73.0	38.9	45.2	103.0	25.8	29.5	42.9	17.2	13.8	42.3	2.0	1.4
LnGrp LOS	E	D	D	F	C	C	D	B	B	D	A	A
Approach Vol, veh/h		86			589			653			793	
Approach Delay, s/veh		49.0			71.8			19.9			6.3	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	46.6	22.0	11.2	9.9	47.0	5.7	27.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	6.5	17.9	19.5	5.8	6.1	7.9	2.8	12.0
Green Ext Time (p_c), s	0.0	4.2	0.0	0.9	0.1	5.0	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	265	22	90	430	40	18	259	75	55	23	49
Future Volume (veh/h)	33	265	22	90	430	40	18	259	75	55	23	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	288	24	98	467	43	20	282	82	60	25	53
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	446	37	123	601	55	29	1014	794	75	1067	835
Arrive On Green	0.01	0.04	0.04	0.08	0.18	0.18	0.02	0.54	0.54	0.05	0.57	0.57
Sat Flow, veh/h	1634	3310	274	1634	3278	301	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	36	153	159	98	251	259	20	282	82	60	25	53
Grp Sat Flow(s),veh/h/ln	1634	1770	1814	1634	1770	1810	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.0	7.7	7.8	5.3	12.2	12.3	1.1	7.3	2.4	3.3	0.5	1.5
Cycle Q Clear(g_c), s	2.0	7.7	7.8	5.3	12.2	12.3	1.1	7.3	2.4	3.3	0.5	1.5
Prop In Lane	1.00		0.15	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	238	244	123	324	332	29	1014	794	75	1067	835
V/C Ratio(X)	0.84	0.64	0.65	0.80	0.77	0.78	0.70	0.28	0.10	0.80	0.02	0.06
Avail Cap(c_a), veh/h	118	383	393	209	482	493	118	1014	794	209	1067	835
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.4	40.9	40.9	41.0	35.0	35.0	44.0	11.0	9.9	42.5	8.3	8.5
Incr Delay (d2), s/veh	31.4	2.8	2.8	11.2	4.6	4.7	26.5	0.7	0.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.9	4.1	2.8	6.3	6.5	0.7	4.0	1.0	1.5	0.3	0.6
LnGrp Delay(d),s/veh	75.8	43.7	43.7	52.2	39.5	39.7	70.5	11.7	10.2	44.3	8.3	8.5
LnGrp LOS	E	D	D	D	D	D	E	B	B	D	A	A
Approach Vol, veh/h		348			608			384			138	
Approach Delay, s/veh		47.0			41.6			14.4			24.1	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	53.5	11.3	16.6	6.1	56.0	6.9	21.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	5.3	9.3	7.3	9.8	3.1	3.5	4.0	14.3
Green Ext Time (p_c), s	0.1	1.5	0.1	2.2	0.0	1.6	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	117	418	444	335	75	170	491	163	40	1153	80
Future Volume (veh/h)	45	117	418	444	335	75	170	491	163	40	1153	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	49	127	454	483	364	82	185	534	177	43	1253	87
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	457	409	177	908	202	204	1181	390	80	1259	87
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.30	0.25	0.90	0.90	0.06	0.50	0.50
Sat Flow, veh/h	1634	1770	1583	1634	2878	641	1634	2616	864	1634	3358	233
Grp Volume(v), veh/h	49	127	454	483	222	224	185	360	351	43	659	681
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1750	1634	1770	1710	1634	1770	1822
Q Serve(g_s), s	3.5	6.9	31.0	13.0	11.8	12.1	13.2	4.0	4.1	3.1	44.4	44.7
Cycle Q Clear(g_c), s	3.5	6.9	31.0	13.0	11.8	12.1	13.2	4.0	4.1	3.1	44.4	44.7
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.50	1.00		0.13
Lane Grp Cap(c), veh/h	84	457	409	177	558	552	204	798	772	80	664	683
V/C Ratio(X)	0.58	0.28	1.11	2.73	0.40	0.41	0.91	0.45	0.45	0.54	0.99	1.00
Avail Cap(c_a), veh/h	144	457	409	177	558	552	204	798	772	82	664	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.92	0.92	0.92	0.74	0.74	0.74
Uniform Delay (d), s/veh	55.7	35.6	45.4	53.5	32.2	32.5	44.3	3.4	3.4	54.8	29.9	30.0
Incr Delay (d2), s/veh	6.3	0.3	77.7	790.3	0.4	0.4	35.9	1.7	1.8	4.9	28.5	28.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.4	22.4	44.7	5.8	5.9	7.9	2.2	2.1	1.5	26.7	27.7
LnGrp Delay(d),s/veh	62.0	35.9	123.1	843.8	32.5	32.9	80.2	5.1	5.2	59.7	58.4	58.8
LnGrp LOS	E	D	F	F	C	C	F	A	A	E	E	E
Approach Vol, veh/h		630			929			896			1383	
Approach Delay, s/veh		100.8			454.4			20.6			58.7	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.1	17.0	35.0	19.0	49.0	10.2	41.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.5	6.1	15.0	33.0	15.2	46.7	5.5	14.1
Green Ext Time (p_c), s	0.0	11.4	0.0	0.0	0.0	0.0	0.0	3.3

Intersection Summary		
HCM 2010 Ctrl Delay		152.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	334	161	28	493	31	122	27	29	117	270	260
Future Volume (veh/h)	27	334	161	28	493	31	122	27	29	117	270	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	29	363	175	30	536	34	133	29	32	127	293	283
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	512	243	43	745	47	105	744	583	105	744	583
Arrive On Green	0.03	0.22	0.22	0.03	0.22	0.22	0.06	0.40	0.40	0.06	0.40	0.40
Sat Flow, veh/h	1634	2331	1106	1634	3381	214	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	29	274	264	30	280	290	133	29	32	127	293	283
Grp Sat Flow(s),veh/h/ln	1634	1770	1668	1634	1770	1825	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.1	8.9	9.1	1.1	9.1	9.1	4.0	0.6	0.8	4.0	7.0	9.0
Cycle Q Clear(g_c), s	1.1	8.9	9.1	1.1	9.1	9.1	4.0	0.6	0.8	4.0	7.0	9.0
Prop In Lane	1.00		0.66	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	389	366	43	390	402	105	744	583	105	744	583
V/C Ratio(X)	0.70	0.71	0.72	0.71	0.72	0.72	1.26	0.04	0.05	1.20	0.39	0.49
Avail Cap(c_a), veh/h	105	514	484	105	514	530	105	744	583	105	744	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	22.3	22.4	30.0	22.4	22.4	29.0	11.4	11.4	29.0	13.3	13.9
Incr Delay (d2), s/veh	11.4	1.7	2.0	17.1	2.9	2.9	173.6	0.1	0.2	152.6	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.5	4.4	0.7	4.8	4.9	6.9	0.3	0.4	6.3	3.9	4.0
LnGrp Delay(d),s/veh	41.4	24.0	24.4	47.1	25.3	25.3	202.6	11.5	11.6	181.6	14.8	16.7
LnGrp LOS	D	C	C	D	C	C	F	B	B	F	B	B
Approach Vol, veh/h		567			600			194			703	
Approach Delay, s/veh		25.1			26.4			142.5			45.7	
Approach LOS		C			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	29.3	6.1	18.1	8.5	29.3	6.1	18.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	4.0	18.0	4.0	18.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	6.0	2.8	3.1	11.1	6.0	11.0	3.1	11.1
Green Ext Time (p_c), s	0.0	2.2	0.0	2.5	0.0	1.5	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	106	55	191	181	50	98	939	174	59	954	58
Future Volume (veh/h)	42	106	55	191	181	50	98	939	174	59	954	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	46	115	60	208	197	54	107	1021	189	64	1037	63
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	191	149	142	261	204	156	1873	346	82	1974	120
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.10	0.63	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2984	551	1634	3390	206
Grp Volume(v), veh/h	46	115	60	208	197	54	107	605	605	64	541	559
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1765	1634	1770	1826
Q Serve(g_s), s	3.3	7.1	4.6	10.4	12.2	4.0	7.6	23.2	23.5	4.6	0.0	0.0
Cycle Q Clear(g_c), s	3.3	7.1	4.6	10.4	12.2	4.0	7.6	23.2	23.5	4.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	80	191	149	142	261	204	156	1111	1108	82	1030	1063
V/C Ratio(X)	0.58	0.60	0.40	1.47	0.75	0.26	0.69	0.54	0.55	0.78	0.53	0.53
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1111	1108	82	1030	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.77	0.77	0.77	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.9	51.5	50.4	54.8	49.6	46.1	52.5	12.6	12.9	53.4	0.0	0.0
Incr Delay (d2), s/veh	5.2	2.5	1.4	245.2	5.8	0.7	4.1	1.5	1.5	4.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.9	14.3	6.7	1.6	3.6	11.7	11.8	2.2	0.0	0.0
LnGrp Delay(d),s/veh	61.1	54.0	51.8	300.0	55.5	46.8	56.6	14.1	14.4	57.9	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		221			459			1317			1164	
Approach Delay, s/veh		54.9			165.3			17.7			3.3	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.3	14.4	16.3	15.5	73.9	9.9	20.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	16.6	25.5	12.4	9.1	9.6	2.0	5.3	14.2
Green Ext Time (p_c), s	0.0	13.3	0.0	1.1	0.1	14.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	117	159	94	107	92	283	957	165	243	1068	142
Future Volume (veh/h)	53	117	159	94	107	92	283	957	165	243	1068	142
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	127	173	102	116	100	308	1040	179	264	1161	154
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	565	233	95	556	229	300	1736	715	259	1647	679
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.47	0.47
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	58	127	173	102	116	100	308	1040	179	264	1161	154
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.1	3.8	13.6	7.0	3.4	7.4	22.0	25.4	8.6	19.0	31.3	7.6
Cycle Q Clear(g_c), s	4.1	3.8	13.6	7.0	3.4	7.4	22.0	25.4	8.6	19.0	31.3	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	565	233	95	556	229	300	1736	715	259	1647	679
V/C Ratio(X)	0.58	0.22	0.74	1.07	0.21	0.44	1.03	0.60	0.25	1.02	0.70	0.23
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1736	715	259	1647	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.18	0.18	0.18	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	54.9	44.0	48.1	56.5	44.1	45.8	49.0	22.1	17.8	50.5	25.5	19.2
Incr Delay (d2), s/veh	5.3	0.2	4.7	59.3	0.0	0.2	59.4	1.5	0.8	46.2	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	5.8	4.7	1.7	3.0	14.8	12.8	3.6	11.9	15.6	3.1
LnGrp Delay(d),s/veh	60.2	44.2	52.7	116.2	44.1	46.0	108.5	23.6	18.6	96.9	26.9	19.6
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		358			318			1527			1579	
Approach Delay, s/veh		50.9			67.8			40.1			37.9	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	62.9	11.0	23.1	26.0	59.9	11.3	22.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.6	27.4	9.0	15.6	24.0	33.3	6.1	9.4
Green Ext Time (p_c), s	0.0	12.4	0.0	1.6	0.0	8.1	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	125	110	107	284	140	326	1062	138	136	1280	219
Future Volume (veh/h)	70	125	110	107	284	140	326	1062	138	136	1280	219
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	76	136	120	116	309	152	354	1154	150	148	1391	238
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	277	226	82	470	194	123	855	670	340	2096	863
Arrive On Green	0.07	0.15	0.13	0.05	0.13	0.13	0.08	0.46	0.46	0.21	0.59	0.59
Sat Flow, veh/h	1634	1852	1513	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	76	129	127	116	309	152	354	1154	150	148	1391	238
Grp Sat Flow(s),veh/h/ln	1634	1770	1596	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	5.5	8.1	8.9	6.0	10.0	7.8	9.0	55.1	5.4	9.5	31.7	9.5
Cycle Q Clear(g_c), s	5.5	8.1	8.9	6.0	10.0	7.8	9.0	55.1	5.4	9.5	31.7	9.5
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	265	239	82	470	194	123	855	670	340	2096	863
V/C Ratio(X)	0.70	0.49	0.53	1.42	0.66	0.78	2.89	1.35	0.22	0.44	0.66	0.28
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	340	2096	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.87	0.87	0.87	0.09	0.09	0.09	0.47	0.47	0.47
Uniform Delay (d), s/veh	54.8	46.8	48.0	57.0	49.4	20.9	55.5	32.5	10.2	41.4	16.4	11.9
Incr Delay (d2), s/veh	15.8	1.2	1.6	239.8	1.4	7.8	851.9	157.9	0.1	0.4	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	4.0	8.1	4.9	3.5	33.1	65.8	2.2	4.3	15.7	3.9
LnGrp Delay(d),s/veh	70.6	48.1	49.7	296.8	50.8	28.8	907.4	190.3	10.3	41.8	17.2	12.3
LnGrp LOS	E	D	D	F	D	C	F	F	B	D	B	B
Approach Vol, veh/h		332			577			1658			1777	
Approach Delay, s/veh		53.8			94.5			327.2			18.6	
Approach LOS		D			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	59.1	10.0	21.9	13.0	75.1	12.0	19.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	11.5	57.1	8.0	10.9	11.0	33.7	7.5	12.0
Green Ext Time (p_c), s	3.1	0.0	0.0	2.3	0.0	9.9	0.0	2.0

Intersection Summary		
HCM 2010 Ctrl Delay		149.1
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	207	78	128	285	135	206	419	83	345	700	147
Future Volume (veh/h)	58	207	78	128	285	135	206	419	83	345	700	147
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	63	225	85	139	310	147	224	455	90	375	761	160
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	362	149	177	520	214	272	1555	641	354	1734	714
Arrive On Green	0.06	0.10	0.10	0.11	0.15	0.15	0.22	0.58	0.58	0.43	0.98	0.98
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	63	225	85	139	310	147	224	455	90	375	761	160
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.4	7.3	4.7	9.9	9.8	11.5	15.7	7.7	2.1	26.0	0.9	0.3
Cycle Q Clear(g_c), s	4.4	7.3	4.7	9.9	9.8	11.5	15.7	7.7	2.1	26.0	0.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	362	149	177	520	214	272	1555	641	354	1734	714
V/C Ratio(X)	0.38	0.62	0.57	0.79	0.60	0.69	0.82	0.29	0.14	1.06	0.44	0.22
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1555	641	354	1734	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.91	0.91	0.56	0.56	0.56	0.91	0.91	0.91	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.2	51.6	25.4	52.1	47.8	48.5	45.1	15.6	5.8	34.0	0.6	0.6
Incr Delay (d2), s/veh	1.3	1.6	3.1	12.2	0.6	2.2	12.4	0.4	0.4	33.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.7	2.0	5.1	4.9	4.8	8.0	3.8	0.9	14.9	0.3	0.1
LnGrp Delay(d),s/veh	53.5	53.2	28.5	64.3	48.5	50.7	57.5	16.0	6.2	67.2	0.7	0.7
LnGrp LOS	D	D	C	E	D	D	E	B	A	F	A	A
Approach Vol, veh/h		373			596			769			1296	
Approach Delay, s/veh		47.6			52.7			27.0			19.9	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	56.7	17.0	16.3	23.9	62.8	11.6	21.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	9.7	11.9	9.3	17.7	2.9	6.4	13.5
Green Ext Time (p_c), s	0.0	7.1	0.0	1.0	0.3	7.4	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	457	147	108	325	97	116	1076	102	242	2172	621
Future Volume (veh/h)	241	457	147	108	325	97	116	1076	102	242	2172	621
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	262	497	160	117	353	105	126	1170	111	263	2361	675
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	732	302	218	571	235	150	2477	235	109	1767	728
Arrive On Green	0.11	0.21	0.21	0.07	0.16	0.16	0.09	0.52	0.52	0.07	0.50	0.50
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4726	448	1634	3539	1458
Grp Volume(v), veh/h	262	497	160	117	353	105	126	839	442	263	2361	675
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1784	1634	1770	1458
Q Serve(g_s), s	9.6	15.5	11.7	4.3	11.1	7.8	9.1	18.8	18.8	8.0	59.9	51.8
Cycle Q Clear(g_c), s	9.6	15.5	11.7	4.3	11.1	7.8	9.1	18.8	18.8	8.0	59.9	51.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	363	732	302	218	571	235	150	1777	935	109	1767	728
V/C Ratio(X)	0.72	0.68	0.53	0.54	0.62	0.45	0.84	0.47	0.47	2.41	1.34	0.93
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1777	935	109	1767	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.90	0.90	0.90	0.67	0.67	0.67
Uniform Delay (d), s/veh	51.3	43.9	42.4	54.0	46.9	45.5	53.6	18.1	18.1	56.0	30.0	28.0
Incr Delay (d2), s/veh	4.5	0.9	1.1	2.0	1.1	1.3	30.3	0.8	1.5	654.7	154.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.7	4.8	1.9	5.5	3.2	5.4	8.9	9.6	23.4	67.0	23.6
LnGrp Delay(d),s/veh	55.8	44.8	43.5	56.1	48.0	46.8	83.9	18.9	19.6	710.7	184.0	42.5
LnGrp LOS	E	D	D	E	D	D	F	B	B	F	F	D
Approach Vol, veh/h		919			575			1407			3299	
Approach Delay, s/veh		47.7			49.4			24.9			197.1	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.9	12.3	28.8	15.0	63.9	17.7	23.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	20.8	6.3	17.5	11.1	61.9	11.6	13.1
Green Ext Time (p_c), s	0.0	25.2	0.1	4.1	0.0	0.0	0.2	4.2

Intersection Summary		
HCM 2010 Ctrl Delay	122.2	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	25	62	0	13	29	2037	143	30	1785	52
Future Volume (veh/h)	87	0	25	62	0	13	29	2037	143	30	1785	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	95	0	27	67	0	14	32	2214	155	33	1940	57
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	95	0	27	67	0	14	32	2214	155	33	1940	57
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.3	1.7	2.4	21.8	1.4
Cycle Q Clear(g_c), s	6.9	0.0	1.9	4.7	0.0	1.0	2.3	59.3	1.7	2.4	21.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	88	69	122	0	74	66	2492	1027	67	3585	1028
V/C Ratio(X)	0.78	0.00	0.39	0.55	0.00	0.19	0.49	0.89	0.15	0.49	0.54	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2492	1027	82	3585	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	0.0	40.9	53.6	0.0	55.8	56.4	14.0	1.0	56.3	8.4	5.4
Incr Delay (d2), s/veh	26.1	0.0	3.6	3.8	0.0	1.2	5.5	5.2	0.3	5.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.8	2.3	0.0	0.5	1.1	30.4	0.8	1.2	10.3	0.6
LnGrp Delay(d),s/veh	80.6	0.0	44.5	57.4	0.0	57.1	61.9	19.2	1.3	61.8	9.0	5.5
LnGrp LOS	F		D	E		E	E	B	A	E	A	A
Approach Vol, veh/h		122			81			2401			2030	
Approach Delay, s/veh		72.6			57.4			18.7			9.8	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	88.5	12.9	9.7	8.8	88.6	13.0	9.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	2.9	61.3	6.7	3.9	4.3	23.8	8.9	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	27.4	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	313	2099	139	137	1525
Future Volume (veh/h)	579	313	2099	139	137	1525
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	629	340	2282	151	149	1658
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	629	340	2282	151	149	1658
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	19.7	77.3	4.9	10.9	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	4.9	10.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	2.34	1.42	1.00	0.16	0.99	0.61
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	0.53	0.53
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.5	49.0	0.0
Incr Delay (d2), s/veh	611.8	202.6	19.1	0.4	51.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.5	21.4	43.4	2.1	7.0	0.2
LnGrp Delay(d),s/veh	661.9	252.7	40.4	8.8	100.8	0.5
LnGrp LOS	F	F	F	A	F	A
Approach Vol, veh/h	969		2433			1807
Approach Delay, s/veh	518.4		38.5			8.8
Approach LOS	F		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	12.9	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				64.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	117.4
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	95	237	158	143	144	94	521	30	63	971	50
Future Volume (veh/h)	128	95	237	158	143	144	94	521	30	63	971	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	139	103	258	172	155	157	102	566	33	68	1055	54
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	115	289	144	178	180	147	1586	92	111	1522	78
Arrive On Green	0.12	0.24	0.23	0.09	0.21	0.20	0.18	0.93	0.90	0.09	0.59	0.57
Sat Flow, veh/h	1634	472	1182	1634	850	861	1634	3400	198	1634	3426	175
Grp Volume(v), veh/h	139	0	361	172	0	312	102	294	305	68	545	564
Grp Sat Flow(s),veh/h/ln	1634	0	1654	1634	0	1711	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	9.8	0.0	25.4	10.6	0.0	21.2	7.0	2.0	2.1	4.8	25.6	25.7
Cycle Q Clear(g_c), s	9.8	0.0	25.4	10.6	0.0	21.2	7.0	2.0	2.1	4.8	25.6	25.7
Prop In Lane	1.00		0.71	1.00		0.50	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	201	0	404	144	0	358	147	825	853	111	786	814
V/C Ratio(X)	0.69	0.00	0.89	1.19	0.00	0.87	0.69	0.36	0.36	0.61	0.69	0.69
Avail Cap(c_a), veh/h	201	0	419	144	0	379	218	825	853	163	786	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	0.79	0.00	0.79	1.00	0.00	1.00	0.89	0.89	0.89	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.4	0.0	44.5	54.7	0.0	46.3	47.6	2.2	2.3	53.1	18.9	19.0
Incr Delay (d2), s/veh	7.7	0.0	17.2	135.6	0.0	18.6	5.1	1.1	1.0	4.6	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	13.5	10.2	0.0	11.8	3.4	1.1	1.1	2.3	13.2	13.7
LnGrp Delay(d),s/veh	58.1	0.0	61.6	190.3	0.0	65.0	52.7	3.3	3.4	57.7	23.1	23.1
LnGrp LOS	E		E	F		E	D	A	A	E	C	C
Approach Vol, veh/h		500			484			701			1177	
Approach Delay, s/veh		60.7			109.5			10.5			25.1	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	60.0	14.6	33.3	14.8	57.3	18.8	29.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.8	4.1	12.6	27.4	9.0	27.7	11.8	23.2
Green Ext Time (p_c), s	0.0	8.1	0.0	0.2	0.1	6.5	0.2	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	78.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	67	2	780	0	344	977	0	0	0	1459	907
Future Vol, veh/h	0	0	0	0	0	67	2	780	0	344	977	0	0	0	1459	907
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	73	2	848	0	374	1062	0	0	0	1586	986
Number of Lanes	0	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	81.3	79	77.1
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	3%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	489	489	69	780	730	730	907
LT Vol	344	0	0	67	0	0	0	0
Through Vol	0	489	489	2	0	730	730	0
RT Vol	0	0	0	0	780	0	0	907
Lane Flow Rate	374	531	531	75	848	793	793	986
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1	1	1	0.267	1	1	1	1
Departure Headway (Hd)	10.846	10.346	8.613	12.809	11.625	10.346	10.346	7.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	337	356	425	282	322	357	357	473
Service Time	8.546	8.046	6.313	10.514	9.329	8.046	8.046	5.614
HCM Lane V/C Ratio	1.11	1.492	1.249	0.266	2.634	2.221	2.221	2.085
HCM Control Delay	83.4	81.3	73.6	20.1	86.7	81.3	81.3	70.3
HCM Lane LOS	F	F	F	C	F	F	F	F
HCM 95th-tile Q	11.2	11.4	12.5	1	10.8	11.4	11.4	13.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	544	200	404	153	603	0	0	786	228
Future Volume (veh/h)	0	0	0	544	200	404	153	603	0	0	786	228
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				591	217	439	166	655	0	0	854	248
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1082	617	483	483	2102	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.15	0.59	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				591	217	439	166	655	0	0	854	248
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.7	10.6	34.6	5.6	11.1	0.0	0.0	10.7	5.9
Cycle Q Clear(g_c), s				17.7	10.6	34.6	5.6	11.1	0.0	0.0	10.7	5.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1082	617	483	483	2102	0	0	1430	589
V/C Ratio(X)				0.55	0.35	0.91	0.34	0.31	0.00	0.00	0.60	0.42
Avail Cap(c_a), veh/h				1185	675	529	483	2102	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.94	0.94	0.00	0.00	0.52	0.52
Uniform Delay (d), s/veh				32.8	30.4	38.4	45.5	12.1	0.0	0.0	7.9	7.4
Incr Delay (d2), s/veh				0.0	0.0	2.3	0.4	0.4	0.0	0.0	1.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	5.4	14.2	2.5	5.5	0.0	0.0	5.2	2.4
LnGrp Delay(d),s/veh				32.8	30.4	40.8	45.9	12.5	0.0	0.0	8.8	8.6
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1247			821			1102	
Approach Delay, s/veh					35.2			19.3			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		75.8			22.8	53.0		44.2
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		13.1			7.6	12.7		36.6
Green Ext Time (p_c), s		3.7			2.1	5.3		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	470	187	392	1002	0	0	1981	770
Future Volume (veh/h)	0	0	0	264	470	187	392	1002	0	0	1981	770
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				287	511	203	426	1089	0	0	2153	837
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				595	664	274	340	2639	0	0	1784	735
Arrive On Green				0.19	0.19	0.19	0.28	0.99	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				287	511	203	426	1089	0	0	2153	837
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.5	0.0	0.0	60.5	60.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				595	664	274	340	2639	0	0	1784	735
V/C Ratio(X)				0.48	0.77	0.74	1.25	0.41	0.00	0.00	1.21	1.14
Avail Cap(c_a), veh/h				822	917	378	340	2639	0	0	1784	735
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.3	46.0	43.4	0.1	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	130.2	0.4	0.0	0.0	93.6	64.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	23.5	0.3	0.0	0.0	52.7	37.4
LnGrp Delay(d),s/veh				44.1	49.0	51.0	173.5	0.5	0.0	0.0	123.4	93.9
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1001			1515			2990	
Approach Delay, s/veh					48.0			49.1			115.1	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.5			29.0	64.5		26.5
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.5			27.0	62.5		18.5
Green Ext Time (p_c), s		56.8			0.0	0.0		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	84.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1	97	0	0	0	0	721	129	577	497	0
Future Volume (veh/h)	226	1	97	0	0	0	0	721	129	577	497	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	246	1	105				0	784	140	627	540	0
Adj No. of Lanes	0	1	1				0	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	288	1	238				0	847	663	736	1373	0
Arrive On Green	0.16	0.16	0.16				0.00	0.45	0.45	0.23	0.74	0.00
Sat Flow, veh/h	1767	7	1458				0	1863	1458	3170	1863	0
Grp Volume(v), veh/h	247	0	105				0	784	140	627	540	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1585	1863	0
Q Serve(g_s), s	12.2	0.0	5.8				0.0	35.7	5.2	17.0	9.7	0.0
Cycle Q Clear(g_c), s	12.2	0.0	5.8				0.0	35.7	5.2	17.0	9.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	289	0	238				0	847	663	736	1373	0
V/C Ratio(X)	0.85	0.00	0.44				0.00	0.93	0.21	0.85	0.39	0.00
Avail Cap(c_a), veh/h	355	0	292				0	847	663	969	1373	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.6	0.0	34.0				0.0	23.1	14.8	33.1	4.4	0.0
Incr Delay (d2), s/veh	15.5	0.0	1.3				0.0	17.3	0.7	5.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	2.4				0.0	22.4	2.2	8.1	5.1	0.0
LnGrp Delay(d),s/veh	52.1	0.0	35.3				0.0	40.4	15.5	38.9	5.2	0.0
LnGrp LOS	D		D					D	B	D	A	
Approach Vol, veh/h		352						924			1167	
Approach Delay, s/veh		47.1						36.7			23.3	
Approach LOS		D						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.4	45.4		19.2		70.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	19.3	37.7		14.2		11.7		
Green Ext Time (p_c), s	1.9	0.0		0.5		7.3		

Intersection Summary	
HCM 2010 Ctrl Delay	31.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	125	235	0	0	0	0	672	521	366	939	0
Future Volume (veh/h)	197	125	235	0	0	0	0	672	521	366	939	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	214	136	255				0	730	566	398	1021	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	335	725	299				0	2738	785	497	2578	0
Arrive On Green	0.20	0.20	0.20				0.00	0.54	0.54	0.31	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	214	136	255				0	730	566	398	1021	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	14.4	3.8	20.2				0.0	9.3	35.1	13.8	0.0	0.0
Cycle Q Clear(g_c), s	14.4	3.8	20.2				0.0	9.3	35.1	13.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	335	725	299				0	2738	785	497	2578	0
V/C Ratio(X)	0.64	0.19	0.85				0.00	0.27	0.72	0.80	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2738	785	660	2578	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	43.6	39.4	46.0				0.0	14.9	20.9	39.5	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	12.6				0.0	0.2	5.7	4.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	9.2				0.0	4.4	15.2	6.3	0.1	0.0
LnGrp Delay(d),s/veh	45.7	39.6	58.6				0.0	15.2	26.6	43.7	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		605						1296			1419	
Approach Delay, s/veh		49.7						20.1			12.5	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.8	68.6		28.6		91.4		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.8	37.1		22.2		2.0		
Green Ext Time (p_c), s	1.0	7.5		1.8		17.5		

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	468	126	0	0	0	0	1000	610	903	1485	0
Future Volume (veh/h)	175	468	126	0	0	0	0	1000	610	903	1485	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	190	509	137				0	1087	663	982	1614	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	536	599	247				0	1702	701	792	2704	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	190	509	137				0	1087	663	982	1614	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.7	10.3				0.0	27.6	51.9	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	536	599	247				0	1702	701	792	2704	0
V/C Ratio(X)	0.35	0.85	0.56				0.00	0.64	0.95	1.24	0.60	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1702	701	792	2704	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.79	0.79	0.79				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.1	48.4	45.7				0.0	23.3	29.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.1	1.7				0.0	1.8	23.0	108.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.9	4.3				0.0	13.9	25.3	24.9	0.0	0.0
LnGrp Delay(d),s/veh	44.4	56.5	47.4				0.0	25.2	52.7	138.7	0.1	0.0
LnGrp LOS	D	E	D					C	D	F	A	
Approach Vol, veh/h		836						1750			2596	
Approach Delay, s/veh		52.2						35.6			52.5	
Approach LOS		D						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.7		24.3		95.7		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.7	53.9		18.7		2.0		
Green Ext Time (p_c), s	0.0	0.3		1.0		41.5		

Intersection Summary	
HCM 2010 Ctrl Delay	46.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	50	0	46	0	50
Future Vol, veh/h	50	50	0	46	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	0	50	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	132	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	862	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	862	978
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1481	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	108	566	113	0	570
Future Vol, veh/h	0	108	566	113	0	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	615	123	0	620

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1297	677	0	0	738	0
Stage 1	677	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	179	453	-	-	868	-
Stage 1	505	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	453	-	-	868	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	453	868	-
HCM Lane V/C Ratio	-	-	0.259	-	-
HCM Control Delay (s)	-	-	15.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	630	614	107	0	111
Future Vol, veh/h	0	630	614	107	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	685	667	116	0	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	784	0	-	0	1411	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	834	-	-	-	152	425
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	152	425
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	834	-	-	-	425
HCM Lane V/C Ratio	-	-	-	-	0.284
HCM Control Delay (s)	0	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	19	137	84	98	158
Future Vol, veh/h	12	19	137	84	98	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	21	149	91	107	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	534	149	0	0	149	0
Stage 1	149	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	507	898	-	-	1432	-
Stage 1	879	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	898	-	-	1432	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	469	898	1432	-
HCM Lane V/C Ratio	-	-	0.028	0.023	0.074	-
HCM Control Delay (s)	-	-	12.9	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	21	151	97	99	163
Future Vol, veh/h	17	21	151	97	99	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	23	164	105	108	177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	556	164	0	0	164	0
Stage 1	164	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	492	881	-	-	1414	-
Stage 1	865	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	881	-	-	1414	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	454	881	1414	-
HCM Lane V/C Ratio	-	-	0.041	0.026	0.076	-
HCM Control Delay (s)	-	-	13.3	9.2	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	147	73	0	156
Future Vol, veh/h	0	21	147	73	0	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	160	79	0	170

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	330	160	0	0	160	0
Stage 1	160	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	885	-	-	1419	-
Stage 1	869	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	665	885	-	-	1419	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	885	1419	-
HCM Lane V/C Ratio	-	-	-	0.026	-	-
HCM Control Delay (s)	-	-	0	9.2	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	92	79	51	13	14
Future Vol, veh/h	76	92	79	51	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	100	86	55	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	351	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1510	-	-	-	646	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	610	973
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1510	-	-	-	610	973
HCM Lane V/C Ratio	0.055	-	-	-	0.023	0.016
HCM Control Delay (s)	7.5	-	-	-	11	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	87	68	67	10	9
Future Vol, veh/h	74	87	68	67	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	95	74	73	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	329	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	665	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	630	988
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	630	988
HCM Lane V/C Ratio	0.053	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.8	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	56	83	72	56	4	7
Future Vol, veh/h	56	83	72	56	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	90	78	61	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	290	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	701	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	673	983
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1520	-	-	-	673	983
HCM Lane V/C Ratio	0.04	-	-	-	0.006	0.008
HCM Control Delay (s)	7.5	-	-	-	10.4	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

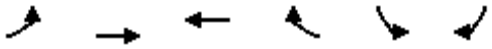
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	91	26	39	81	7	10
Future Vol, veh/h	91	26	39	81	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	28	42	88	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	272	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1494	-	717	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	697	957
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	957	-	-	1494	-
HCM Lane V/C Ratio	0.011	0.011	-	-	0.028	-
HCM Control Delay (s)	10.2	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	217	234	0	287	63
Future Volume (veh/h)	0	217	234	0	287	63
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	236	254	0	312	68
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	388	388	0	2506	1153
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	236	254	0	312	68
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.6	8.3	0.0	2.7	1.2
Cycle Q Clear(g_c), s	0.0	7.6	8.3	0.0	2.7	1.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	388	388	0	2506	1153
V/C Ratio(X)	0.00	0.61	0.66	0.00	0.12	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2506	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.0	51.3	0.0	2.9	2.8
Incr Delay (d2), s/veh	0.0	1.5	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	4.1	0.0	1.2	0.5
LnGrp Delay(d),s/veh	0.0	52.5	52.5	0.0	3.0	2.9
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		236	254		380	
Approach Delay, s/veh		52.5	52.5		3.0	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.1		100.9		19.1
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.6		4.7		10.3
Green Ext Time (p_c), s				2.9		1.3		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	482	0	0	546	372	38	0	340	0	0	0
Future Volume (veh/h)	29	482	0	0	546	372	38	0	340	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	32	524	0	0	593	404	41	0	370			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	39	1424	0	0	1176	485	1602	0	737			
Arrive On Green	0.02	0.40	0.00	0.00	0.33	0.33	0.51	0.00	0.51			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	32	524	0	0	593	404	41	0	370			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.5	13.5	0.0	0.0	17.5	33.3	0.8	0.0	21.9			
Cycle Q Clear(g_c), s	2.5	13.5	0.0	0.0	17.5	33.3	0.8	0.0	21.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	39	1424	0	0	1176	485	1602	0	737			
V/C Ratio(X)	0.82	0.37	0.00	0.00	0.50	0.83	0.03	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1602	0	737			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.2	27.2	0.0	0.0	34.8	40.1	16.1	0.0	21.3			
Incr Delay (d2), s/veh	52.4	0.2	0.0	0.0	0.0	0.8	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.7	0.0	0.0	8.6	13.5	0.4	0.0	8.8			
LnGrp Delay(d),s/veh	115.6	27.4	0.0	0.0	34.8	40.9	16.1	0.0	21.9			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		556			997			411				
Approach Delay, s/veh		32.5			37.3			21.3				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.7		58.3			9.1	49.2
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.9		15.5			4.5	35.3
Green Ext Time (p_c), s		0.0		9.9			0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	213	14	0	8	315	29	0	63	10	19	0	81	11	180
Future Vol, veh/h	0	79	213	14	0	8	315	29	0	63	10	19	0	81	11	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	232	15	0	9	342	32	0	68	11	21	0	88	12	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.9	13.4	11.5	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	79	142	85	8	210	134	81	7	184
LT Vol	63	0	79	0	0	8	0	0	81	0	0
Through Vol	0	10	0	142	71	0	210	105	0	7	4
RT Vol	0	19	0	0	14	0	0	29	0	0	180
Lane Flow Rate	68	32	86	154	92	9	228	146	88	8	200
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.152	0.062	0.176	0.294	0.173	0.018	0.428	0.267	0.184	0.016	0.351
Departure Headway (Hd)	8.003	7.044	7.363	6.858	6.742	7.26	6.755	6.602	7.626	7.124	6.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	512	483	520	528	490	530	540	474	505	563
Service Time	5.703	4.744	5.161	4.656	4.539	5.055	4.55	4.397	5.326	4.824	4.135
HCM Lane V/C Ratio	0.151	0.063	0.178	0.296	0.174	0.018	0.43	0.27	0.186	0.016	0.355
HCM Control Delay	12.1	10.2	11.7	12.5	11	10.2	14.6	11.8	12	9.9	12.6
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.6	1.2	0.6	0.1	2.1	1.1	0.7	0	1.6

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	630	614	111	0	116
Future Vol, veh/h	0	630	614	111	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	685	667	121	0	126

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	788	0	-	0	1413	728
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	831	-	-	-	152	423
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	152	423
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	423
HCM Lane V/C Ratio	-	-	-	-	0.298
HCM Control Delay (s)	0	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	118	12	574	100	11	462
Future Vol, veh/h	118	12	574	100	11	462
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	624	109	12	502

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1150	624	0	0	624	0
Stage 1	624	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	219	485	-	-	957	-
Stage 1	534	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	485	-	-	957	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.6	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	216	485	957	-
HCM Lane V/C Ratio	-	-	0.594	0.027	0.012	-
HCM Control Delay (s)	-	-	43.4	12.6	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3.4	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	22	75	36
Future Vol, veh/h	0	40	0	22	75	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	24	82	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	60	121	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	872	993	1464	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	993	1464	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	993	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	60	21	61	25	92	28	1961	185	186	1403	13
Future Volume (veh/h)	17	60	21	61	25	92	28	1961	185	186	1403	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	18	65	23	66	27	100	30	2132	201	202	1525	14
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	161	208	73	197	55	203	43	1965	182	232	2573	24
Arrive On Green	0.16	0.16	0.15	0.16	0.16	0.15	0.03	0.60	0.60	0.14	0.72	0.71
Sat Flow, veh/h	1159	1315	465	1201	348	1288	1634	3275	304	1634	3594	33
Grp Volume(v), veh/h	18	0	88	66	0	127	30	1137	1196	202	751	788
Grp Sat Flow(s),veh/h/ln	1159	0	1781	1201	0	1635	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.7	0.0	5.3	6.2	0.0	8.5	2.2	72.0	72.0	14.5	25.1	25.2
Cycle Q Clear(g_c), s	10.3	0.0	5.3	11.4	0.0	8.5	2.2	72.0	72.0	14.5	25.1	25.2
Prop In Lane	1.00		0.26	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	161	0	281	197	0	258	43	1062	1085	232	1267	1329
V/C Ratio(X)	0.11	0.00	0.31	0.34	0.00	0.49	0.70	1.07	1.10	0.87	0.59	0.59
Avail Cap(c_a), veh/h	161	0	281	197	0	258	101	1062	1085	245	1267	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	44.8	49.8	0.0	46.3	58.0	24.0	24.0	50.4	8.4	8.4
Incr Delay (d2), s/veh	1.4	0.0	2.9	4.5	0.0	6.6	18.5	48.5	59.8	25.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.8	2.3	0.0	4.3	1.2	49.1	53.6	8.2	12.4	13.0
LnGrp Delay(d),s/veh	52.2	0.0	47.7	54.4	0.0	52.9	76.5	72.5	83.8	76.3	9.1	9.1
LnGrp LOS	D		D	D		D	E	F	F	E	A	A
Approach Vol, veh/h		106			193			2363			1741	
Approach Delay, s/veh		48.5			53.4			78.3			16.9	
Approach LOS		D			D			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.1	76.0		22.9	7.2	89.9		22.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	16.5	74.0		12.3	4.2	27.2		13.4
Green Ext Time (p_c), s	0.1	0.0		0.5	0.0	41.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	35	51	354	23	75
Future Vol, veh/h	467	35	51	354	23	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	508	38	55	385	25	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	546	0	1023	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1023	-	261	551
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1023	-	243	551
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	1023	-
HCM Lane V/C Ratio	0.251	-	-	0.054	-
HCM Control Delay (s)	16.3	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	67.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	498	110	0	532	309	8	0	76	15	397
Future Vol, veh/h	0	6	498	110	0	532	309	8	0	76	15	397
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	7	541	120	0	578	336	9	0	83	16	432
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	68.2	71.3	65.9
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	1%	63%	0%	27%
Vol Thru, %	3%	81%	37%	0%	54%
Vol Right, %	81%	18%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	488	614	841	8	52
LT Vol	76	6	532	0	14
Through Vol	15	498	309	0	28
RT Vol	397	110	0	8	10
Lane Flow Rate	530	667	914	9	57
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	1	1	0.017	0.15
Departure Headway (Hd)	6.866	7.4	8.252	7.236	9.567
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	525	494	448	497	377
Service Time	4.962	5.413	5.962	4.946	7.567
HCM Lane V/C Ratio	1.01	1.35	2.04	0.018	0.151
HCM Control Delay	65.9	68.2	71.9	10.1	14.2
HCM Lane LOS	F	F	F	B	B
HCM 95th-tile Q	13.9	13.5	12.8	0.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	28	10
Future Vol, veh/h	0	14	28	10
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	30	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.2
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	266.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	241	801	483	50	100	304
Future Vol, veh/h	241	801	483	50	100	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	871	525	54	109	330

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	1947	552
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	1395	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	995	-	-	-	~ 71	533
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	229	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	995	-	-	-	~ 35	533
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	112	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	$ 1300.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	995	-	-	-	118
HCM Lane V/C Ratio	0.263	-	-	-	3.721
HCM Control Delay (s)	9.9	0	-	-	$ 1300.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	43.9

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	16	8	17	4	93	2	1612	85	177	1376	12
Future Vol, veh/h	8	16	8	17	4	93	2	1612	85	177	1376	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	17	9	18	4	101	2	1752	92	192	1496	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2770	3736	754	2944	3696	922	1509	0	0	1845	0	0
Stage 1	1887	1887	-	1803	1803	-	-	-	-	-	-	-
Stage 2	883	1849	-	1141	1893	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	9	~ 4	352	~ 7	5	272	439	-	-	325	-	-
Stage 1	73	118	-	82	130	-	-	-	-	-	-	-
Stage 2	307	123	-	214	117	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 2	352	-	~ 2	272	439	-	-	325	-	-
Mov Cap-2 Maneuver	-	~ 2	-	-	~ 2	-	-	-	-	-	-	-
Stage 1	73	48	-	82	129	-	-	-	-	-	-	-
Stage 2	186	122	-	54	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	3.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	439	-	-	-	-	325	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	0.592	-	-
HCM Control Delay (s)	13.2	-	-	-	-	30.9	-	-
HCM Lane LOS	B	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	3.6	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	452	0	0	112	0	0
Future Vol, veh/h	452	0	0	112	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	491	0	0	122	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	491	0	613	491
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1072	-	456	578
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1072	-	456	578
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	903	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1072	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	225	0	0	118	0	0
Future Vol, veh/h	225	0	0	118	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	245	0	0	128	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	245	0	373	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1321	-	628	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1321	-	628	794
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	898	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1321	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	319	64	36	149	8	42	99	26	4	67	0
Future Vol, veh/h	8	319	64	36	149	8	42	99	26	4	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	347	70	39	162	9	46	108	28	4	73	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	416	0	0	680	648	382	712	679	166
Stage 1	-	-	-	-	-	-	399	399	-	245	245	-
Stage 2	-	-	-	-	-	-	281	249	-	467	434	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1143	-	-	365	389	665	347	374	878
Stage 1	-	-	-	-	-	-	627	602	-	759	703	-
Stage 2	-	-	-	-	-	-	726	701	-	576	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1143	-	-	297	371	665	249	357	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	371	-	249	357	-
Stage 1	-	-	-	-	-	-	622	597	-	753	676	-
Stage 2	-	-	-	-	-	-	623	674	-	448	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.5	23.5	18.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	373	1406	-	-	1143	-	-	348
HCM Lane V/C Ratio	0.487	0.006	-	-	0.034	-	-	0.222
HCM Control Delay (s)	23.5	7.6	0	-	8.3	0	-	18.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.6	0	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	327	0	0	184	0	0
Future Vol, veh/h	327	0	0	184	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	355	0	0	200	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	555	355
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1204	-	493	689
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	493	689
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	834	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1204	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	177	0	0	100	0	0
Future Vol, veh/h	177	0	0	100	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	192	0	0	109	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	301	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	109	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1381	-	691	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	691	850
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	916	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1381	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	328	0	0	185	0	0
Future Vol, veh/h	328	0	0	185	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	357	0	0	201	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	357	357	458	357
Stage 1	-	-	0	0	357	-
Stage 2	-	-	357	357	101	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	641	569	561	687
Stage 1	-	-	-	-	708	-
Stage 2	-	-	708	628	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	641	0	561	687
Mov Cap-2 Maneuver	-	-	641	0	561	-
Stage 1	-	-	-	0	708	-
Stage 2	-	-	708	0	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	332.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	370	72	54	58	387	623
Future Vol, veh/h	370	72	54	58	387	623
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	402	78	59	63	421	677

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	621	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1082	-	451	~ 616
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1082	-	425	~ 616
Mov Cap-2 Maneuver	-	-	-	-	425	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	$ 513.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	526	-	-	1082	-
HCM Lane V/C Ratio	2.087	-	-	0.054	-
HCM Control Delay (s)	$ 513.9	-	-	8.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	76.8	-	-	0.2	-

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

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	87	179	44	329	496	54
Future Vol, veh/h	87	179	44	329	496	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	195	48	358	539	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1021	568	598	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	262	522	979	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	246	522	979	-	-	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.5	1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	382	-	-
HCM Lane V/C Ratio	0.049	-	0.757	-	-
HCM Control Delay (s)	8.9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	6.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	141	0	0	111
Future Vol, veh/h	0	0	141	0	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	153	0	0	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	274	153	0	0	153	0
Stage 1	153	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	716	893	-	-	1428	-
Stage 1	875	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	893	-	-	1428	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	904	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1428	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	222	86	0
Future Vol, veh/h	0	0	0	222	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	241	93	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	214	47	93	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	755	1012	1499	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	755	1012	1499	-	-	-
Mov Cap-2 Maneuver	755	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	891	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	75	61	378	159	96	535
Future Vol, veh/h	75	61	378	159	96	535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	66	411	173	104	582

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1201	411	0	0	411	0
Stage 1	411	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	204	641	-	-	1148	-
Stage 1	669	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	177	641	-	-	1148	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28	0	1.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	177	641	1148	-
HCM Lane V/C Ratio	-	-	0.461	0.103	0.091	-
HCM Control Delay (s)	-	-	41.6	11.3	8.4	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.2	0.3	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	2	141	3	3	111
Future Vol, veh/h	2	2	141	3	3	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	153	3	3	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	282	155	0	0	157	0
Stage 1	155	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	708	891	-	-	1423	-
Stage 1	873	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	707	891	-	-	1423	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	788	1423	-
HCM Lane V/C Ratio	-	-	0.006	0.002	-
HCM Control Delay (s)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	24	0	10	0	0	171	33
Future Vol, veh/h	0	0	0	0	0	24	0	10	0	0	171	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	26	0	11	0	0	186	36
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.4	8.2
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	63%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	37%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	114	90	0	0	24	10	14	36	36
LT Vol	0	0	0	0	0	24	0	14	0	0
Through Vol	0	114	57	0	0	0	0	0	36	36
RT Vol	0	0	33	0	0	0	10	0	0	0
Lane Flow Rate	0	124	98	0	0	26	11	15	39	39
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.163	0.122	0	0	0.042	0.014	0.024	0.055	0.036
Departure Headway (Hd)	4.73	4.73	4.473	5.388	5.388	5.799	4.599	5.569	5.068	3.329
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	748	789	0	0	620	782	646	710	1080
Service Time	2.525	2.525	2.268	3.1	3.1	3.507	2.306	3.276	2.774	1.036
HCM Lane V/C Ratio	0	0.166	0.124	0	0	0.042	0.014	0.023	0.055	0.036
HCM Control Delay	7.5	8.5	7.9	8.1	8.1	8.8	7.4	8.4	8.1	6.2
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.6	0.4	0	0	0.1	0	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	72	0
Future Vol, veh/h	0	14	72	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	78	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	42.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	2	534	0	0	0	718	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	2	534	0	0	0	718	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	2	580	0	0	0	780	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	25.5	54.9
HCM LOS	-	-	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	534	0	0	0	0	718	0
LT Vol	2	0	0	0	0	0	0	0
Through Vol	0	534	0	0	0	0	718	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	2	580	0	0	0	0	780	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.003	0.811	0	0	0	0	1	0
Departure Headway (Hd)	5.526	5.027	5.027	7.378	7.378	4.95	4.95	4.95
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	726	0	0	0	0	734	0
Service Time	3.226	2.727	2.727	5.102	5.102	2.661	2.661	2.661
HCM Lane V/C Ratio	0.003	0.799	0	0	0	0	1.063	0
HCM Control Delay	8.2	25.6	7.7	10.1	10.1	7.7	54.9	7.7
HCM Lane LOS	A	D	N	N	N	N	F	N
HCM 95th-tile Q	0	8.6	0	0	0	0	16.5	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	22	10	75	32	7	2	15	139	56	4	107	9
Future Vol, veh/h	22	10	75	32	7	2	15	139	56	4	107	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	11	82	35	8	2	16	151	61	4	116	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	313	309	116	314	309	151	116	0	0	151	0	0
Stage 1	125	125	-	184	184	-	-	-	-	-	-	-
Stage 2	188	184	-	130	125	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	640	605	936	639	605	895	1473	-	-	1430	-	-
Stage 1	879	792	-	818	747	-	-	-	-	-	-	-
Stage 2	814	747	-	874	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	626	597	936	569	597	895	1473	-	-	1430	-	-
Mov Cap-2 Maneuver	626	597	-	569	597	-	-	-	-	-	-	-
Stage 1	869	790	-	809	739	-	-	-	-	-	-	-
Stage 2	795	739	-	785	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	11.5	0.5	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	626	597	936	569	597	895	1430	-	-
HCM Lane V/C Ratio	0.011	-	-	0.038	0.018	0.087	0.061	0.013	0.002	0.003	-	-
HCM Control Delay (s)	7.5	-	-	11	11.1	9.2	11.7	11.1	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.3	0.2	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

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

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	18	33	225	92	4
Future Vol, veh/h	6	18	33	225	92	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	20	36	245	100	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	296	52	104	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	671	1005	1485	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	652	1005	1485	-	-	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1485	-	885	-	-
HCM Lane V/C Ratio	0.024	-	0.029	-	-
HCM Control Delay (s)	7.5	0.1	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1856	244	133	1347	13	152	1	60	248	16	584
Future Volume (veh/h)	284	1856	244	133	1347	13	152	1	60	248	16	584
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	309	2017	265	145	1464	14	165	1	65	270	17	635
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1137	11	194	1	76	132	8	311
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	1458	1634	3592	34	1226	7	483	480	30	1129
Grp Volume(v), veh/h	309	2017	265	145	721	757	231	0	0	922	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1716	0	0	1639	0	0
Q Serve(g_s), s	14.0	44.0	16.9	8.0	38.0	38.0	15.7	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	16.9	8.0	38.0	38.0	15.7	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.71		0.28	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	535	109	560	588	272	0	0	451	0	0
V/C Ratio(X)	1.62	1.55	0.50	1.33	1.29	1.29	0.85	0.00	0.00	2.04	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	272	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	29.4	56.0	41.0	41.0	49.2	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	298.2	252.6	0.6	180.6	136.8	136.9	26.9	0.0	0.0	477.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.1	67.0	6.9	9.1	39.8	41.8	9.5	0.0	0.0	74.8	0.0	0.0
LnGrp Delay(d),s/veh	351.2	290.6	30.0	236.6	177.8	177.9	76.1	0.0	0.0	521.6	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	E			F		
Approach Vol, veh/h		2591			1623			231			922	
Approach Delay, s/veh		271.1			183.1			76.1			521.6	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		17.7	10.0	46.0		35.0	16.0	40.0
Green Ext Time (p_c), s		0.1	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	279.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1949	361	14	918	19	173	27	47	64	30	123
Future Volume (veh/h)	96	1949	361	14	918	19	173	27	47	64	30	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	104	2118	392	15	998	21	188	29	51	70	33	134
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	1523	273	49	1164	25	313	165	291	98	44	178
Arrive On Green	0.21	0.51	0.49	0.03	0.33	0.31	0.19	0.27	0.27	0.06	0.14	0.13
Sat Flow, veh/h	1774	2997	537	1634	3544	75	1634	605	1063	1774	319	1297
Grp Volume(v), veh/h	104	1223	1287	15	498	521	188	0	80	70	0	167
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1634	1770	1849	1634	0	1668	1774	0	1616
Q Serve(g_s), s	5.9	61.0	61.0	1.1	31.6	31.6	12.6	0.0	4.4	4.7	0.0	11.9
Cycle Q Clear(g_c), s	5.9	61.0	61.0	1.1	31.6	31.6	12.6	0.0	4.4	4.7	0.0	11.9
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.64	1.00		0.80
Lane Grp Cap(c), veh/h	372	900	897	49	581	607	313	0	456	98	0	221
V/C Ratio(X)	0.28	1.36	1.43	0.31	0.86	0.86	0.60	0.00	0.18	0.71	0.00	0.75
Avail Cap(c_a), veh/h	372	900	897	82	811	847	313	0	456	136	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	29.5	29.8	57.0	37.7	37.7	44.3	0.0	33.4	55.8	0.0	50.1
Incr Delay (d2), s/veh	0.0	162.4	196.3	3.5	6.7	6.4	3.2	0.0	0.8	10.1	0.0	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	70.1	78.3	0.5	16.4	17.1	6.0	0.0	2.1	2.6	0.0	6.6
LnGrp Delay(d),s/veh	39.9	191.9	226.1	60.5	44.3	44.1	47.5	0.0	34.3	65.9	0.0	71.1
LnGrp LOS	D	F	F	E	D	D	D		C	E		E
Approach Vol, veh/h		2614			1034			268			237	
Approach Delay, s/veh		202.7			44.4			43.5			69.5	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	36.8	7.6	65.0	27.0	20.4	29.1	43.4
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	8.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	6.7	6.4	3.1	63.0	14.6	13.9	7.9	33.6
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.4	1.9	3.8

Intersection Summary		
HCM 2010 Ctrl Delay	145.4	
HCM 2010 LOS	F	

Intersection	
Int Delay, s/veh	91.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	989	132	165	717	73	216
Future Vol, veh/h	989	132	165	717	73	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1075	143	179	779	79	235

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1218	0	1895	609
Stage 1	-	-	-	-	1147	-
Stage 2	-	-	-	-	748	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	568	-	~ 61	438
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	568	-	~ 42	438
Mov Cap-2 Maneuver	-	-	-	-	~ 42	-
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	$ 714.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	568	-
HCM Lane V/C Ratio	2.416	-	-	0.316	-
HCM Control Delay (s)	$ 714.2	-	-	14.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	27.3	-	-	1.3	-

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1026	8	33	999	30	121
Future Vol, veh/h	1026	8	33	999	30	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1115	9	36	1086	33	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1124	0	1735	562
Stage 1	-	-	-	-	1120	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	617	-	79	470
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	617	-	74	470
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	372	-	-	617	-
HCM Lane V/C Ratio	0.441	-	-	0.058	-
HCM Control Delay (s)	22.1	-	-	11.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	609	154	119	448	114	109	604	70	64	562	243
Future Volume (veh/h)	350	609	154	119	448	114	109	604	70	64	562	243
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	380	662	167	129	487	124	118	657	76	70	611	264
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	983	405	290	669	275	163	1033	425	122	642	277
Arrive On Green	0.27	0.28	0.28	0.18	0.19	0.19	0.10	0.29	0.29	0.07	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2409	1040
Grp Volume(v), veh/h	380	662	167	129	487	124	118	657	76	70	449	426
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	20.0	15.0	5.7	6.3	11.6	6.8	6.3	14.5	2.0	3.7	22.4	22.5
Cycle Q Clear(g_c), s	20.0	15.0	5.7	6.3	11.6	6.8	6.3	14.5	2.0	3.7	22.4	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	436	983	405	290	669	275	163	1033	425	122	472	448
V/C Ratio(X)	0.87	0.67	0.41	0.44	0.73	0.45	0.72	0.64	0.18	0.57	0.95	0.95
Avail Cap(c_a), veh/h	436	983	405	290	669	275	163	1033	425	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	28.9	12.1	33.0	34.3	32.4	39.3	27.7	7.5	40.2	32.4	33.1
Incr Delay (d2), s/veh	17.3	3.7	3.1	1.1	6.8	5.2	5.5	0.5	0.1	4.2	29.3	30.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	7.8	2.6	3.0	6.3	3.1	3.1	7.2	0.8	1.8	14.8	14.2
LnGrp Delay(d),s/veh	48.9	32.6	15.2	34.1	41.2	37.6	44.8	28.2	7.6	44.4	61.7	63.6
LnGrp LOS	D	C	B	C	D	D	D	C	A	D	E	E
Approach Vol, veh/h		1209			740			851			945	
Approach Delay, s/veh		35.3			39.3			28.6			61.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	30.3	20.0	29.0	13.0	28.0	28.0	21.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	5.7	16.5	8.3	17.0	8.3	24.5	22.0	13.6
Green Ext Time (p_c), s	0.0	3.2	1.6	1.9	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	41.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	46.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1365	17	10	669	1	63	0	42	1	0	0
Future Vol, veh/h	0	1365	17	10	669	1	63	0	42	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1484	18	11	727	1	68	0	46	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	728	0	0	1484	0	0	2233	2234	1484	2256	2233	728
Stage 1	-	-	-	-	-	-	1484	1484	-	749	749	-
Stage 2	-	-	-	-	-	-	749	750	-	1507	1484	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	876	-	-	453	-	-	~ 30	43	153	29	43	423
Stage 1	-	-	-	-	-	-	156	188	-	404	419	-
Stage 2	-	-	-	-	-	-	404	419	-	151	188	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	876	-	-	453	-	-	~ 29	41	153	20	41	423
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 29	41	-	20	41	-
Stage 1	-	-	-	-	-	-	156	188	-	404	402	-
Stage 2	-	-	-	-	-	-	387	402	-	106	188	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	$ 949.3	195.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	43	876	-	-	453	-	-	20
HCM Lane V/C Ratio	2.654	-	-	-	0.024	-	-	0.054
HCM Control Delay (s)	$ 949.3	0	-	-	13.1	0	-	195.1
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	12.4	0	-	-	0.1	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1135	0	1	767	1	0	0	1	1	0	0
Future Vol, veh/h	0	1135	0	1	767	1	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1234	0	1	834	1	0	0	1	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	835	0	0	1234	0	0	2070	2071	1234	2070	2070	834
Stage 1	-	-	-	-	-	-	1234	1234	-	836	836	-
Stage 2	-	-	-	-	-	-	836	837	-	1234	1234	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	798	-	-	565	-	-	40	54	215	40	54	368
Stage 1	-	-	-	-	-	-	216	249	-	362	382	-
Stage 2	-	-	-	-	-	-	362	382	-	216	249	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	798	-	-	565	-	-	40	54	215	40	54	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	54	-	40	54	-
Stage 1	-	-	-	-	-	-	216	249	-	362	381	-
Stage 2	-	-	-	-	-	-	361	381	-	215	249	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	21.8	97.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	798	-	-	565	-	-	40
HCM Lane V/C Ratio	0.005	-	-	-	0.002	-	-	0.027
HCM Control Delay (s)	21.8	0	-	-	11.4	0	-	97.5
HCM Lane LOS	C	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	60.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	1060	193	0	125	685	40	0	149	158	260
Future Vol, veh/h	0	22	1060	193	0	125	685	40	0	149	158	260
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	1152	210	0	136	745	43	0	162	172	283
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	71.3	71.7	33.2
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	0%	2%	15%	20%
Vol Thru, %	51%	0%	83%	81%	72%
Vol Right, %	0%	100%	15%	5%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	307	260	1275	850	170
LT Vol	149	0	22	125	34
Through Vol	158	0	1060	685	123
RT Vol	0	260	193	40	13
Lane Flow Rate	334	283	1386	924	185
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.824	0.624	1	1	0.489
Departure Headway (Hd)	8.888	7.946	8.029	8.118	9.529
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	410	458	471	453	381
Service Time	6.601	5.658	6.063	6.152	7.548
HCM Lane V/C Ratio	0.815	0.618	2.943	2.04	0.486
HCM Control Delay	41.8	23	71.3	71.7	21.3
HCM Lane LOS	E	C	F	F	C
HCM 95th-tile Q	7.6	4.2	12.9	12.9	2.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	34	123	13
Future Vol, veh/h	0	34	123	13
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	134	14
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	21.3
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1409	15	14	901	0	9	0	7	0	0	0
Future Vol, veh/h	0	1409	15	14	901	0	9	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1532	16	15	979	0	10	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	979	0	0	1548	0	0	2550	2550	1540	2553	2558	979
Stage 1	-	-	-	-	-	-	1540	1540	-	1010	1010	-
Stage 2	-	-	-	-	-	-	1010	1010	-	1543	1548	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	705	-	-	428	-	-	18	27	142	18	26	303
Stage 1	-	-	-	-	-	-	144	177	-	289	317	-
Stage 2	-	-	-	-	-	-	289	317	-	144	175	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	705	-	-	428	-	-	17	25	142	16	24	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	25	-	16	24	-
Stage 1	-	-	-	-	-	-	144	177	-	289	293	-
Stage 2	-	-	-	-	-	-	267	293	-	136	175	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	256.2	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	28	705	-	-	428	-	-	-
HCM Lane V/C Ratio	0.621	-	-	-	0.036	-	-	-
HCM Control Delay (s)	256.2	0	-	-	13.7	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	395.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	836	274	313	896	0	125	0	105	0	0	0
Future Vol, veh/h	0	836	274	313	896	0	125	0	105	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	909	298	340	974	0	136	0	114	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	974	0	0	1207	0	0	2712	2712	1058	2769	2861	974
Stage 1	-	-	-	-	-	-	1058	1058	-	1654	1654	-
Stage 2	-	-	-	-	-	-	1654	1654	-	1115	1207	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	708	-	-	578	-	-	~ 14	21	273	12	17	306
Stage 1	-	-	-	-	-	-	272	301	-	124	155	-
Stage 2	-	-	-	-	-	-	~ 124	155	-	252	256	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	708	-	-	578	-	-	~ 14	21	273	7	17	306
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 14	21	-	7	17	-
Stage 1	-	-	-	-	-	-	272	301	-	124	155	-
Stage 2	-	-	-	-	-	-	~ 124	155	-	147	256	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.1	$ 4353.1	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	25	708	-	-	578	-	-	-
HCM Lane V/C Ratio	10	-	-	-	0.589	-	-	-
HCM Control Delay (s)	$ 4353.1	0	-	-	19.7	0	-	0
HCM Lane LOS	F	A	-	-	C	A	-	A
HCM 95th %tile Q(veh)	31.1	0	-	-	3.8	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1406	825	0	0	0
Future Vol, veh/h	0	1406	825	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1528	897	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	897	0	-	0	2425	897
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	1528	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	757	-	-	-	35	339
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	197	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	757	-	-	-	35	339
Mov Cap-2 Maneuver	-	-	-	-	35	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	197	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	757	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1421	239	453	827	66	129	149	318	47	99	40
Future Volume (veh/h)	52	1421	239	453	827	66	129	149	318	47	99	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	57	1545	260	492	899	72	140	162	346	51	108	43
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	1014	414	90	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.06	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1446	1634	3539	1443
Grp Volume(v), veh/h	57	1545	260	492	899	72	140	162	346	51	108	43
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1446	1634	1770	1443
Q Serve(g_s), s	4.1	49.0	10.0	14.0	57.0	3.3	10.2	5.0	19.7	3.7	2.9	2.8
Cycle Q Clear(g_c), s	4.1	49.0	10.0	14.0	57.0	3.3	10.2	5.0	19.7	3.7	2.9	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	1014	414	90	826	337
V/C Ratio(X)	0.70	2.03	0.44	2.58	1.02	0.10	0.79	0.16	0.84	0.57	0.13	0.13
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	1014	414	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.28	0.28	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	35.5	10.7	53.0	31.5	17.4	56.5	41.0	25.0	55.3	36.4	36.4
Incr Delay (d2), s/veh	22.9	468.7	0.5	726.5	34.3	0.1	6.7	0.1	5.7	5.5	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	124.2	4.1	44.8	37.7	1.3	5.0	2.5	8.5	1.8	1.4	1.2
LnGrp Delay(d),s/veh	79.0	504.2	11.2	779.5	65.8	17.5	63.2	41.1	30.7	60.7	36.7	37.1
LnGrp LOS	E	F	B	F	F	B	E	D	C	E	D	D
Approach Vol, veh/h		1862			1463			648			202	
Approach Delay, s/veh		422.3			303.4			40.3			42.9	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	38.4	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	21.7	16.0	51.0	12.2	4.9	6.1	59.0
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	303.0
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	170

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	2009	110	88	1316	39	64
Future Vol, veh/h	2009	110	88	1316	39	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2184	120	96	1430	42	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2303	0	3865	2243
Stage 1	-	-	-	-	2243	-
Stage 2	-	-	-	-	1622	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	218	-	~ 4	~ 53
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	177	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	218	-	~ 4	~ 53
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	177	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	$ 5956.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	9	-	-	218	-
HCM Lane V/C Ratio	12.44	-	-	0.439	-
HCM Control Delay (s)	$ 5956.2	-	-	33.8	0
HCM Lane LOS	F	-	-	D	A
HCM 95th %tile Q(veh)	15.6	-	-	2.1	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	504	1327	240	994	1120	106	121	724	278	194	955	240
Future Volume (veh/h)	504	1327	240	994	1120	106	121	724	278	194	955	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	548	1442	261	1080	1217	115	132	787	302	211	1038	261
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1032	425	608	1032	425	136	751	288	136	842	211
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2503	960	1634	2806	702
Grp Volume(v), veh/h	548	1442	261	1080	1217	115	132	556	533	211	653	646
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1693	1634	1770	1739
Q Serve(g_s), s	23.0	35.0	18.5	23.0	35.0	7.3	9.7	36.0	36.0	10.0	36.0	36.0
Cycle Q Clear(g_c), s	23.0	35.0	18.5	23.0	35.0	7.3	9.7	36.0	36.0	10.0	36.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.40
Lane Grp Cap(c), veh/h	313	1032	425	608	1032	425	136	531	508	136	531	522
V/C Ratio(X)	1.75	1.40	0.61	1.78	1.18	0.27	0.97	1.05	1.05	1.55	1.23	1.24
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	531	508	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	42.5	36.7	48.5	42.5	32.7	54.8	42.0	42.6	55.0	42.0	42.4
Incr Delay (d2), s/veh	350.3	184.6	2.6	351.8	83.6	0.1	16.4	26.8	27.5	280.2	119.1	123.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.8	43.5	7.8	39.7	29.0	2.9	5.0	21.5	20.7	15.1	35.1	35.1
LnGrp Delay(d),s/veh	398.8	227.1	39.3	400.3	126.1	32.8	71.2	68.8	70.1	335.2	161.1	165.5
LnGrp LOS	F	F	D	F	F	C	E	F	F	F	F	F
Approach Vol, veh/h		2251			2412			1221			1510	
Approach Delay, s/veh		247.1			244.4			69.6			187.3	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	38.0	25.0	37.0	11.7	38.0	25.0	37.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		204.7
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	567	805	217	722	845	179	215	836	117	114	663	117
Future Volume (veh/h)	567	805	217	722	845	179	215	836	117	114	663	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	616	875	236	785	918	195	234	909	127	124	721	127
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	752	310	558	900	371	264	929	383	158	811	334
Arrive On Green	0.30	0.21	0.21	0.34	0.25	0.25	0.08	0.26	0.26	0.05	0.23	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	616	875	236	785	918	195	234	909	127	124	721	127
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	36.0	25.5	18.2	41.0	30.5	13.8	8.8	30.6	3.4	4.6	23.7	4.2
Cycle Q Clear(g_c), s	36.0	25.5	18.2	41.0	30.5	13.8	8.8	30.6	3.4	4.6	23.7	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	752	310	558	900	371	264	929	383	158	811	334
V/C Ratio(X)	1.26	1.16	0.76	1.41	1.02	0.53	0.89	0.98	0.33	0.78	0.89	0.38
Avail Cap(c_a), veh/h	490	752	310	558	900	371	264	929	383	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	47.3	44.4	39.5	44.8	38.5	54.4	43.9	5.8	56.4	44.8	9.0
Incr Delay (d2), s/veh	117.1	75.0	1.0	193.3	35.3	1.4	28.1	24.8	2.3	22.0	13.9	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.1	20.3	7.5	48.4	19.3	5.7	4.9	18.1	1.6	2.5	13.1	2.0
LnGrp Delay(d),s/veh	159.1	122.3	45.4	232.8	80.0	39.9	82.5	68.7	8.1	78.3	58.7	12.3
LnGrp LOS	F	F	D	F	F	D	F	E	A	E	E	B
Approach Vol, veh/h		1727			1898			1270			972	
Approach Delay, s/veh		124.9			139.1			65.2			55.1	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.5	45.0	29.5	14.0	31.5	40.0	34.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.6	32.6	43.0	27.5	10.8	25.7	38.0	32.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		105.0
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	54.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	131	128	271	0	122	23	110	0	38	305	158	0	46	231	19
Future Vol, veh/h	0	131	128	271	0	122	23	110	0	38	305	158	0	46	231	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	142	139	295	0	133	25	120	0	41	332	172	0	50	251	21
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	70.4	16.7	70.4	33.2
HCM LOS	F	C	F	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	25%	100%	0%	16%
Vol Thru, %	61%	24%	0%	17%	78%
Vol Right, %	32%	51%	0%	83%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	501	530	122	133	296
LT Vol	38	131	122	0	46
Through Vol	305	128	0	23	231
RT Vol	158	271	0	110	19
Lane Flow Rate	545	576	133	145	322
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	1	0.358	0.347	0.752
Departure Headway (Hd)	7.851	7.867	9.711	8.632	8.531
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	468	467	373	419	428
Service Time	5.867	5.884	7.411	6.332	6.531
HCM Lane V/C Ratio	1.165	1.233	0.357	0.346	0.752
HCM Control Delay	70.4	70.4	17.7	15.8	33.2
HCM Lane LOS	F	F	C	C	D
HCM 95th-tile Q	13.1	13.1	1.6	1.5	6.2

Intersection	
Int Delay, s/veh	123.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	76	585	12	119	339	114	7	189	75	41	13	21
Future Vol, veh/h	76	585	12	119	339	114	7	189	75	41	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	636	13	129	368	124	8	205	82	45	14	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	649	0	0	1258	1559	324	1275	1503	246
Stage 1	-	-	-	-	-	-	808	808	-	689	689	-
Stage 2	-	-	-	-	-	-	450	751	-	586	814	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1068	-	-	933	-	-	128	~ 111	672	124	120	754
Stage 1	-	-	-	-	-	-	341	392	-	402	445	-
Stage 2	-	-	-	-	-	-	558	416	-	463	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	933	-	-	93	~ 88	672	-	95	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	~ 88	-	-	95	-
Stage 1	-	-	-	-	-	-	314	362	-	371	383	-
Stage 2	-	-	-	-	-	-	449	358	-	162	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	2	$ 720	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	117	1068	-	-	933	-	-	-
HCM Lane V/C Ratio	0.082	2.453	0.077	-	-	0.139	-	-	-
HCM Control Delay (s)	47.1	$ 737.8	8.7	-	-	9.5	-	-	-
HCM Lane LOS	E	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	25.5	0.3	-	-	0.5	-	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	300	432	320	261	57	370	729	486	86	961	103
Future Volume (veh/h)	91	300	432	320	261	57	370	729	486	86	961	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	326	470	348	284	62	402	792	528	93	1045	112
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	178	257	177	415	91	204	838	656	82	699	547
Arrive On Green	0.09	0.26	0.24	0.11	0.28	0.27	0.13	0.45	0.45	0.05	0.38	0.38
Sat Flow, veh/h	1634	691	996	1634	1482	324	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	99	0	796	348	0	346	402	792	528	93	1045	112
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1806	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.1	0.0	31.0	13.0	0.0	20.5	15.0	48.8	23.3	6.0	45.0	6.2
Cycle Q Clear(g_c), s	7.1	0.0	31.0	13.0	0.0	20.5	15.0	48.8	23.3	6.0	45.0	6.2
Prop In Lane	1.00		0.59	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	0	436	177	0	505	204	838	656	82	699	547
V/C Ratio(X)	0.70	0.00	1.83	1.97	0.00	0.69	1.97	0.94	0.80	1.14	1.50	0.20
Avail Cap(c_a), veh/h	144	0	436	177	0	505	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.2	0.0	45.0	53.5	0.0	38.7	52.5	31.6	11.0	57.0	37.5	25.4
Incr Delay (d2), s/veh	13.5	0.0	380.9	454.5	0.0	3.8	448.1	16.0	7.4	75.7	223.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	60.5	28.2	0.0	10.7	32.2	28.8	10.6	4.4	66.5	2.5
LnGrp Delay(d),s/veh	66.7	0.0	425.9	508.0	0.0	42.5	500.6	47.5	18.4	132.7	261.4	25.5
LnGrp LOS	E		F	F		D	F	D	B	F	F	C
Approach Vol, veh/h		895			694			1722			1250	
Approach Delay, s/veh		386.1			275.9			144.4			230.7	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	14.4	37.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	8.0	50.8	15.0	33.0	17.0	47.0	9.1	22.5
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	235.5
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	58.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	171	724	316	0	34	420	70	0	119	41	24	0	142	374	167
Future Vol, veh/h	0	171	724	316	0	34	420	70	0	119	41	24	0	142	374	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	787	343	0	37	457	76	0	129	45	26	0	154	407	182
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	65.7	30.1	26.3	77.3
HCM LOS	F	D	D	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	171	483	557	34	280	210	683
LT Vol	119	171	0	0	34	0	0	142
Through Vol	41	0	483	241	0	280	140	374
RT Vol	24	0	0	316	0	0	70	167
Lane Flow Rate	200	186	525	606	37	304	228	742
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.575	0.474	1	1	0.1	0.777	0.568	1
Departure Headway (Hd)	10.342	9.183	8.683	8.287	9.696	9.196	8.963	9.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	350	392	420	442	370	393	404	393
Service Time	8.099	6.95	6.451	6.055	7.444	6.944	6.711	7.133
HCM Lane V/C Ratio	0.571	0.474	1.25	1.371	0.1	0.774	0.564	1.888
HCM Control Delay	26.3	20	74.2	72.4	13.5	37.6	22.9	77.3
HCM Lane LOS	D	C	F	F	B	E	C	F
HCM 95th-tile Q	3.4	2.5	12.4	12.7	0.3	6.5	3.4	12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	249	86	138	142	23	135	1636	396	44	1033	51
Future Volume (veh/h)	77	249	86	138	142	23	135	1636	396	44	1033	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	84	271	93	150	154	25	147	1778	430	48	1123	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	320	250	142	360	282	197	1593	370	82	1675	82
Arrive On Green	0.06	0.17	0.17	0.09	0.19	0.19	0.12	0.56	0.54	0.10	0.98	0.94
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2852	663	1634	3435	168
Grp Volume(v), veh/h	84	271	93	150	154	25	147	1076	1132	48	578	600
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1746	1634	1770	1833
Q Serve(g_s), s	6.1	16.9	6.8	10.4	8.7	1.7	10.4	67.0	67.0	3.4	2.8	3.1
Cycle Q Clear(g_c), s	6.1	16.9	6.8	10.4	8.7	1.7	10.4	67.0	67.0	3.4	2.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.09
Lane Grp Cap(c), veh/h	106	320	250	142	360	282	197	988	975	82	863	894
V/C Ratio(X)	0.79	0.85	0.37	1.06	0.43	0.09	0.75	1.09	1.16	0.59	0.67	0.67
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	988	975	82	863	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.3	48.2	44.0	54.8	42.6	39.7	51.0	26.5	26.9	52.8	0.8	0.9
Incr Delay (d2), s/veh	32.1	18.7	0.9	92.3	0.8	0.1	0.9	41.8	73.9	1.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.4	2.8	8.3	4.6	0.7	4.7	43.9	52.0	1.5	0.7	0.8
LnGrp Delay(d),s/veh	87.4	66.9	44.9	147.2	43.4	39.9	51.9	68.3	100.8	53.8	1.2	1.3
LnGrp LOS	F	E	D	F	D	D	D	F	F	D	A	A
Approach Vol, veh/h		448			329			2355			1226	
Approach Delay, s/veh		66.2			90.4			82.9			3.3	
Approach LOS		E			F			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	71.0	14.4	24.6	18.5	62.5	11.8	27.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	5.4	69.0	12.4	18.9	12.4	5.1	8.1	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	31.5	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	59.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	218	242	87	125	129	335	1263	163	262	1504	85
Future Volume (veh/h)	80	218	242	87	125	129	335	1263	163	262	1504	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	87	237	263	95	136	140	364	1373	177	285	1635	92
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	759	313	95	677	279	300	1541	635	259	1453	599
Arrive On Green	0.08	0.21	0.21	0.06	0.19	0.19	0.18	0.44	0.44	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	87	237	263	95	136	140	364	1373	177	285	1635	92
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.2	6.8	20.7	7.0	3.9	10.3	22.0	42.9	9.4	19.0	49.3	4.8
Cycle Q Clear(g_c), s	6.2	6.8	20.7	7.0	3.9	10.3	22.0	42.9	9.4	19.0	49.3	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	759	313	95	677	279	300	1541	635	259	1453	599
V/C Ratio(X)	0.65	0.31	0.84	1.00	0.20	0.50	1.22	0.89	0.28	1.10	1.13	0.15
Avail Cap(c_a), veh/h	177	841	346	95	677	279	300	1541	635	259	1453	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	53.5	39.7	45.2	56.5	40.8	43.4	49.0	31.2	21.8	50.5	35.4	22.3
Incr Delay (d2), s/veh	5.3	0.2	15.5	77.8	0.1	1.0	123.4	8.2	1.1	71.4	61.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.3	9.7	5.2	1.9	4.2	20.2	22.7	4.0	13.7	36.5	2.0
LnGrp Delay(d),s/veh	58.8	39.9	60.7	134.3	40.9	44.5	172.4	39.4	22.9	121.9	97.2	22.5
LnGrp LOS	E	D	E	F	D	D	F	D	C	F	F	C
Approach Vol, veh/h		587			371			1914			2012	
Approach Delay, s/veh		52.0			66.2			63.2			97.3	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	56.3	11.0	29.7	26.0	53.3	13.8	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.0	44.9	9.0	22.7	24.0	51.3	8.2	12.3
Green Ext Time (p_c), s	0.0	2.4	0.0	1.0	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	76.1
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	356	228	65	254	45	169	785	258	251	1477	124
Future Volume (veh/h)	63	356	228	65	254	45	169	785	258	251	1477	124
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	68	387	248	71	276	49	184	853	280	273	1605	135
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	432	273	82	675	278	123	855	670	245	995	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.10	0.61	0.61	0.15	0.53	0.53
Sat Flow, veh/h	1634	2082	1317	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	68	328	307	71	276	49	184	853	280	273	1605	135
Grp Sat Flow(s),veh/h/ln	1634	1770	1630	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.9	21.6	22.1	5.2	8.2	2.3	9.0	54.7	8.7	18.0	64.1	5.7
Cycle Q Clear(g_c), s	4.9	21.6	22.1	5.2	8.2	2.3	9.0	54.7	8.7	18.0	64.1	5.7
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	338	82	675	278	123	855	670	245	995	779
V/C Ratio(X)	0.62	0.89	0.91	0.87	0.41	0.18	1.50	1.00	0.42	1.11	1.61	0.17
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	245	995	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.91	0.91	0.91	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	46.3	47.2	56.6	42.6	19.4	54.0	23.3	7.8	51.0	28.0	14.3
Incr Delay (d2), s/veh	9.1	20.4	24.0	54.8	0.4	0.3	229.5	8.6	0.2	91.5	280.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	12.7	12.2	3.6	4.1	1.0	11.9	29.9	3.5	14.3	110.2	2.4
LnGrp Delay(d),s/veh	63.6	66.7	71.2	111.4	43.0	19.7	283.6	31.9	8.0	142.5	308.5	14.8
LnGrp LOS	E	E	E	F	D	B	F	C	A	F	F	B
Approach Vol, veh/h		703			396			1317			2013	
Approach Delay, s/veh		68.4			52.4			62.0			266.3	
Approach LOS		E			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	59.1	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	26.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	20.0	56.7	7.2	24.1	11.0	66.1	6.9	10.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9

Intersection Summary		
HCM 2010 Ctrl Delay	155.0	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	404	110	139	199	203	172	845	205	219	574	58
Future Volume (veh/h)	115	404	110	139	199	203	172	845	205	219	574	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	125	439	120	151	216	221	187	918	223	238	624	63
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	576	237	179	668	275	236	1497	617	280	1592	656
Arrive On Green	0.08	0.16	0.16	0.11	0.19	0.19	0.19	0.56	0.56	0.34	0.90	0.90
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	125	439	120	151	216	221	187	918	223	238	624	63
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	8.5	14.2	6.4	10.9	6.3	17.4	13.1	20.8	6.4	16.2	3.3	0.6
Cycle Q Clear(g_c), s	8.5	14.2	6.4	10.9	6.3	17.4	13.1	20.8	6.4	16.2	3.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	576	237	179	668	275	236	1497	617	280	1592	656
V/C Ratio(X)	0.64	0.76	0.51	0.84	0.32	0.80	0.79	0.61	0.36	0.85	0.39	0.10
Avail Cap(c_a), veh/h	196	728	300	179	817	337	327	1497	617	354	1592	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	0.50	0.50	0.50	0.40	0.40	0.40	0.44	0.44	0.44	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	48.0	23.0	52.4	42.0	46.5	46.7	19.7	7.0	38.0	3.5	3.3
Incr Delay (d2), s/veh	3.4	1.9	0.8	13.7	0.1	4.6	4.0	0.8	0.7	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.1	2.6	5.6	3.1	7.4	6.2	10.2	2.7	7.4	1.4	0.2
LnGrp Delay(d),s/veh	51.0	49.9	23.8	66.2	42.2	51.1	50.8	20.5	7.8	39.5	3.5	3.4
LnGrp LOS	D	D	C	E	D	D	D	C	A	D	A	A
Approach Vol, veh/h		684			588			1328			925	
Approach Delay, s/veh		45.5			51.7			22.6			12.8	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	54.8	17.1	23.5	21.4	58.0	14.0	26.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.6	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	18.2	22.8	12.9	16.2	15.1	5.3	10.5	19.4
Green Ext Time (p_c), s	0.4	7.4	0.0	1.3	0.3	10.1	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	712	524	201	177	435	181	240	2494	166	154	1687	593
Future Volume (veh/h)	712	524	201	177	435	181	240	2494	166	154	1687	593
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	774	570	218	192	473	197	261	2711	180	167	1834	645
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	821	338	293	706	291	150	1683	694	109	1595	657
Arrive On Green	0.13	0.23	0.23	0.09	0.20	0.20	0.09	0.48	0.48	0.07	0.45	0.45
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	774	570	218	192	473	197	261	2711	180	167	1834	645
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	17.7	16.2	7.0	14.8	15.0	11.0	57.1	8.9	8.0	54.1	52.3
Cycle Q Clear(g_c), s	15.0	17.7	16.2	7.0	14.8	15.0	11.0	57.1	8.9	8.0	54.1	52.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	821	338	293	706	291	150	1683	694	109	1595	657
V/C Ratio(X)	1.95	0.69	0.64	0.66	0.67	0.68	1.74	1.61	0.26	1.53	1.15	0.98
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1683	694	109	1595	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	0.32	0.32	0.32	0.64	0.64	0.64
Uniform Delay (d), s/veh	52.5	42.2	41.6	52.6	44.4	44.5	54.5	31.5	18.8	56.0	33.0	32.5
Incr Delay (d2), s/veh	435.8	1.2	1.9	4.4	1.3	3.4	342.8	275.6	0.3	267.1	72.6	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	8.8	6.7	3.2	7.4	6.3	19.2	92.3	3.6	11.7	42.4	25.3
LnGrp Delay(d),s/veh	488.3	43.4	43.5	57.0	45.7	47.8	397.3	307.1	19.1	323.1	105.6	56.4
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	F	E
Approach Vol, veh/h		1562			862			3152			2646	
Approach Delay, s/veh		263.9			48.7			298.1			107.3	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	61.1	15.1	31.8	15.0	58.1	19.0	27.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	59.1	9.0	19.7	13.0	56.1	17.0	17.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.0	0.0	0.0	0.0	4.9

Intersection Summary		
HCM 2010 Ctrl Delay	204.0	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	24	201	173	9	22	59	2094	56	39	2721	75
Future Volume (veh/h)	185	24	201	173	9	22	59	2094	56	39	2721	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	201	26	218	188	10	24	64	2276	61	42	2958	82
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	297	232	136	82	196	82	2038	840	79	2919	837
Arrive On Green	0.08	0.16	0.16	0.08	0.17	0.15	0.05	0.58	0.58	0.05	0.57	0.57
Sat Flow, veh/h	1634	1863	1458	1634	487	1169	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	201	26	218	188	0	34	64	2276	61	42	2958	82
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1656	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	1.4	14.7	10.0	0.0	2.1	4.6	69.1	1.3	3.0	68.9	3.0
Cycle Q Clear(g_c), s	9.0	1.4	14.7	10.0	0.0	2.1	4.6	69.1	1.3	3.0	68.9	3.0
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	297	232	136	0	278	82	2038	840	79	2919	837
V/C Ratio(X)	1.64	0.09	0.94	1.38	0.00	0.12	0.78	1.12	0.07	0.53	1.01	0.10
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2038	840	82	2919	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	43.0	34.2	55.0	0.0	43.0	56.4	25.4	3.6	55.8	25.6	11.5
Incr Delay (d2), s/veh	321.8	0.1	21.0	210.3	0.0	0.2	37.9	59.9	0.2	6.1	20.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.7	7.3	12.5	0.0	1.0	3.0	50.4	0.5	1.5	37.3	1.3
LnGrp Delay(d),s/veh	377.3	43.1	55.1	265.3	0.0	43.2	94.2	85.3	3.8	61.9	45.5	11.8
LnGrp LOS	F	D	E	F		D	F	F	A	E	F	B
Approach Vol, veh/h		445			222			2401			3082	
Approach Delay, s/veh		199.9			231.3			83.5			44.9	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	73.1	14.0	23.1	10.0	72.9	13.0	24.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	5.0	71.1	12.0	16.7	6.6	70.9	11.0	4.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	77.9
HCM 2010 LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	268	256	1622	272	182	1905
Future Volume (veh/h)	268	256	1622	272	182	1905
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	291	278	1763	296	198	2071
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.12	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	291	278	1763	296	198	2071
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	10.9	11.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	10.9	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	1.08	1.16	1.47	0.32	1.32	1.45
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	0.43	0.43	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	9.5	52.7	0.0
Incr Delay (d2), s/veh	61.3	91.2	215.8	0.9	149.2	200.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	14.0	111.2	4.6	11.1	79.9
LnGrp Delay(d),s/veh	111.5	141.4	237.1	10.4	201.9	200.8
LnGrp LOS	F	F	F	B	F	F
Approach Vol, veh/h	569		2059			2269
Approach Delay, s/veh	126.1		204.5			200.9
Approach LOS	F		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	193.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	118	159	105	131	221	99	1077	106	84	762	48
Future Volume (veh/h)	134	118	159	105	131	221	99	1077	106	84	762	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	146	128	173	114	142	240	108	1171	115	91	828	52
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	180	244	144	138	234	153	1450	142	135	1468	92
Arrive On Green	0.12	0.25	0.24	0.09	0.22	0.21	0.19	0.89	0.86	0.17	0.87	0.83
Sat Flow, veh/h	1634	719	972	1634	623	1054	1634	3257	319	1634	3382	212
Grp Volume(v), veh/h	146	0	301	114	0	382	108	635	651	91	433	447
Grp Sat Flow(s),veh/h/ln	1634	0	1691	1634	0	1677	1634	1770	1806	1634	1770	1825
Q Serve(g_s), s	10.4	0.0	19.5	8.2	0.0	26.6	7.4	16.7	17.5	6.3	7.6	7.8
Cycle Q Clear(g_c), s	10.4	0.0	19.5	8.2	0.0	26.6	7.4	16.7	17.5	6.3	7.6	7.8
Prop In Lane	1.00		0.57	1.00		0.63	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	191	0	424	144	0	372	153	788	804	135	768	792
V/C Ratio(X)	0.76	0.00	0.71	0.79	0.00	1.03	0.70	0.81	0.81	0.67	0.56	0.56
Avail Cap(c_a), veh/h	196	0	428	144	0	372	218	788	804	163	768	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.64	0.00	0.64	1.00	0.00	1.00	0.82	0.82	0.82	0.87	0.87	0.87
Uniform Delay (d), s/veh	51.3	0.0	41.5	53.6	0.0	47.2	47.2	4.6	4.9	48.6	5.0	5.1
Incr Delay (d2), s/veh	10.5	0.0	3.4	24.9	0.0	54.0	4.8	7.2	7.1	7.0	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	9.5	4.7	0.0	17.9	3.6	8.6	9.3	3.1	3.9	4.1
LnGrp Delay(d),s/veh	61.8	0.0	44.9	78.5	0.0	101.2	51.9	11.7	12.0	55.6	7.6	7.7
LnGrp LOS	E		D	E		F	D	B	B	E	A	A
Approach Vol, veh/h		447			496			1394			971	
Approach Delay, s/veh		50.4			96.0			15.0			12.1	
Approach LOS		D			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	57.4	14.6	34.1	15.3	56.1	18.1	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	12.3	19.5	10.2	21.5	9.4	9.8	12.4	28.6
Green Ext Time (p_c), s	0.0	11.0	0.0	1.0	0.1	11.6	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	67
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	134	7	498	0	267	1112	0	0	0	2085	504
Future Vol, veh/h	0	0	0	0	0	134	7	498	0	267	1112	0	0	0	2085	504
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	146	8	541	0	290	1209	0	0	0	2266	548
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	58.9	63.9	70.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	1112	141	498	2085	504
LT Vol	267	0	134	0	0	0
Through Vol	0	1112	7	0	2085	0
RT Vol	0	0	0	498	0	504
Lane Flow Rate	290	1209	153	541	2266	548
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.701	1	0.389	1	1	1
Departure Headway (Hd)	8.696	8.197	9.143	7.969	8.021	7.322
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	415	447	395	460	476	493
Service Time	6.494	5.994	6.843	5.669	5.811	5.113
HCM Lane V/C Ratio	0.699	2.705	0.387	1.176	4.761	1.112
HCM Control Delay	29.7	72.1	17.5	70.6	71.2	67.9
HCM Lane LOS	D	F	C	F	F	F
HCM 95th-tile Q	5.2	12.8	1.8	13	12.9	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	537	144	396	262	873	0	0	1010	187
Future Volume (veh/h)	0	0	0	537	144	396	262	873	0	0	1010	187
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				584	157	430	285	949	0	0	1098	203
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1063	606	474	501	2122	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.21	0.80	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				584	157	430	285	949	0	0	1098	203
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.6	7.5	33.9	9.7	10.1	0.0	0.0	18.8	4.4
Cycle Q Clear(g_c), s				17.6	7.5	33.9	9.7	10.1	0.0	0.0	18.8	4.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1063	606	474	501	2122	0	0	1430	589
V/C Ratio(X)				0.55	0.26	0.91	0.57	0.45	0.00	0.00	0.77	0.34
Avail Cap(c_a), veh/h				1185	675	529	501	2122	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.15	0.15	0.15	0.80	0.80	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				33.3	29.8	38.7	43.7	5.9	0.0	0.0	8.7	7.3
Incr Delay (d2), s/veh				0.1	0.0	3.6	1.2	0.5	0.0	0.0	3.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	3.8	14.1	4.3	4.9	0.0	0.0	9.1	1.9
LnGrp Delay(d),s/veh				33.3	29.9	42.3	44.9	6.4	0.0	0.0	11.7	8.5
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1171			1234			1301	
Approach Delay, s/veh					36.2			15.3			11.2	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.5			23.5	53.0		43.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.1			11.7	20.8		35.9
Green Ext Time (p_c), s		6.3			1.6	6.5		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	394	511	336	491	2041	0	0	1987	533
Future Volume (veh/h)	0	0	0	394	511	336	491	2041	0	0	1987	533
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				428	555	365	534	2218	0	0	2160	579
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				428	555	365	534	2218	0	0	2160	579
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.9	16.5	29.7	25.0	0.0	0.0	0.0	51.9	44.8
Cycle Q Clear(g_c), s				13.9	16.5	29.7	25.0	0.0	0.0	0.0	51.9	44.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.52	0.61	0.97	1.57	0.93	0.00	0.00	1.41	0.92
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.09	0.09	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.1	39.1	43.9	35.0	0.0	0.0	0.0	34.0	32.0
Incr Delay (d2), s/veh				0.6	1.1	37.2	257.2	0.9	0.0	0.0	185.4	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	8.2	15.9	35.5	0.3	0.0	0.0	64.7	18.5
LnGrp Delay(d),s/veh				38.7	40.2	81.1	292.2	0.9	0.0	0.0	219.4	34.7
LnGrp LOS				D	D	F	F	A			F	C
Approach Vol, veh/h					1348			2752			2739	
Approach Delay, s/veh					50.8			57.4			180.4	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.7
Green Ext Time (p_c), s		69.1			0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		105.3
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	61.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	340	2	268	0	0	0	0	0	0	642	105	0	870	601	0
Future Vol, veh/h	0	340	2	268	0	0	0	0	0	0	642	105	0	870	601	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	370	2	291	0	0	0	0	0	0	698	114	0	946	653	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	36.5	64.2	71.2
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	642	105	342	268	870	601
LT Vol	0	0	340	0	870	0
Through Vol	642	0	2	0	0	601
RT Vol	0	105	0	268	0	0
Lane Flow Rate	698	114	372	291	946	653
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.244	0.883	0.595	1	1
Departure Headway (Hd)	8.396	7.695	8.554	7.358	8.313	7.812
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	469	424	489	444	470
Service Time	6.096	5.395	6.317	5.12	6.017	5.516
HCM Lane V/C Ratio	1.586	0.243	0.877	0.595	2.131	1.389
HCM Control Delay	72.6	12.9	49.2	20.4	72.2	69.8
HCM Lane LOS	F	B	E	C	F	F
HCM 95th-tile Q	12.7	0.9	9.1	3.8	12.7	13.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	175	329	0	0	0	0	1102	609	461	1088	0
Future Volume (veh/h)	290	175	329	0	0	0	0	1102	609	461	1088	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	315	190	358				0	1198	662	501	1183	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	435	943	388				0	2280	654	587	2361	0
Arrive On Green	0.27	0.27	0.27				0.00	0.45	0.45	0.37	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	315	190	358				0	1198	662	501	1183	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	21.0	5.0	28.6				0.0	20.4	53.8	17.5	0.0	0.0
Cycle Q Clear(g_c), s	21.0	5.0	28.6				0.0	20.4	53.8	17.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	435	943	388				0	2280	654	587	2361	0
V/C Ratio(X)	0.72	0.20	0.92				0.00	0.53	1.01	0.85	0.50	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2280	654	660	2361	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	40.0	34.1	42.8				0.0	23.9	33.1	36.3	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.1	26.1				0.0	0.9	38.3	6.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	2.5	14.3				0.0	9.7	28.6	8.1	0.2	0.0
LnGrp Delay(d),s/veh	45.5	34.2	68.9				0.0	24.8	71.4	43.0	0.5	0.0
LnGrp LOS	D	C	E					C	F	D	A	
Approach Vol, veh/h		863						1860			1684	
Approach Delay, s/veh		52.7						41.4			13.1	
Approach LOS		D						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.2	57.8		36.0		84.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	19.5	55.8		30.6		2.0		
Green Ext Time (p_c), s	0.8	0.0		0.7		31.0		

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	570	295	0	0	0	0	1689	586	763	2059	0
Future Volume (veh/h)	376	570	295	0	0	0	0	1689	586	763	2059	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	409	620	321				0	1836	637	829	2238	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1658	683	792	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	409	620	321				0	1836	637	829	2238	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.5	20.9	21.8				0.0	56.2	49.5	30.0	0.0	0.0
Cycle Q Clear(g_c), s	14.5	20.9	21.8				0.0	56.2	49.5	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1658	683	792	2660	0
V/C Ratio(X)	0.71	0.96	1.21				0.00	1.11	0.93	1.05	0.84	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1658	683	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.63	0.63	0.63				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	46.1	48.7	49.1				0.0	31.9	30.1	30.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	20.0	115.4				0.0	57.8	21.4	24.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.9	17.2				0.0	40.7	23.9	15.7	0.1	0.0
LnGrp Delay(d),s/veh	48.7	68.7	164.5				0.0	89.7	51.5	54.6	0.3	0.0
LnGrp LOS	D	E	F					F	D	F	A	
Approach Vol, veh/h		1350						2473			3067	
Approach Delay, s/veh		85.4						79.9			15.0	
Approach LOS		F						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	60.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	58.2		23.8		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		73.0		

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	185	0	0	132
Future Vol, veh/h	0	0	185	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	201	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	344	201	0	0	201	0
Stage 1	201	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	652	840	-	-	1371	-
Stage 1	833	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	652	840	-	-	1371	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	884	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1371	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	965	578	101	0	33
Future Vol, veh/h	0	965	578	101	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1049	628	110	0	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	738	0	-	0	1732	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1049	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	868	-	-	-	97	449
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	337	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	868	-	-	-	97	449
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	868	-	-	-	449
HCM Lane V/C Ratio	-	-	-	-	0.08
HCM Control Delay (s)	0	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	60	43	130	17	18	128
Future Vol, veh/h	60	43	130	17	18	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	47	141	18	20	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	319	141	0	0	141	0
Stage 1	141	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	674	907	-	-	1442	-
Stage 1	886	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	665	907	-	-	1442	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	665	907	1442	-
HCM Lane V/C Ratio	-	-	0.098	0.052	0.014	-
HCM Control Delay (s)	-	-	11	9.2	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	24	133	14	12	138
Future Vol, veh/h	37	24	133	14	12	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	26	145	15	13	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	321	145	0	0	145	0
Stage 1	145	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	673	902	-	-	1437	-
Stage 1	882	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	667	902	-	-	1437	-
Mov Cap-2 Maneuver	667	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	667	902	1437	-
HCM Lane V/C Ratio	-	-	0.06	0.029	0.009	-
HCM Control Delay (s)	-	-	10.7	9.1	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	29	126	6	0	130
Future Vol, veh/h	0	29	126	6	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	137	7	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	278	137	0	0	137	0
Stage 1	137	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	712	911	-	-	1447	-
Stage 1	890	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	911	-	-	1447	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	911	1447	-
HCM Lane V/C Ratio	-	-	-	0.035	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	124	126	7	15	16
Future Vol, veh/h	5	124	126	7	15	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	135	137	8	16	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	137	0	-	0	283	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1447	-	-	-	707	911
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1447	-	-	-	705	911
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1447	-	-	-	705	911
HCM Lane V/C Ratio	0.004	-	-	-	0.023	0.019
HCM Control Delay (s)	7.5	-	-	-	10.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	127	128	10	25	28
Future Vol, veh/h	9	127	128	10	25	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	138	139	11	27	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	139	0	-	0	297	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1445	-	-	-	694	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1445	-	-	-	689	909
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1445	-	-	-	689	909
HCM Lane V/C Ratio	0.007	-	-	-	0.039	0.033
HCM Control Delay (s)	7.5	-	-	-	10.4	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	8	126	140	6	17	21
Future Vol, veh/h	8	126	140	6	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	137	152	7	18	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	152	0	-	0	306	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1429	-	-	-	686	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	682	894
Mov Cap-2 Maneuver	-	-	-	-	682	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1429	-	-	-	682	894
HCM Lane V/C Ratio	0.006	-	-	-	0.027	0.026
HCM Control Delay (s)	7.5	-	-	-	10.4	9.1
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

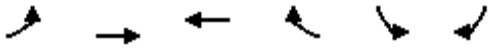
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	116	16	21	109	7	5
Future Vol, veh/h	116	16	21	109	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	17	23	118	8	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	290	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	701	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	690	924
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	924	-	-	1460	-
HCM Lane V/C Ratio	0.011	0.006	-	-	0.016	-
HCM Control Delay (s)	10.3	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	349	276	0	383	46
Future Volume (veh/h)	0	349	276	0	383	46
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	379	300	0	416	50
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	541	541	0	2368	1090
Arrive On Green	0.00	0.15	0.15	0.00	0.75	0.75
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	379	300	0	416	50
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	12.2	9.4	0.0	4.6	1.1
Cycle Q Clear(g_c), s	0.0	12.2	9.4	0.0	4.6	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	541	541	0	2368	1090
V/C Ratio(X)	0.00	0.70	0.55	0.00	0.18	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2368	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.2	47.0	0.0	4.4	4.0
Incr Delay (d2), s/veh	0.0	1.7	0.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	4.7	0.0	2.0	0.5
LnGrp Delay(d),s/veh	0.0	49.9	47.6	0.0	4.6	4.1
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		379	300		466	
Approach Delay, s/veh		49.9	47.6		4.5	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.3		95.7		24.3
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				14.2		6.6		11.4
Green Ext Time (p_c), s				4.2		1.6		4.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	685	0	0	635	342	53	0	335	0	0	0
Future Volume (veh/h)	54	685	0	0	635	342	53	0	335	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	59	745	0	0	690	372	58	0	364			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1434	0	0	1162	479	1593	0	733			
Arrive On Green	0.03	0.41	0.00	0.00	0.33	0.33	0.50	0.00	0.50			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	59	745	0	0	690	372	58	0	364			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	20.6	0.0	0.0	21.1	29.9	1.2	0.0	21.5			
Cycle Q Clear(g_c), s	4.0	20.6	0.0	0.0	21.1	29.9	1.2	0.0	21.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1434	0	0	1162	479	1593	0	733			
V/C Ratio(X)	1.17	0.52	0.00	0.00	0.59	0.78	0.04	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1593	0	733			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	29.1	0.0	0.0	36.4	39.4	16.4	0.0	21.4			
Incr Delay (d2), s/veh	175.8	0.3	0.0	0.0	0.0	0.5	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.3	10.1	0.0	0.0	10.4	12.0	0.5	0.0	8.7			
LnGrp Delay(d),s/veh	239.1	29.4	0.0	0.0	36.5	39.8	16.4	0.0	22.0			
LnGrp LOS	F	C			D	D	B		C			
Approach Vol, veh/h		804			1062			422				
Approach Delay, s/veh		44.8			37.6			21.2				
Approach LOS		D			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.3		58.7			10.0	48.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.5		22.6			6.0	31.9
Green Ext Time (p_c), s		0.0		12.5			0.0	10.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	240	427	57	0	11	314	71	0	41	19	15	0	79	17	180
Future Vol, veh/h	0	240	427	57	0	11	314	71	0	41	19	15	0	79	17	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	261	464	62	0	12	341	77	0	45	21	16	0	86	18	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	19.8	17.4	13.1	15.7
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	71%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	29%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	240	285	199	11	209	176	79	11	186
LT Vol	41	0	240	0	0	11	0	0	79	0	0
Through Vol	0	19	0	285	142	0	209	105	0	11	6
RT Vol	0	15	0	0	57	0	0	71	0	0	180
Lane Flow Rate	45	37	261	309	217	12	228	191	86	12	202
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.118	0.09	0.571	0.634	0.432	0.028	0.509	0.412	0.215	0.029	0.439
Departure Headway (Hd)	9.534	8.725	7.879	7.373	7.17	8.557	8.05	7.763	9.016	8.512	7.827
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	375	409	457	489	500	417	446	462	397	419	458
Service Time	7.324	6.516	5.645	5.139	4.936	6.335	5.827	5.54	6.795	6.29	5.605
HCM Lane V/C Ratio	0.12	0.09	0.571	0.632	0.434	0.029	0.511	0.413	0.217	0.029	0.441
HCM Control Delay	13.6	12.4	20.7	22.1	15.3	11.6	19	15.9	14.3	11.5	16.6
HCM Lane LOS	B	B	C	C	C	B	C	C	B	B	C
HCM 95th-tile Q	0.4	0.3	3.5	4.3	2.2	0.1	2.8	2	0.8	0.1	2.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1092	553	0	0	0
Future Vol, veh/h	0	1092	553	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1187	601	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	601	0	-	0	1788	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	1187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	976	-	-	-	89	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	290	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	976	-	-	-	89	500
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	290	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	976	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	128	0	0	98
Future Vol, veh/h	0	0	128	0	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	139	0	0	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	246	139	0	0	139	0
Stage 1	139	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	742	909	-	-	1445	-
Stage 1	888	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	742	909	-	-	1445	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	917	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1445	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	43	21	78	37	85	28	1510	133	171	1638	8
Future Volume (veh/h)	10	43	21	78	37	85	28	1510	133	171	1638	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	11	47	23	85	40	92	30	1641	145	186	1780	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	200	226	111	252	96	221	43	1897	166	217	2465	12
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.58	0.57	0.13	0.68	0.68
Sat Flow, veh/h	1154	1182	579	1221	503	1156	1634	3293	288	1634	3611	18
Grp Volume(v), veh/h	11	0	70	85	0	132	30	874	912	186	872	917
Grp Sat Flow(s),veh/h/ln	1154	0	1761	1221	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	1.0	0.0	4.0	7.6	0.0	8.4	2.2	49.6	51.6	13.4	37.0	37.1
Cycle Q Clear(g_c), s	9.4	0.0	4.0	11.6	0.0	8.4	2.2	49.6	51.6	13.4	37.0	37.1
Prop In Lane	1.00		0.33	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	200	0	336	252	0	317	43	1019	1044	217	1208	1269
V/C Ratio(X)	0.06	0.00	0.21	0.34	0.00	0.42	0.70	0.86	0.87	0.86	0.72	0.72
Avail Cap(c_a), veh/h	200	0	336	252	0	317	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	41.0	45.8	0.0	42.8	58.0	21.3	21.8	50.9	11.9	11.9
Incr Delay (d2), s/veh	0.5	0.0	1.4	3.6	0.0	4.0	18.5	6.9	7.9	22.7	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.1	2.8	0.0	4.2	1.2	26.0	27.9	7.4	18.6	19.6
LnGrp Delay(d),s/veh	47.3	0.0	42.4	49.4	0.0	46.8	76.5	28.2	29.6	73.6	14.0	13.9
LnGrp LOS	D		D	D		D	E	C	C	E	B	B
Approach Vol, veh/h		81			217			1816			1975	
Approach Delay, s/veh		43.0			47.8			29.7			19.6	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	73.1		26.9	7.2	85.9		26.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	15.4	53.6		11.4	4.2	39.1		13.6
Green Ext Time (p_c), s	0.1	15.0		0.6	0.0	29.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	322	13	70	440	40	22
Future Vol, veh/h	322	13	70	440	40	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	350	14	76	478	43	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	364	0	987	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1195	-	274	687
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1195	-	250	687
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	1195	-
HCM Lane V/C Ratio	0.209	-	-	0.064	-
HCM Control Delay (s)	19.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	59.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	263	86	0	523	414	24	0	98	31	480
Future Vol, veh/h	0	8	263	86	0	523	414	24	0	98	31	480
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	9	286	93	0	568	450	26	0	107	34	522
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	31.2	68.5	63.9
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	609	357	937	24	39
LT Vol	98	8	523	0	4
Through Vol	31	263	414	0	31
RT Vol	480	86	0	24	4
Lane Flow Rate	662	388	1018	26	42
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.777	1	0.05	0.106
Departure Headway (Hd)	6.555	7.207	7.838	6.859	9.008
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	556	501	479	525	400
Service Time	4.562	5.264	5.543	4.565	7.008
HCM Lane V/C Ratio	1.191	0.774	2.125	0.05	0.105
HCM Control Delay	63.9	31.2	70	9.9	13.1
HCM Lane LOS	F	D	F	A	B
HCM 95th-tile Q	14.3	7	13.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	31	4
Future Vol, veh/h	0	4	31	4
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	34	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.1
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	327.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	362	531	608	69	79	248
Future Vol, veh/h	362	531	608	69	79	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	393	577	661	75	86	270

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	736	0	-	0	2062	698
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	1364	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	870	-	-	-	~ 60	440
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	870	-	-	-	~ 20	440
Mov Cap-2 Maneuver	-	-	-	-	~ 20	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	~ 80	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	$ 1887.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	870	-	-	-	72
HCM Lane V/C Ratio	0.452	-	-	-	4.937
HCM Control Delay (s)	12.5	0	-		$ 1887.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.4	-	-	-	38.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	40	0	25	10	154	0	1062	12	144	1624	5
Future Vol, veh/h	0	40	0	25	10	154	0	1062	12	144	1624	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	0	27	11	167	0	1154	13	157	1765	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2664	3248	885	2378	3245	584	1771	0	0	1167	0	0
Stage 1	2081	2081	-	1161	1161	-	-	-	-	-	-	-
Stage 2	583	1167	-	1217	2084	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	~ 9	288	~ 18	~ 9	455	348	-	-	594	-	-
Stage 1	55	94	-	208	268	-	-	-	-	-	-	-
Stage 2	465	266	-	192	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	288	-	~ 7	455	348	-	-	594	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	55	69	-	208	268	-	-	-	-	-	-	-
Stage 2	282	266	-	52	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	348	-	-	-	-	594	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.264	-	-
HCM Control Delay (s)	0	-	-	-	-	13.2	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	293	8	2	176	2	0
Future Vol, veh/h	293	8	2	176	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	9	2	191	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	327	0	519	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1233	-	517	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	516	718
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	1233	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	12	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	146	0	0	187	0	0
Future Vol, veh/h	146	0	0	187	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	159	0	0	203	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	362	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	637	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	637	886
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1420	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	165	83	88	265	20	46	55	9	2	68	4
Future Vol, veh/h	8	165	83	88	265	20	46	55	9	2	68	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	179	90	96	288	22	50	60	10	2	74	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	270	0	0	771	743	224	767	777	299
Stage 1	-	-	-	-	-	-	242	242	-	490	490	-
Stage 2	-	-	-	-	-	-	529	501	-	277	287	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1250	-	-	1293	-	-	317	343	815	319	328	741
Stage 1	-	-	-	-	-	-	762	705	-	560	549	-
Stage 2	-	-	-	-	-	-	533	543	-	729	674	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1250	-	-	1293	-	-	236	309	815	249	296	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	309	-	249	296	-
Stage 1	-	-	-	-	-	-	755	699	-	555	500	-
Stage 2	-	-	-	-	-	-	411	494	-	653	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	26.3	21
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1250	-	-	1293	-	-	304
HCM Lane V/C Ratio	0.418	0.007	-	-	0.074	-	-	0.265
HCM Control Delay (s)	26.3	7.9	0	-	8	0	-	21
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0	-	-	0.2	-	-	1

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	162	0	0	323	0	0
Future Vol, veh/h	162	0	0	323	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	0	351	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	527	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	512	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	512	867
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1400	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	87	0	0	175	0	0
Future Vol, veh/h	87	0	0	175	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	190	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	285	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	705	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	705	962
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	162	0	0	325	0	0
Future Vol, veh/h	162	0	0	325	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	0	353	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	176	176	353	176
Stage 1	-	-	0	0	176	-
Stage 2	-	-	176	176	177	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	814	717	645	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	855	753	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	814	0	645	867
Mov Cap-2 Maneuver	-	-	814	0	645	-
Stage 1	-	-	-	0	855	-
Stage 2	-	-	855	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0		0
HCM LOS		-	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	102.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	143	53	84	148	331	414
Future Vol, veh/h	143	53	84	148	331	414
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	58	91	161	360	450

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	527	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1357	-	512	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1357	-	474	858
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	160.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	631	-	-	1357	-
HCM Lane V/C Ratio	1.283	-	-	0.067	-
HCM Control Delay (s)	160.2	-	-	7.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	31.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	61	69	97	447	383	141
Future Vol, veh/h	61	69	97	447	383	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	75	105	486	416	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	493	570	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	207	576	1002	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	576	1002	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.3	1.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1002	-	280	-	-
HCM Lane V/C Ratio	0.105	-	0.505	-	-
HCM Control Delay (s)	9	0	30.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	2.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	92	0	0	142
Future Vol, veh/h	0	0	92	0	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	956	-	-	1493	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	956	-	-	1493	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1493	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	264	102	0
Future Vol, veh/h	0	0	0	264	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	287	111	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	254	55	111	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	713	1000	1477	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	1000	1477	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1477	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	110	141	512	62	50	368
Future Vol, veh/h	110	141	512	62	50	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	153	557	67	54	400

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1066	557	0	0	557	0
Stage 1	557	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	246	530	-	-	1014	-
Stage 1	574	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	229	530	-	-	1014	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	229	530	1014	-
HCM Lane V/C Ratio	-	-	0.522	0.289	0.054	-
HCM Control Delay (s)	-	-	36.7	14.5	8.8	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.7	1.2	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	92	0	0	142
Future Vol, veh/h	0	0	92	0	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	956	-	-	1493	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	956	-	-	1493	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1493	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	0
HCM LOS	-

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	26	0	18	0	0	183	81
Future Vol, veh/h	0	0	0	0	0	26	0	18	0	0	183	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	28	0	20	0	0	199	88
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.4	8.5
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	122	142	0	0	26	18	16	43	43
LT Vol	0	0	0	0	0	26	0	16	0	0
Through Vol	0	122	61	0	0	0	0	0	43	43
RT Vol	0	0	81	0	0	0	18	0	0	0
Lane Flow Rate	0	133	154	0	0	28	20	17	46	46
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.18	0.192	0	0	0.047	0.026	0.028	0.067	0.045
Departure Headway (Hd)	4.88	4.88	4.48	5.593	5.593	5.977	4.776	5.715	5.213	3.473
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	737	803	0	0	600	749	628	689	1032
Service Time	2.598	2.598	2.198	3.328	3.328	3.707	2.506	3.434	2.932	1.192
HCM Lane V/C Ratio	0	0.18	0.192	0	0	0.047	0.027	0.027	0.067	0.045
HCM Control Delay	7.6	8.7	8.3	8.3	8.3	9	7.6	8.6	8.3	6.4
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.7	0.7	0	0	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	16	85	0
Future Vol, veh/h	0	16	85	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	92	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	491	0	0	0	549	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	491	0	0	0	549	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	534	0	0	0	597	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	20.2	25.5
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	491	0	0	0	0	549	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	491	0	0	0	0	549	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	534	0	0	0	0	597	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.735	0	0	0	0	0.815	0
Departure Headway (Hd)	4.961	4.961	4.961	7.107	7.107	4.918	4.918	4.918
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	731	0	0	0	0	740	0
Service Time	2.673	2.673	2.673	4.867	4.867	2.63	2.63	2.63
HCM Lane V/C Ratio	0	0.731	0	0	0	0	0.807	0
HCM Control Delay	7.7	20.2	7.7	9.9	9.9	7.6	25.5	7.6
HCM Lane LOS	N	C	N	N	N	N	D	N
HCM 95th-tile Q	0	6.5	0	0	0	0	8.7	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	4	17	0	2	0	6	92	0	0	142	5
Future Vol, veh/h	7	4	17	0	2	0	6	92	0	0	142	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	0	2	0	7	100	0	0	154	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	268	267	154	270	267	100	154	0	0	100	0	0
Stage 1	154	154	-	113	113	-	-	-	-	-	-	-
Stage 2	114	113	-	157	154	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	685	639	892	683	639	956	1426	-	-	1493	-	-
Stage 1	848	770	-	892	802	-	-	-	-	-	-	-
Stage 2	891	802	-	845	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	681	636	892	663	636	956	1426	-	-	1493	-	-
Mov Cap-2 Maneuver	681	636	-	663	636	-	-	-	-	-	-	-
Stage 1	844	770	-	888	798	-	-	-	-	-	-	-
Stage 2	884	798	-	823	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	10.7	0.5	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	681	636	892	-	636	-	1493	-	-
HCM Lane V/C Ratio	0.005	-	-	0.011	0.007	0.021	-	0.003	-	-	-	-
HCM Control Delay (s)	7.5	-	-	10.3	10.7	9.1	0	10.7	0	0	-	-
HCM Lane LOS	A	-	-	B	B	A	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	-	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	0
HCM LOS	-

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	22	39	264	102	10
Future Vol, veh/h	8	22	39	264	102	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	24	42	287	111	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	344	61	122	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	626	991	1463	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	605	991	1463	-	-	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	847	-	-
HCM Lane V/C Ratio	0.029	-	0.038	-	-
HCM Control Delay (s)	7.5	0.1	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1290	253	149	1478	29	148	0	50	24	16	112
Future Volume (veh/h)	453	1290	253	149	1478	29	148	0	50	24	16	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	492	1402	275	162	1607	32	161	0	54	26	17	122
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1124	22	399	0	134	32	21	150
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.31	0.00	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3549	71	1289	0	432	258	169	1210
Grp Volume(v), veh/h	492	1402	275	162	800	839	215	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1850	1722	0	0	1636	0	0
Q Serve(g_s), s	14.0	44.0	17.7	8.0	38.0	38.0	11.8	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	17.7	8.0	38.0	38.0	11.8	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.16		0.74
Lane Grp Cap(c), veh/h	191	1298	535	109	560	586	532	0	0	203	0	0
V/C Ratio(X)	2.58	1.08	0.51	1.49	1.43	1.43	0.40	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	586	532	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	29.7	56.0	41.0	41.0	32.8	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	724.8	48.5	0.8	246.5	198.7	200.4	2.3	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	30.2	7.2	11.1	49.5	52.0	6.0	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	777.8	86.5	30.4	302.5	239.7	241.4	35.1	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	D			E		
Approach Vol, veh/h		2169			1801			215			165	
Approach Delay, s/veh		236.2			246.2			35.1			59.0	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.1	12.0	48.0		18.9	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		13.8	10.0	46.0		13.8	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	223.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1417	135	10	1055	14	164	7	10	9	4	115
Future Volume (veh/h)	78	1417	135	10	1055	14	164	7	10	9	4	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	85	1540	147	11	1147	15	178	8	11	10	4	125
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1638	155	44	1313	17	358	230	316	26	6	181
Arrive On Green	0.16	0.50	0.48	0.03	0.37	0.35	0.22	0.32	0.32	0.01	0.12	0.11
Sat Flow, veh/h	1774	3267	309	1634	3577	47	1634	710	976	1774	49	1522
Grp Volume(v), veh/h	85	828	859	11	567	595	178	0	19	10	0	129
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1685	1774	0	1570
Q Serve(g_s), s	5.1	52.6	54.3	0.8	35.8	35.9	11.5	0.0	0.9	0.7	0.0	9.5
Cycle Q Clear(g_c), s	5.1	52.6	54.3	0.8	35.8	35.9	11.5	0.0	0.9	0.7	0.0	9.5
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.58	1.00		0.97
Lane Grp Cap(c), veh/h	286	887	906	44	650	681	358	0	546	26	0	187
V/C Ratio(X)	0.30	0.93	0.95	0.25	0.87	0.87	0.50	0.00	0.03	0.39	0.00	0.69
Avail Cap(c_a), veh/h	286	900	918	82	811	850	358	0	546	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	28.0	28.6	57.2	35.4	35.4	41.0	0.0	27.9	58.6	0.0	51.0
Incr Delay (d2), s/veh	0.3	8.9	10.5	2.9	8.7	8.4	1.1	0.0	0.1	9.4	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	27.7	29.6	0.4	19.1	19.9	5.3	0.0	0.5	0.4	0.0	5.1
LnGrp Delay(d),s/veh	44.6	36.9	39.1	60.1	44.1	43.8	42.1	0.0	28.0	68.0	0.0	69.9
LnGrp LOS	D	D	D	E	D	D	D		C	E		E
Approach Vol, veh/h		1772			1173			197			139	
Approach Delay, s/veh		38.4			44.1			40.8			69.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	42.9	7.2	64.2	30.3	18.3	23.3	48.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.7	2.9	2.8	56.3	13.5	11.5	7.1	37.9
Green Ext Time (p_c), s	0.0	0.6	0.0	1.9	0.0	0.3	2.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	16.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	728	66	41	804	102	134
Future Vol, veh/h	728	66	41	804	102	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	791	72	45	874	111	146

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	863	0	1353	432
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	775	-	141	572
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	775	-	133	572
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	128.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	-	-	775	-
HCM Lane V/C Ratio	1.087	-	-	0.058	-
HCM Control Delay (s)	128.4	-	-	9.9	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	11.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	685	10	21	928	20	40
Future Vol, veh/h	685	10	21	928	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	745	11	23	1009	22	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	755	0	1300	378
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	851	-	153	620
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	851	-	149	620
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	851	-
HCM Lane V/C Ratio	0.146	-	-	0.027	-
HCM Control Delay (s)	14.4	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	272	148	98	427	54	69	391	51	34	587	231
Future Volume (veh/h)	307	272	148	98	427	54	69	391	51	34	587	231
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	334	296	161	107	464	59	75	425	55	37	638	251
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	983	405	325	829	342	129	1049	432	80	662	260
Arrive On Green	0.24	0.28	0.28	0.20	0.23	0.23	0.08	0.30	0.30	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	334	296	161	107	464	59	75	425	55	37	455	434
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	17.5	5.9	5.7	5.1	10.4	2.9	4.0	8.6	1.3	2.0	22.8	22.9
Cycle Q Clear(g_c), s	17.5	5.9	5.7	5.1	10.4	2.9	4.0	8.6	1.3	2.0	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	396	983	405	325	829	342	129	1049	432	80	472	451
V/C Ratio(X)	0.84	0.30	0.40	0.33	0.56	0.17	0.58	0.41	0.13	0.46	0.96	0.96
Avail Cap(c_a), veh/h	436	983	405	325	829	342	163	1049	432	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	25.6	13.2	30.9	30.4	27.5	40.0	25.3	6.4	41.6	32.6	33.1
Incr Delay (d2), s/veh	13.0	0.8	2.9	0.6	2.7	1.1	2.5	0.2	0.1	4.1	32.0	33.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	3.0	2.6	2.3	5.4	1.3	1.9	4.2	0.5	1.0	15.3	14.8
LnGrp Delay(d),s/veh	45.5	26.4	16.1	31.5	33.1	28.6	42.6	25.5	6.5	45.7	64.6	66.2
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		791			630			555			926	
Approach Delay, s/veh		32.4			32.4			25.9			64.6	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	30.7	21.9	29.0	11.1	28.0	25.8	25.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	10.6	7.1	7.9	6.0	24.9	19.5	12.4
Green Ext Time (p_c), s	0.0	4.4	1.5	1.6	0.0	0.0	0.3	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	590	54	23	880	0	11	2	7	5	0	0
Future Vol, veh/h	0	590	54	23	880	0	11	2	7	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	641	59	25	957	0	12	2	8	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	957	0	0	641	0	0	1648	1648	641	1653	1648	957
Stage 1	-	-	-	-	-	-	641	641	-	1007	1007	-
Stage 2	-	-	-	-	-	-	1007	1007	-	646	641	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	719	-	-	943	-	-	79	99	475	78	99	313
Stage 1	-	-	-	-	-	-	463	469	-	290	319	-
Stage 2	-	-	-	-	-	-	290	319	-	460	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	719	-	-	943	-	-	76	93	475	72	93	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	93	-	72	93	-
Stage 1	-	-	-	-	-	-	463	469	-	290	301	-
Stage 2	-	-	-	-	-	-	273	301	-	451	469	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	45.2	59
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	719	-	-	943	-	-	72
HCM Lane V/C Ratio	0.196	-	-	-	0.027	-	-	0.075
HCM Control Delay (s)	45.2	0	-	-	8.9	0	-	59
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Intersection Delay, s/veh	59.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	357	147	0	245	912	9	0	175	79	57
Future Vol, veh/h	0	20	357	147	0	245	912	9	0	175	79	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	388	160	0	266	991	10	0	190	86	62
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	68.6	69.6	26.2
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	57	524	1166	184
LT Vol	175	0	20	245	0
Through Vol	79	0	357	912	180
RT Vol	0	57	147	9	4
Lane Flow Rate	276	62	570	1267	200
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.688	0.136	1	1	0.497
Departure Headway (Hd)	8.973	7.929	7.51	7.709	8.953
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	403	452	490	482	402
Service Time	6.719	5.675	5.51	5.709	7.013
HCM Lane V/C Ratio	0.685	0.137	1.163	2.629	0.498
HCM Control Delay	29.4	11.9	68.6	69.6	20.6
HCM Lane LOS	D	B	F	F	C
HCM 95th-tile Q	5	0.5	13.4	13.2	2.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	180	4
Future Vol, veh/h	0	0	180	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	196	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	20.6
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	427	13	10	202	0	5	0	3	0	0	0
Future Vol, veh/h	0	427	13	10	202	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	464	14	11	220	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	478	0	0	712	712	471	714	719	220
Stage 1	-	-	-	-	-	-	471	471	-	241	241	-
Stage 2	-	-	-	-	-	-	241	241	-	473	478	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1084	-	-	347	358	593	346	354	820
Stage 1	-	-	-	-	-	-	573	560	-	762	706	-
Stage 2	-	-	-	-	-	-	762	706	-	572	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1084	-	-	344	354	593	341	350	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	354	-	341	350	-
Stage 1	-	-	-	-	-	-	573	560	-	762	698	-
Stage 2	-	-	-	-	-	-	753	698	-	569	556	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	14	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1349	-	-	1084	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	0.01	-	-	-
HCM Control Delay (s)	14	0	-	-	8.4	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	131.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	262	108	826	165	0	37	0	26	0	0	0
Future Vol, veh/h	0	262	108	826	165	0	37	0	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	285	117	898	179	0	40	0	28	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	402	0	0	2318	2318	343	2333	2377	179
Stage 1	-	-	-	-	-	-	343	343	-	1975	1975	-
Stage 2	-	-	-	-	-	-	1975	1975	-	358	402	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1397	-	-	1157	-	-	~ 26	38	700	26	35	864
Stage 1	-	-	-	-	-	-	672	637	-	80	107	-
Stage 2	-	-	-	-	-	-	80	107	-	660	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1157	-	-	~ 7	5	700	7	5	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	5	-	7	5	-
Stage 1	-	-	-	-	-	-	672	637	-	80	15	-
Stage 2	-	-	-	-	-	-	~ 11	15	-	633	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.9	$ 2739.4	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	1397	-	-	1157	-	-	-
HCM Lane V/C Ratio	5.707	-	-	-	0.776	-	-	-
HCM Control Delay (s)	$ 2739.4	0	-	-	17.9	0	-	0
HCM Lane LOS	F	A	-	-	C	A	-	A
HCM 95th %tile Q(veh)	9.7	0	-	-	8.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	262	931	0	0	0
Future Vol, veh/h	0	262	931	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	285	1012	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1012	0	-	0	1297	1012
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	685	-	-	-	179	290
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	685	-	-	-	179	290
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	685	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	462	42	419	1032	109	78	144	140	24	194	48
Future Volume (veh/h)	90	462	42	419	1032	109	78	144	140	24	194	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	98	502	46	455	1122	118	85	157	152	26	211	52
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	568	442	360	885	691	133	1082	442	59	922	376
Arrive On Green	0.05	0.30	0.30	0.22	0.47	0.47	0.03	0.10	0.10	0.04	0.26	0.26
Sat Flow, veh/h	1634	1863	1451	1634	1863	1454	1634	3539	1446	1634	3539	1444
Grp Volume(v), veh/h	98	502	46	455	1122	118	85	157	152	26	211	52
Grp Sat Flow(s),veh/h/ln	1634	1863	1451	1634	1863	1454	1634	1770	1446	1634	1770	1444
Q Serve(g_s), s	6.0	30.8	2.0	26.4	57.0	5.6	6.2	4.9	6.3	1.9	5.6	3.3
Cycle Q Clear(g_c), s	6.0	30.8	2.0	26.4	57.0	5.6	6.2	4.9	6.3	1.9	5.6	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	568	442	360	885	691	133	1082	442	59	922	376
V/C Ratio(X)	1.20	0.88	0.10	1.26	1.27	0.17	0.64	0.15	0.34	0.44	0.23	0.14
Avail Cap(c_a), veh/h	82	761	593	360	885	691	177	1082	442	109	922	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.7	16.4	46.8	31.5	18.0	56.7	39.6	12.4	56.7	34.9	34.0
Incr Delay (d2), s/veh	162.8	9.6	0.1	139.2	129.6	0.1	4.6	0.3	1.9	5.1	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	17.3	0.8	25.8	61.1	2.3	3.0	2.4	2.8	0.9	2.8	1.4
LnGrp Delay(d),s/veh	219.8	49.3	16.5	186.0	161.1	18.1	61.2	39.9	14.3	61.8	35.5	34.8
LnGrp LOS	F	D	B	F	F	B	E	D	B	E	D	C
Approach Vol, veh/h		646			1695			394			289	
Approach Delay, s/veh		72.8			157.8			34.6			37.7	
Approach LOS		E			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	40.7	30.4	40.6	13.7	35.3	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.9	8.3	28.4	32.8	8.2	7.6	8.0	59.0
Green Ext Time (p_c), s	0.0	2.2	0.0	1.8	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	112.1
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	16.6

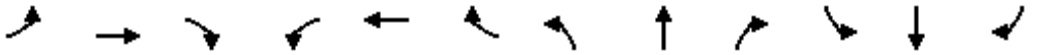
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	794	51	49	1592	37	32
Future Vol, veh/h	794	51	49	1592	37	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	863	55	53	1730	40	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	918	0	2728	891
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	1837	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	743	-	~ 23	341
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	743	-	~ 23	341
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	139	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 606.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	41	-	-	743	-
HCM Lane V/C Ratio	1.829	-	-	0.072	-
HCM Control Delay (s)	$ 606.6	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	7.8	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	538	204	574	1181	116	92	534	129	72	918	352
Future Volume (veh/h)	237	538	204	574	1181	116	92	534	129	72	918	352
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	258	585	222	624	1284	126	100	580	140	78	998	383
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1014	418	608	1032	425	136	887	214	123	767	291
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.17	0.63	0.59	0.08	0.31	0.29
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2831	681	1634	2511	953
Grp Volume(v), veh/h	258	585	222	624	1284	126	100	362	358	78	700	681
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1742	1634	1770	1695
Q Serve(g_s), s	18.3	17.0	15.4	23.0	35.0	8.0	7.0	15.5	15.9	5.6	36.6	36.6
Cycle Q Clear(g_c), s	18.3	17.0	15.4	23.0	35.0	8.0	7.0	15.5	15.9	5.6	36.6	36.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	305	1014	418	608	1032	425	136	555	546	123	540	517
V/C Ratio(X)	0.85	0.58	0.53	1.03	1.24	0.30	0.73	0.65	0.66	0.64	1.30	1.32
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	555	546	136	540	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	36.6	36.0	48.5	42.5	33.0	48.7	18.3	19.0	53.9	41.7	42.2
Incr Delay (d2), s/veh	18.6	0.8	1.2	39.1	116.2	0.3	12.5	3.9	4.0	8.1	146.4	155.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	8.4	6.3	13.3	33.7	3.3	3.6	8.0	8.1	2.8	39.8	39.5
LnGrp Delay(d),s/veh	65.8	37.4	37.3	87.6	158.7	33.2	61.3	22.1	22.9	62.0	188.0	198.0
LnGrp LOS	E	D	D	F	F	C	E	C	C	E	F	F
Approach Vol, veh/h		1065			2034			820			1459	
Approach Delay, s/veh		44.2			129.1			27.2			185.9	
Approach LOS		D			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.6	27.0	38.4	14.0	40.6	26.4	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	7.6	17.9	25.0	19.0	9.0	38.6	20.3	37.0
Green Ext Time (p_c), s	0.0	8.4	0.0	8.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	112.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	539	177	222	561	91	74	415	61	91	393	66
Future Volume (veh/h)	186	539	177	222	561	91	74	415	61	91	393	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	586	192	241	610	99	80	451	66	99	427	72
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	706	291	332	869	358	962	1465	604	158	568	234
Arrive On Green	0.16	0.20	0.20	0.20	0.25	0.25	0.30	0.41	0.41	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	586	192	241	610	99	80	451	66	99	427	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	19.1	14.6	16.5	18.9	6.6	2.2	10.3	1.6	3.7	13.8	3.6
Cycle Q Clear(g_c), s	14.3	19.1	14.6	16.5	18.9	6.6	2.2	10.3	1.6	3.7	13.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	706	291	332	869	358	962	1465	604	158	568	234
V/C Ratio(X)	0.79	0.83	0.66	0.73	0.70	0.28	0.08	0.31	0.11	0.62	0.75	0.31
Avail Cap(c_a), veh/h	490	752	310	558	900	371	962	1465	604	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	46.1	44.3	44.7	41.3	36.6	29.9	23.6	5.0	55.9	48.1	21.4
Incr Delay (d2), s/veh	4.3	6.0	3.8	3.0	2.4	0.4	0.0	0.5	0.4	7.4	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	9.9	6.2	7.8	9.5	2.7	0.9	5.1	0.7	1.8	7.5	1.7
LnGrp Delay(d),s/veh	52.9	52.1	48.0	47.7	43.6	37.0	29.9	24.2	5.4	63.3	56.9	24.8
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		980			950			597			598	
Approach Delay, s/veh		51.5			44.0			22.8			54.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	53.7	28.4	28.0	40.4	23.3	22.8	33.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.7	12.3	18.5	21.1	4.2	15.8	16.3	20.9
Green Ext Time (p_c), s	0.0	2.2	3.8	0.9	1.0	1.5	0.6	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	25.7
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	9	67	0	354	60	132	0	78	114	103	0	21	299	54
Future Vol, veh/h	0	15	9	67	0	354	60	132	0	78	114	103	0	21	299	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	10	73	0	385	65	143	0	85	124	112	0	23	325	59
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.7	29.1	20.2	28.1
HCM LOS	B	D	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	74%	0%	69%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	91	354	192	374
LT Vol	78	15	354	0	21
Through Vol	114	9	0	60	299
RT Vol	103	67	0	132	54
Lane Flow Rate	321	99	385	209	407
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.611	0.211	0.823	0.388	0.759
Departure Headway (Hd)	6.859	7.672	7.698	6.692	6.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	523	471	469	536	537
Service Time	4.935	5.672	5.469	4.462	4.795
HCM Lane V/C Ratio	0.614	0.21	0.821	0.39	0.758
HCM Control Delay	20.2	12.7	37.5	13.7	28.1
HCM Lane LOS	C	B	E	B	D
HCM 95th-tile Q	4.1	0.8	7.9	1.8	6.7

Intersection	
Int Delay, s/veh	117.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	305	18	101	484	44	9	270	78	57	24	51
Future Vol, veh/h	37	305	18	101	484	44	9	270	78	57	24	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	332	20	110	526	48	10	293	85	62	26	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	351	0	0	918	1215	176	1163	1202	287
Stage 1	-	-	-	-	-	-	422	422	-	770	770	-
Stage 2	-	-	-	-	-	-	496	793	-	393	432	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	995	-	-	1204	-	-	227	~ 180	837	150	183	710
Stage 1	-	-	-	-	-	-	580	587	-	359	408	-
Stage 2	-	-	-	-	-	-	524	398	-	603	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	1204	-	-	166	~ 157	837	-	160	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	~ 157	-	-	160	-
Stage 1	-	-	-	-	-	-	557	563	-	345	371	-
Stage 2	-	-	-	-	-	-	408	362	-	249	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	$ 483.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	166	192	995	-	-	1204	-	-	-
HCM Lane V/C Ratio	0.059	1.97	0.04	-	-	0.091	-	-	-
HCM Control Delay (s)	28	$ 495.5	8.8	-	-	8.3	-	-	-
HCM Lane LOS	D	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.2	28.3	0.1	-	-	0.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	132	471	500	378	70	186	372	178	34	1216	83
Future Volume (veh/h)	39	132	471	500	378	70	186	372	178	34	1216	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	143	512	543	411	76	202	404	193	37	1322	90
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	92	331	177	491	91	204	849	665	72	699	547
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.31	0.25	0.91	0.91	0.04	0.38	0.38
Sat Flow, veh/h	1634	357	1280	1634	1530	283	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	0	655	543	0	487	202	404	193	37	1322	90
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.0	0.0	31.0	13.0	0.0	30.0	14.8	4.1	1.2	2.7	45.0	4.9
Cycle Q Clear(g_c), s	3.0	0.0	31.0	13.0	0.0	30.0	14.8	4.1	1.2	2.7	45.0	4.9
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	423	177	0	582	204	849	665	72	699	547
V/C Ratio(X)	0.56	0.00	1.55	3.07	0.00	0.84	0.99	0.48	0.29	0.51	1.89	0.16
Avail Cap(c_a), veh/h	144	0	423	177	0	582	204	849	665	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.61	0.61	0.61
Uniform Delay (d), s/veh	56.1	0.0	45.2	53.5	0.0	38.0	44.9	3.1	1.1	56.1	37.5	25.0
Incr Delay (d2), s/veh	6.4	0.0	258.5	945.2	0.0	10.4	58.5	1.8	1.1	3.4	405.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	44.3	52.3	0.0	16.7	9.9	2.2	0.5	1.3	101.7	2.0
LnGrp Delay(d),s/veh	62.5	0.0	303.7	998.7	0.0	48.4	103.4	4.9	2.2	59.5	442.5	25.4
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		697			1030			799			1449	
Approach Delay, s/veh		289.1			549.4			29.1			406.8	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	58.7	17.0	35.0	19.0	49.0	9.5	42.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.7	6.1	15.0	33.0	16.8	47.0	5.0	32.0
Green Ext Time (p_c), s	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	347.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	51.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	385	186	0	31	556	31	0	130	27	30	0	148	341	328
Future Vol, veh/h	0	32	385	186	0	31	556	31	0	130	27	30	0	148	341	328
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	418	202	0	34	604	34	0	141	29	33	0	161	371	357
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	31.8	48.7	24.2	75.3
HCM LOS	D	E	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	32	257	314	31	371	216	817
LT Vol	130	32	0	0	31	0	0	148
Through Vol	27	0	257	128	0	371	185	341
RT Vol	30	0	0	186	0	0	31	328
Lane Flow Rate	203	35	279	342	34	403	235	888
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.554	0.09	0.68	0.793	0.086	0.972	0.561	1
Departure Headway (Hd)	9.818	9.27	8.771	8.357	9.189	8.689	8.589	8.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	385	410	430	389	415	419	417
Service Time	7.611	7.05	6.55	6.136	6.966	6.467	6.367	6.694
HCM Lane V/C Ratio	0.555	0.091	0.68	0.795	0.087	0.971	0.561	2.129
HCM Control Delay	24.2	13	28.4	36.5	12.8	67.4	21.9	75.3
HCM Lane LOS	C	B	D	E	B	F	C	F
HCM 95th-tile Q	3.2	0.3	4.9	7	0.3	11.5	3.3	12.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	58	194	181	21	110	994	198	37	972	62
Future Volume (veh/h)	44	111	58	194	181	21	110	994	198	37	972	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	121	63	211	197	23	120	1080	215	40	1057	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	193	151	142	260	204	170	1857	368	75	1936	123
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.10	0.63	0.61	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2945	584	1634	3380	214
Grp Volume(v), veh/h	48	121	63	211	197	23	120	647	648	40	553	571
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	3.4	7.5	4.9	10.4	12.2	1.7	8.5	25.6	26.1	2.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	7.5	4.9	10.4	12.2	1.7	8.5	25.6	26.1	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	82	193	151	142	260	204	170	1116	1109	75	1013	1045
V/C Ratio(X)	0.58	0.63	0.42	1.49	0.76	0.11	0.71	0.58	0.58	0.53	0.55	0.55
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1116	1109	82	1013	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.7	51.6	50.4	54.8	49.7	45.1	52.0	12.9	13.2	53.2	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.3	1.8	254.0	5.9	0.2	2.7	1.1	1.1	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	2.0	14.7	6.7	0.7	4.0	12.8	12.8	1.3	0.1	0.1
LnGrp Delay(d),s/veh	62.1	54.9	52.2	308.8	55.6	45.4	54.7	14.0	14.4	53.7	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	D	B	B	D	A	A
Approach Vol, veh/h		232			431			1415			1164	
Approach Delay, s/veh		55.7			179.0			17.6			2.0	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	79.7	14.4	16.4	16.5	72.7	10.1	20.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.4	28.1	12.4	9.5	10.5	2.0	5.4	14.2
Green Ext Time (p_c), s	0.0	14.2	0.0	1.0	0.1	15.4	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	118	161	95	106	89	314	1055	184	266	1189	149
Future Volume (veh/h)	47	118	161	95	106	89	314	1055	184	266	1189	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	128	175	103	115	97	341	1147	200	289	1292	162
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	569	234	95	579	239	300	1732	714	259	1643	677
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.46	0.46
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	128	175	103	115	97	341	1147	200	289	1292	162
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.0	8.0
Cycle Q Clear(g_c), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	569	234	95	579	239	300	1732	714	259	1643	677
V/C Ratio(X)	0.56	0.23	0.75	1.08	0.20	0.41	1.14	0.66	0.28	1.12	0.79	0.24
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1732	714	259	1643	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	55.3	43.8	48.0	56.5	43.4	45.0	49.0	23.2	18.1	50.5	27.1	19.4
Incr Delay (d2), s/veh	5.4	0.2	4.9	52.5	0.0	0.1	94.7	2.0	1.0	76.5	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	4.5	1.6	2.9	17.8	14.8	4.1	14.0	18.4	3.3
LnGrp Delay(d),s/veh	60.7	44.0	52.9	109.2	43.4	45.1	143.7	25.2	19.1	127.0	29.2	19.8
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		354			315			1688			1743	
Approach Delay, s/veh		50.8			65.4			48.4			44.5	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	62.7	11.0	23.3	26.0	59.7	10.6	23.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.0	31.4	9.0	15.7	24.0	39.0	5.7	9.2
Green Ext Time (p_c), s	0.0	11.7	0.0	1.6	0.0	4.7	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	127	112	113	299	83	369	955	156	87	1251	213
Future Volume (veh/h)	33	127	112	113	299	83	369	955	156	87	1251	213
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	138	122	123	325	90	401	1038	170	95	1360	232
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	239	196	82	480	198	123	855	670	373	1141	893
Arrive On Green	0.04	0.13	0.11	0.05	0.14	0.14	0.10	0.61	0.61	0.23	0.61	0.61
Sat Flow, veh/h	1634	1850	1515	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	36	132	128	123	325	90	401	1038	170	95	1360	232
Grp Sat Flow(s),veh/h/ln	1634	1770	1595	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.6	8.4	9.2	6.0	10.5	4.2	9.0	55.1	4.7	5.7	73.5	8.8
Cycle Q Clear(g_c), s	2.6	8.4	9.2	6.0	10.5	4.2	9.0	55.1	4.7	5.7	73.5	8.8
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	229	206	82	480	198	123	855	670	373	1141	893
V/C Ratio(X)	0.51	0.58	0.62	1.51	0.68	0.45	3.27	1.21	0.25	0.25	1.19	0.26
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	373	1141	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	49.2	50.4	57.0	49.3	18.4	54.0	23.4	7.3	37.9	23.2	10.7
Incr Delay (d2), s/veh	4.8	2.0	2.7	275.7	1.5	1.5	1024.4	97.2	0.1	0.4	95.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.2	4.2	9.0	5.2	1.8	38.9	51.0	1.9	2.6	67.6	3.7
LnGrp Delay(d),s/veh	61.0	51.2	53.1	332.7	50.8	19.8	1078.4	120.5	7.3	38.3	118.5	11.4
LnGrp LOS	E	D	D	F	D	B	F	F	A	D	F	B
Approach Vol, veh/h		296			538			1609			1687	
Approach Delay, s/veh		53.2			110.1			347.3			99.3	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	59.1	10.0	19.5	13.0	77.5	9.2	20.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	7.7	57.1	8.0	11.2	11.0	75.5	4.6	12.5
Green Ext Time (p_c), s	5.6	0.0	0.0	2.1	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		194.0
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	192	51	135	277	91	182	342	86	319	660	141
Future Volume (veh/h)	48	192	51	135	277	91	182	342	86	319	660	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	209	55	147	301	99	198	372	93	347	717	153
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	342	141	177	530	218	242	1575	649	354	1816	748
Arrive On Green	0.06	0.10	0.10	0.11	0.15	0.15	0.30	0.89	0.89	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	52	209	55	147	301	99	198	372	93	347	717	153
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.6	6.8	3.1	10.6	9.5	7.4	13.5	1.8	0.6	25.1	0.0	0.0
Cycle Q Clear(g_c), s	3.6	6.8	3.1	10.6	9.5	7.4	13.5	1.8	0.6	25.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	342	141	177	530	218	242	1575	649	354	1816	748
V/C Ratio(X)	0.35	0.61	0.39	0.83	0.57	0.45	0.82	0.24	0.14	0.98	0.39	0.20
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1575	649	354	1816	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.45	0.45	0.45	0.93	0.93	0.93	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.5	52.0	26.7	52.4	47.4	46.5	40.7	3.8	1.5	33.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.7	1.6	14.0	0.4	0.7	10.4	0.3	0.4	10.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.4	1.3	5.5	4.7	3.0	6.8	0.9	0.3	12.2	0.0	0.0
LnGrp Delay(d),s/veh	53.8	53.7	28.4	66.4	47.9	47.2	51.1	4.1	1.9	44.0	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		316			547			663			1217	
Approach Delay, s/veh		49.3			52.7			17.8			12.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.4	17.0	15.6	21.8	65.6	10.6	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	27.1	3.8	12.6	8.8	15.5	2.0	5.6	11.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.8	0.3	6.5	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	480	152	115	338	74	119	1166	114	241	2345	677
Future Volume (veh/h)	254	480	152	115	338	74	119	1166	114	241	2345	677
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	276	522	165	125	367	80	129	1267	124	262	2549	736
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	751	309	227	585	241	150	1827	753	109	1739	716
Arrive On Green	0.12	0.21	0.21	0.07	0.17	0.17	0.09	0.52	0.52	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	276	522	165	125	367	80	129	1267	124	262	2549	736
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	10.1	16.4	12.1	4.6	11.6	5.8	9.3	32.4	5.4	8.0	59.0	59.0
Cycle Q Clear(g_c), s	10.1	16.4	12.1	4.6	11.6	5.8	9.3	32.4	5.4	8.0	59.0	59.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	751	309	227	585	241	150	1827	753	109	1739	716
V/C Ratio(X)	0.74	0.70	0.53	0.55	0.63	0.33	0.86	0.69	0.16	2.41	1.47	1.03
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1827	753	109	1739	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.88	0.88	0.88	0.64	0.64	0.64
Uniform Delay (d), s/veh	51.1	43.7	42.0	53.8	46.6	44.2	53.7	21.9	15.3	56.0	30.5	30.5
Incr Delay (d2), s/veh	5.2	1.1	1.1	2.1	1.1	0.8	33.6	1.9	0.4	649.9	211.8	34.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.1	4.9	2.1	5.7	2.4	5.6	16.2	2.3	23.3	79.9	30.3
LnGrp Delay(d),s/veh	56.3	44.8	43.1	55.9	47.7	45.0	87.3	23.8	15.8	705.9	242.3	64.6
LnGrp LOS	E	D	D	E	D	D	F	C	B	F	F	F
Approach Vol, veh/h		963			572			1520			3547	
Approach Delay, s/veh		47.8			49.1			28.5			239.6	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.0	12.6	29.5	15.0	63.0	18.2	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	34.4	6.6	18.4	11.3	61.0	12.1	13.6
Green Ext Time (p_c), s	0.0	13.7	0.1	4.0	0.0	0.0	0.1	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	146.6
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	32	71	0	15	32	2272	159	34	1984	58
Future Volume (veh/h)	112	0	32	71	0	15	32	2272	159	34	1984	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	122	0	35	77	0	16	35	2470	173	37	2157	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	122	0	35	77	0	16	35	2470	173	37	2157	63
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.4	2.1	2.7	26.5	1.6
Cycle Q Clear(g_c), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.4	2.1	2.7	26.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
V/C Ratio(X)	1.00	0.00	0.47	0.65	0.00	0.21	0.50	1.00	0.17	0.51	0.61	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2474	1020	82	3563	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	0.0	40.4	54.2	0.0	55.7	56.2	18.0	1.1	56.1	9.3	5.6
Incr Delay (d2), s/veh	79.8	0.0	4.5	8.7	0.0	1.3	5.5	17.7	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.1	2.8	0.0	0.5	1.2	46.2	0.9	1.3	12.4	0.7
LnGrp Delay(d),s/veh	135.3	0.0	44.9	62.9	0.0	57.1	61.7	35.7	1.5	61.6	10.1	5.7
LnGrp LOS	F		D	E		E	E	D	A	E	B	A
Approach Vol, veh/h		157			93			2678			2257	
Approach Delay, s/veh		115.2			61.9			33.8			10.8	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	87.9	12.6	10.2	9.1	88.1	13.0	9.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	85.4	7.5	4.4	4.5	28.5	11.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	24.5	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	733	340	2247	162	106	1539
Future Volume (veh/h)	733	340	2247	162	106	1539
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	797	370	2442	176	115	1673
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	797	370	2442	176	115	1673
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	5.9	8.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	5.9	8.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	2.97	1.55	2.04	0.19	0.77	1.17
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.59	0.59	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.6	47.8	0.0
Incr Delay (d2), s/veh	893.0	257.5	468.7	0.4	2.2	76.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	75.4	25.1	195.6	2.5	3.7	30.3
LnGrp Delay(d),s/veh	943.1	307.6	490.1	9.1	50.0	76.2
LnGrp LOS	F	F	F	A	D	F
Approach Vol, veh/h	1167		2618			1788
Approach Delay, s/veh	741.6		457.8			74.5
Approach LOS	F		F			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	10.0	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	394.3
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	90	244	182	147	131	76	453	31	39	940	44
Future Volume (veh/h)	134	90	244	182	147	131	76	453	31	39	940	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	146	98	265	198	160	142	83	492	34	42	1022	48
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	109	296	144	185	164	127	1629	112	78	1566	74
Arrive On Green	0.13	0.25	0.23	0.09	0.20	0.19	0.16	0.97	0.94	0.10	0.91	0.88
Sat Flow, veh/h	1634	445	1205	1634	911	809	1634	3360	232	1634	3442	162
Grp Volume(v), veh/h	146	0	363	198	0	302	83	259	267	42	525	545
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1720	1634	1770	1822	1634	1770	1834
Q Serve(g_s), s	10.2	0.0	25.6	10.6	0.0	20.4	5.7	0.7	0.9	2.9	7.9	8.1
Cycle Q Clear(g_c), s	10.2	0.0	25.6	10.6	0.0	20.4	5.7	0.7	0.9	2.9	7.9	8.1
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	214	0	405	144	0	349	127	858	883	78	805	835
V/C Ratio(X)	0.68	0.00	0.90	1.37	0.00	0.86	0.65	0.30	0.30	0.54	0.65	0.65
Avail Cap(c_a), veh/h	214	0	418	144	0	381	218	858	883	163	805	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.91	0.91	0.91	0.87	0.87	0.87
Uniform Delay (d), s/veh	49.8	0.0	44.4	54.7	0.0	46.6	49.2	0.9	1.1	53.0	3.3	3.4
Incr Delay (d2), s/veh	7.9	0.0	19.5	204.9	0.0	17.3	5.1	0.8	0.8	4.9	3.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	13.8	13.0	0.0	11.3	2.8	0.5	0.5	1.4	4.0	4.5
LnGrp Delay(d),s/veh	57.7	0.0	63.9	259.6	0.0	63.9	54.2	1.8	1.9	57.9	6.9	6.8
LnGrp LOS	E		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		509			500			609			1112	
Approach Delay, s/veh		62.1			141.4			9.0			8.8	
Approach LOS		E			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	62.2	14.6	33.5	13.3	58.6	19.7	28.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.9	2.9	12.6	27.6	7.7	10.1	12.2	22.4
Green Ext Time (p_c), s	0.0	7.3	0.0	0.2	0.1	7.1	0.1	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	69.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	74	2	864	0	391	931	0	0	0	1523	1051
Future Vol, veh/h	0	0	0	0	0	74	2	864	0	391	931	0	0	0	1523	1051
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	2	939	0	425	1012	0	0	0	1655	1142
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	67.7	71.8	69.7
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	931	76	864	1523	1051
LT Vol	391	0	74	0	0	0
Through Vol	0	931	2	0	1523	0
RT Vol	0	0	0	864	0	1051
Lane Flow Rate	425	1012	83	939	1655	1142
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	1	0.217	1	1	1
Departure Headway (Hd)	8.566	8.066	9.47	8.284	8.045	7.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	455	379	451	464	503
Service Time	6.287	5.788	7.217	6.031	5.788	5.088
HCM Lane V/C Ratio	1	2.224	0.219	2.082	3.567	2.27
HCM Control Delay	73.4	71.1	14.8	72.3	71.1	67.7
HCM Lane LOS	F	F	B	F	F	F
HCM 95th-tile Q	12.5	12.9	0.8	12.7	12.9	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	203	379	156	559	0	0	727	223
Future Volume (veh/h)	0	0	0	552	203	379	156	559	0	0	727	223
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				600	221	412	170	608	0	0	790	242
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1035	590	462	528	2153	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				600	221	412	170	608	0	0	790	242
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.4	11.0	32.3	5.7	9.8	0.0	0.0	9.3	5.7
Cycle Q Clear(g_c), s				18.4	11.0	32.3	5.7	9.8	0.0	0.0	9.3	5.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1035	590	462	528	2153	0	0	1430	589
V/C Ratio(X)				0.58	0.37	0.89	0.32	0.28	0.00	0.00	0.55	0.41
Avail Cap(c_a), veh/h				1185	675	529	528	2153	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.93	0.93	0.00	0.00	0.59	0.59
Uniform Delay (d), s/veh				34.3	31.8	39.0	44.0	11.1	0.0	0.0	7.7	7.4
Incr Delay (d2), s/veh				0.0	0.0	1.8	0.3	0.3	0.0	0.0	0.9	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	5.7	13.2	2.5	4.8	0.0	0.0	4.3	2.4
LnGrp Delay(d),s/veh				34.4	31.8	40.9	44.4	11.4	0.0	0.0	8.6	8.6
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1233			778			1032	
Approach Delay, s/veh					36.1			18.6			8.6	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.5			24.5	53.0		42.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.8			7.7	11.3		34.3
Green Ext Time (p_c), s		3.5			2.0	4.9		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	473	188	434	1075	0	0	2179	857
Future Volume (veh/h)	0	0	0	265	473	188	434	1075	0	0	2179	857
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				288	514	204	472	1168	0	0	2368	932
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				597	667	275	340	2636	0	0	1781	734
Arrive On Green				0.19	0.19	0.19	0.42	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				288	514	204	472	1168	0	0	2368	932
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	667	275	340	2636	0	0	1781	734
V/C Ratio(X)				0.48	0.77	0.74	1.39	0.44	0.00	0.00	1.33	1.27
Avail Cap(c_a), veh/h				822	917	378	340	2636	0	0	1781	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.2	45.9	35.0	0.0	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	186.1	0.4	0.0	0.0	148.7	122.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	28.8	0.1	0.0	0.0	66.2	49.2
LnGrp Delay(d),s/veh				44.1	49.0	51.0	221.1	0.4	0.0	0.0	178.5	152.3
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1006			1640			3300	
Approach Delay, s/veh					48.0			63.9			171.1	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.4			29.0	64.4		26.6
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	62.4		18.5
Green Ext Time (p_c), s		64.2			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		120.7
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	56.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	239	2	102	0	0	0	0	0	0	712	142	0	554	464	0
Future Vol, veh/h	0	239	2	102	0	0	0	0	0	0	712	142	0	554	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	2	111	0	0	0	0	0	0	774	154	0	602	504	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	21.2	59.2	66.7
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	712	142	241	102	554	464
LT Vol	0	0	239	0	554	0
Through Vol	712	0	2	0	0	464
RT Vol	0	142	0	102	0	0
Lane Flow Rate	774	154	262	111	602	504
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.292	0.628	0.229	1	0.991
Departure Headway (Hd)	7.511	6.81	8.637	7.443	7.578	7.077
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	528	419	483	482	514
Service Time	5.246	4.545	6.362	5.168	5.306	4.806
HCM Lane V/C Ratio	1.586	0.292	0.625	0.23	1.249	0.981
HCM Control Delay	68.5	12.3	24.9	12.4	68.8	64.1
HCM Lane LOS	F	B	C	B	F	F
HCM 95th-tile Q	13.4	1.2	4.2	0.9	13.3	13.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	130	245	0	0	0	0	678	547	326	930	0
Future Volume (veh/h)	206	130	245	0	0	0	0	678	547	326	930	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	141	266				0	737	595	354	1011	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	347	751	310				0	2766	793	456	2552	0
Arrive On Green	0.21	0.21	0.21				0.00	0.54	0.54	0.29	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	224	141	266				0	737	595	354	1011	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.0	3.9	21.1				0.0	9.3	37.7	12.3	0.0	0.0
Cycle Q Clear(g_c), s	15.0	3.9	21.1				0.0	9.3	37.7	12.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	751	310				0	2766	793	456	2552	0
V/C Ratio(X)	0.65	0.19	0.86				0.00	0.27	0.75	0.78	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2766	793	660	2552	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	43.1	38.8	45.5				0.0	14.6	21.1	41.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	13.8				0.0	0.2	6.4	3.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.9	9.7				0.0	4.4	16.5	5.5	0.1	0.0
LnGrp Delay(d),s/veh	45.2	38.9	59.3				0.0	14.8	27.5	44.0	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		631						1332			1365	
Approach Delay, s/veh		49.7						20.5			11.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.3	69.3		29.5		90.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.3	39.7		23.1		2.0		
Green Ext Time (p_c), s	1.0	6.1		1.8		17.9		

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	473	127	0	0	0	0	1101	673	975	1645	0
Future Volume (veh/h)	177	473	127	0	0	0	0	1101	673	975	1645	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	192	514	138				0	1197	732	1060	1788	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	540	602	248				0	1698	700	792	2701	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	192	514	138				0	1197	732	1060	1788	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	540	602	248				0	1698	700	792	2701	0
V/C Ratio(X)	0.36	0.85	0.56				0.00	0.70	1.05	1.34	0.66	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1698	700	792	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.79	0.79	0.79				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.0	48.3	45.6				0.0	24.5	31.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.4	1.8				0.0	2.5	46.7	152.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	4.3				0.0	16.0	32.2	29.8	0.0	0.0
LnGrp Delay(d),s/veh	44.3	56.7	47.4				0.0	27.0	77.9	182.7	0.1	0.0
LnGrp LOS	D	E	D					C	F	F	A	
Approach Vol, veh/h		844						1929			2848	
Approach Delay, s/veh		52.4						46.3			68.1	
Approach LOS		D						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.6		24.4		95.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	59.6		18.9		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.9		51.3		

Intersection Summary	
HCM 2010 Ctrl Delay	58.3
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	96	0	0	132
Future Vol, veh/h	0	0	96	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	951	-	-	1488	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1488	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	350	144	0	0	0
Future Vol, veh/h	0	350	144	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	380	157	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	537	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1423	-	-	-	505	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1423	-	-	-	505	889
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	15	108	86	95	133
Future Vol, veh/h	12	15	108	86	95	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	16	117	93	103	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	468	117	0	0	117	0
Stage 1	117	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	553	935	-	-	1471	-
Stage 1	908	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	514	935	-	-	1471	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	514	935	1471	-
HCM Lane V/C Ratio	-	-	0.025	0.017	0.07	-
HCM Control Delay (s)	-	-	12.2	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	19	126	98	100	139
Future Vol, veh/h	17	19	126	98	100	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	21	137	107	109	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	505	137	0	0	137	0
Stage 1	137	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	527	911	-	-	1447	-
Stage 1	890	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	487	911	-	-	1447	-
Mov Cap-2 Maneuver	487	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	487	911	1447	-
HCM Lane V/C Ratio	-	-	0.038	0.023	0.075	-
HCM Control Delay (s)	-	-	12.7	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	126	74	0	139
Future Vol, veh/h	0	21	126	74	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	137	80	0	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	137	0	0	137	0
Stage 1	137	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	702	911	-	-	1447	-
Stage 1	890	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	911	-	-	1447	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	911	1447	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	77	83	74	52	14	15
Future Vol, veh/h	77	83	74	52	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	90	80	57	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	338	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1518	-	-	-	658	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1518	-	-	-	622	980
Mov Cap-2 Maneuver	-	-	-	-	622	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1518	-	-	-	622	980
HCM Lane V/C Ratio	0.055	-	-	-	0.024	0.017
HCM Control Delay (s)	7.5	-	-	-	10.9	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	78	63	68	10	9
Future Vol, veh/h	76	78	63	68	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	85	68	74	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	318	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	675	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	638	995
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1533	-	-	-	638	995
HCM Lane V/C Ratio	0.054	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	52	78	68	56	5	6
Future Vol, veh/h	52	78	68	56	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	85	74	61	5	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	272	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	717	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	690	988
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	690	988
HCM Lane V/C Ratio	0.037	-	-	-	0.008	0.007
HCM Control Delay (s)	7.5	-	-	-	10.3	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

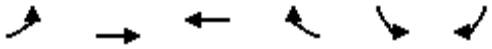
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	26	37	60	7	10
Future Vol, veh/h	74	26	37	60	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	28	40	65	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	226	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	762	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	742	980
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	980	-	-	1518	-
HCM Lane V/C Ratio	0.01	0.011	-	-	0.026	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	207	222	0	300	66
Future Volume (veh/h)	0	207	222	0	300	66
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	225	241	0	326	72
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	371	371	0	2521	1160
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	225	241	0	326	72
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.3	7.8	0.0	2.8	1.3
Cycle Q Clear(g_c), s	0.0	7.3	7.8	0.0	2.8	1.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	371	371	0	2521	1160
V/C Ratio(X)	0.00	0.61	0.65	0.00	0.13	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2521	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.3	51.6	0.0	2.8	2.6
Incr Delay (d2), s/veh	0.0	1.6	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.9	0.0	1.3	0.5
LnGrp Delay(d),s/veh	0.0	52.9	52.9	0.0	2.9	2.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		225	241		398	
Approach Delay, s/veh		52.9	52.9		2.9	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.6		101.4		18.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.3		4.8		9.8
Green Ext Time (p_c), s				2.7		1.3		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	485	0	0	547	389	40	0	356	0	0	0
Future Volume (veh/h)	30	485	0	0	547	389	40	0	356	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	33	527	0	0	595	423	43	0	387			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	40	1465	0	0	1215	501	1565	0	720			
Arrive On Green	0.02	0.41	0.00	0.00	0.34	0.34	0.49	0.00	0.49			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	33	527	0	0	595	423	43	0	387			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.6	13.3	0.0	0.0	17.3	34.9	0.9	0.0	23.8			
Cycle Q Clear(g_c), s	2.6	13.3	0.0	0.0	17.3	34.9	0.9	0.0	23.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	40	1465	0	0	1215	501	1565	0	720			
V/C Ratio(X)	0.82	0.36	0.00	0.00	0.49	0.85	0.03	0.00	0.54			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1565	0	720			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.1	26.2	0.0	0.0	33.7	39.5	16.9	0.0	22.7			
Incr Delay (d2), s/veh	53.6	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.5	0.0	0.0	8.4	14.1	0.4	0.0	9.7			
LnGrp Delay(d),s/veh	116.7	26.4	0.0	0.0	33.7	40.4	16.9	0.0	23.5			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		560			1018			430				
Approach Delay, s/veh		31.7			36.5			22.8				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		70.2		59.8			9.2	50.6
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		25.8		15.3			4.6	36.9
Green Ext Time (p_c), s		0.0		10.1			0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	83	213	14	0	8	322	30	0	63	10	19	0	84	11	189
Future Vol, veh/h	0	83	213	14	0	8	322	30	0	63	10	19	0	84	11	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	232	15	0	9	350	33	0	68	11	21	0	91	12	205
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.1	13.8	11.7	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	83	142	85	8	215	137	84	7	193
LT Vol	63	0	83	0	0	8	0	0	84	0	0
Through Vol	0	10	0	142	71	0	215	107	0	7	4
RT Vol	0	19	0	0	14	0	0	30	0	0	189
Lane Flow Rate	68	32	90	154	92	9	233	149	91	8	209
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.154	0.062	0.189	0.301	0.177	0.018	0.442	0.276	0.195	0.016	0.371
Departure Headway (Hd)	8.09	7.132	7.536	7.03	6.914	7.441	6.935	6.781	7.677	7.192	6.502
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	504	478	514	521	484	523	533	469	501	557
Service Time	5.806	4.847	5.246	4.74	4.624	5.141	4.635	4.481	5.394	4.892	4.202
HCM Lane V/C Ratio	0.153	0.063	0.188	0.3	0.177	0.019	0.446	0.28	0.194	0.016	0.375
HCM Control Delay	12.3	10.3	12	12.7	11.1	10.3	15	12	12.2	10	13
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.7	1.3	0.6	0.1	2.2	1.1	0.7	0	1.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	350	144	0	0	0
Future Vol, veh/h	0	350	144	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	380	157	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	537	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1423	-	-	-	505	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1423	-	-	-	505	889
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	96	0	0	132
Future Vol, veh/h	0	0	96	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	951	-	-	1488	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1488	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	50	21	37	18	77	31	763	133	138	753	10
Future Volume (veh/h)	7	50	21	37	18	77	31	763	133	138	753	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	54	23	40	20	84	34	829	145	150	818	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	543	554	236	571	140	588	48	1032	180	182	1517	20
Arrive On Green	0.45	0.45	0.44	0.45	0.45	0.44	0.03	0.34	0.34	0.11	0.42	0.42
Sat Flow, veh/h	1184	1241	529	1213	314	1317	1634	3012	527	1634	3576	48
Grp Volume(v), veh/h	8	0	77	40	0	104	34	487	487	150	405	424
Grp Sat Flow(s),veh/h/ln	1184	0	1769	1213	0	1630	1634	1770	1770	1634	1770	1854
Q Serve(g_s), s	0.5	0.0	3.0	2.4	0.0	4.6	2.5	30.0	30.0	10.8	20.5	20.5
Cycle Q Clear(g_c), s	5.0	0.0	3.0	5.4	0.0	4.6	2.5	30.0	30.0	10.8	20.5	20.5
Prop In Lane	1.00		0.30	1.00		0.81	1.00		0.30	1.00		0.03
Lane Grp Cap(c), veh/h	543	0	790	571	0	727	48	606	606	182	751	787
V/C Ratio(X)	0.01	0.00	0.10	0.07	0.00	0.14	0.71	0.80	0.80	0.82	0.54	0.54
Avail Cap(c_a), veh/h	543	0	790	571	0	727	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	19.3	20.8	0.0	19.8	57.7	35.8	35.9	52.2	25.8	25.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.4	17.1	2.6	2.6	15.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.8	0.0	2.1	1.3	15.0	15.0	5.6	10.1	10.6
LnGrp Delay(d),s/veh	21.2	0.0	19.5	21.0	0.0	20.2	74.8	38.3	38.4	67.4	26.4	26.4
LnGrp LOS	C		B	C		C	E	D	D	E	C	C
Approach Vol, veh/h		85			144			1008			979	
Approach Delay, s/veh		19.7			20.4			39.6			32.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	45.1		57.5	7.5	54.9		57.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	12.8	32.0		7.0	4.5	22.5		7.4
Green Ext Time (p_c), s	0.2	8.6		0.6	0.0	8.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	322	13	70	440	40	22
Future Vol, veh/h	322	13	70	440	40	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	350	14	76	478	43	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	364	0	987	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1195	-	274	687
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1195	-	250	687
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	1195	-
HCM Lane V/C Ratio	0.209	-	-	0.064	-
HCM Control Delay (s)	19.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	59.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	263	86	0	523	414	24	0	98	31	480
Future Vol, veh/h	0	8	263	86	0	523	414	24	0	98	31	480
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	9	286	93	0	568	450	26	0	107	34	522
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	31.2	68.5	63.9
HCM LOS	D	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	2%	56%	0%	10%
Vol Thru, %	5%	74%	44%	0%	79%
Vol Right, %	79%	24%	0%	100%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	609	357	937	24	39
LT Vol	98	8	523	0	4
Through Vol	31	263	414	0	31
RT Vol	480	86	0	24	4
Lane Flow Rate	662	388	1018	26	42
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.777	1	0.05	0.106
Departure Headway (Hd)	6.555	7.207	7.838	6.859	9.008
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	556	501	479	525	400
Service Time	4.562	5.264	5.543	4.565	7.008
HCM Lane V/C Ratio	1.191	0.774	2.125	0.05	0.105
HCM Control Delay	63.9	31.2	70	9.9	13.1
HCM Lane LOS	F	D	F	A	B
HCM 95th-tile Q	14.3	7	13.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	31	4
Future Vol, veh/h	0	4	31	4
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	34	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.1
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	327.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	362	531	608	69	79	248
Future Vol, veh/h	362	531	608	69	79	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	393	577	661	75	86	270

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	736	0	-	0	2062	698
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	1364	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	870	-	-	-	~ 60	440
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	870	-	-	-	~ 20	440
Mov Cap-2 Maneuver	-	-	-	-	~ 20	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	~ 80	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	$ 1887.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	870	-	-	-	72
HCM Lane V/C Ratio	0.452	-	-	-	4.937
HCM Control Delay (s)	12.5	0	-		$ 1887.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.4	-	-	-	38.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	40	0	25	10	154	0	1062	12	144	1624	5
Future Vol, veh/h	0	40	0	25	10	154	0	1062	12	144	1624	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	0	27	11	167	0	1154	13	157	1765	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2664	3248	885	2378	3245	584	1771	0	0	1167	0	0
Stage 1	2081	2081	-	1161	1161	-	-	-	-	-	-	-
Stage 2	583	1167	-	1217	2084	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	~ 9	288	~ 18	~ 9	455	348	-	-	594	-	-
Stage 1	55	94	-	208	268	-	-	-	-	-	-	-
Stage 2	465	266	-	192	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	288	-	~ 7	455	348	-	-	594	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	55	69	-	208	268	-	-	-	-	-	-	-
Stage 2	282	266	-	52	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	348	-	-	-	-	594	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.264	-	-
HCM Control Delay (s)	0	-	-	-	-	13.2	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	293	8	2	176	2	0
Future Vol, veh/h	293	8	2	176	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	9	2	191	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	327	0	519	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1233	-	517	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	516	718
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	1233	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	12	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	146	0	0	187	0	0
Future Vol, veh/h	146	0	0	187	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	159	0	0	203	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	362	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	637	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	637	886
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1420	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3777.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	237	1044	162	221	1223	16	182	0	83	11	2	15
Future Vol, veh/h	237	1044	162	221	1223	16	182	0	83	11	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	258	1135	176	240	1329	17	198	0	90	12	2	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1347	0	0	1311	0	0	3566	3565	1223	3601	3644	1338
Stage 1	-	-	-	-	-	-	1738	1738	-	1818	1818	-
Stage 2	-	-	-	-	-	-	1828	1827	-	1783	1826	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	511	-	-	528	-	-	~ 3	6	219	~ 3	5	187
Stage 1	-	-	-	-	-	-	~ 111	141	-	100	129	-
Stage 2	-	-	-	-	-	-	~ 98	128	-	104	128	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	511	-	-	528	-	-	~ 2	6	219	~ 2	5	187
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	6	-	~ 2	5	-
Stage 1	-	-	-	-	-	-	~ 111	141	-	100	129	-
Stage 2	-	-	-	-	-	-	~ 88	128	-	61	128	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	2.6	$ 45141.6	$ 3681.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	3	511	-	-	528	-	-	5
HCM Lane V/C Ratio	96.014	0.504	-	-	0.455	-	-	6.087
HCM Control Delay (s)	$ 45141.6	19	0	-	17.4	0	-	$ 3681.3
HCM Lane LOS	F	C	A	-	C	A	-	F
HCM 95th %tile Q(veh)	38.4	2.8	-	-	2.4	-	-	5.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	162	0	0	323	0	0
Future Vol, veh/h	162	0	0	323	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	0	351	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	527	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	512	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	512	867
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1400	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	87	0	0	175	0	0
Future Vol, veh/h	87	0	0	175	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	190	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	285	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	705	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	705	962
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	162	0	0	325	0	0
Future Vol, veh/h	162	0	0	325	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	0	353	0	0

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	176	176	353	176
Stage 1	-	-	0	0	176	-
Stage 2	-	-	176	176	177	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	814	717	645	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	855	753	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	814	0	645	867
Mov Cap-2 Maneuver	-	-	814	0	645	-
Stage 1	-	-	-	0	855	-
Stage 2	-	-	855	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0		0
HCM LOS		-	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	102.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	143	53	84	148	331	414
Future Vol, veh/h	143	53	84	148	331	414
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	58	91	161	360	450

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	527	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1357	-	512	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1357	-	474	858
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	160.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	631	-	-	1357	-
HCM Lane V/C Ratio	1.283	-	-	0.067	-
HCM Control Delay (s)	160.2	-	-	7.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	31.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	61	69	97	447	383	141
Future Vol, veh/h	61	69	97	447	383	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	75	105	486	416	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	493	570	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	207	576	1002	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	576	1002	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.3	1.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1002	-	280	-	-
HCM Lane V/C Ratio	0.105	-	0.505	-	-
HCM Control Delay (s)	9	0	30.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	2.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	92	0	0	142
Future Vol, veh/h	0	0	92	0	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	956	-	-	1493	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	956	-	-	1493	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1493	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	264	102	0
Future Vol, veh/h	0	0	0	264	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	287	111	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	254	55	111	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	713	1000	1477	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	1000	1477	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1477	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	110	141	512	62	50	368
Future Vol, veh/h	110	141	512	62	50	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	153	557	67	54	400

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1066	557	0	0	557	0
Stage 1	557	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	246	530	-	-	1014	-
Stage 1	574	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	229	530	-	-	1014	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	229	530	1014	-
HCM Lane V/C Ratio	-	-	0.522	0.289	0.054	-
HCM Control Delay (s)	-	-	36.7	14.5	8.8	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	2.7	1.2	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	92	0	0	142
Future Vol, veh/h	0	0	92	0	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	956	-	-	1493	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	735	956	-	-	1493	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1493	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	0
HCM LOS	-

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	5	10
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1616	-	-	-	1017	1071
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	1009	1062
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	26	0	18	0	0	183	81
Future Vol, veh/h	0	0	0	0	0	26	0	18	0	0	183	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	28	0	20	0	0	199	88
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	0	8.4	8.5
HCM LOS	-	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	100%	100%	43%	100%	100%	0%	0%	0%	100%	100%
Vol Right, %	0%	0%	57%	0%	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	122	142	0	0	26	18	16	43	43
LT Vol	0	0	0	0	0	26	0	16	0	0
Through Vol	0	122	61	0	0	0	0	0	43	43
RT Vol	0	0	81	0	0	0	18	0	0	0
Lane Flow Rate	0	133	154	0	0	28	20	17	46	46
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0	0.18	0.192	0	0	0.047	0.026	0.028	0.067	0.045
Departure Headway (Hd)	4.88	4.88	4.48	5.593	5.593	5.977	4.776	5.715	5.213	3.473
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	737	803	0	0	600	749	628	689	1032
Service Time	2.598	2.598	2.198	3.328	3.328	3.707	2.506	3.434	2.932	1.192
HCM Lane V/C Ratio	0	0.18	0.192	0	0	0.047	0.027	0.027	0.067	0.045
HCM Control Delay	7.6	8.7	8.3	8.3	8.3	9	7.6	8.6	8.3	6.4
HCM Lane LOS	N	A	A	N	N	A	A	A	A	A
HCM 95th-tile Q	0	0.7	0.7	0	0	0.1	0.1	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	16	85	0
Future Vol, veh/h	0	16	85	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	92	0
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	491	0	0	0	549	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	491	0	0	0	549	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	534	0	0	0	597	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	20.2	25.5
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	491	0	0	0	0	549	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	491	0	0	0	0	549	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	534	0	0	0	0	597	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.735	0	0	0	0	0.815	0
Departure Headway (Hd)	4.961	4.961	4.961	7.107	7.107	4.918	4.918	4.918
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	731	0	0	0	0	740	0
Service Time	2.673	2.673	2.673	4.867	4.867	2.63	2.63	2.63
HCM Lane V/C Ratio	0	0.731	0	0	0	0	0.807	0
HCM Control Delay	7.7	20.2	7.7	9.9	9.9	7.6	25.5	7.6
HCM Lane LOS	N	C	N	N	N	N	D	N
HCM 95th-tile Q	0	6.5	0	0	0	0	8.7	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	92	0	0	142	0
Future Vol, veh/h	0	0	0	0	0	0	0	92	0	0	142	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	100	0	0	154	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	254	254	154	254	254	100	154	0	0	100	0	0
Stage 1	154	154	-	100	100	-	-	-	-	-	-	-
Stage 2	100	100	-	154	154	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	699	650	892	699	650	956	1426	-	-	1493	-	-
Stage 1	848	770	-	906	812	-	-	-	-	-	-	-
Stage 2	906	812	-	848	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	699	650	892	699	650	956	1426	-	-	1493	-	-
Mov Cap-2 Maneuver	699	650	-	699	650	-	-	-	-	-	-	-
Stage 1	848	770	-	906	812	-	-	-	-	-	-	-
Stage 2	906	812	-	848	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	-	-	-	-	-	-	1493	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	0	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0
Future Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	0
HCM LOS	-

Lane

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1130	1130	1130	1130
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	0.0
Intersection LOS	-

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	0	0
Demand Flow Rate, veh/h	0	0	0	0
Vehicles Circulating, veh/h	0	0	0	0
Vehicles Exiting, veh/h	0	0	0	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	0.0	0.0	0.0	0.0
Approach LOS	-	-	-	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	0	0	0
Cap Entry Lane, veh/h	1130	1130	1130	1130
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0
Cap Entry, veh/h	1129	1129	1129	1129
V/C Ratio	0.000	0.000	0.000	0.000
Control Delay, s/veh	3.2	3.2	3.2	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	22	39	264	102	10
Future Vol, veh/h	8	22	39	264	102	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	24	42	287	111	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	344	61	122	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	626	991	1463	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	605	991	1463	-	-	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	847	-	-
HCM Lane V/C Ratio	0.029	-	0.038	-	-
HCM Control Delay (s)	7.5	0.1	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1290	253	149	1478	29	148	0	50	24	16	112
Future Volume (veh/h)	453	1290	253	149	1478	29	148	0	50	24	16	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	492	1402	275	162	1607	32	161	0	54	26	17	122
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1124	22	399	0	134	32	21	150
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.31	0.00	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3549	71	1289	0	432	258	169	1210
Grp Volume(v), veh/h	492	1402	275	162	800	839	215	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1850	1722	0	0	1636	0	0
Q Serve(g_s), s	14.0	44.0	17.7	8.0	38.0	38.0	11.8	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	17.7	8.0	38.0	38.0	11.8	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		0.25	0.16		0.74
Lane Grp Cap(c), veh/h	191	1298	535	109	560	586	532	0	0	203	0	0
V/C Ratio(X)	2.58	1.08	0.51	1.49	1.43	1.43	0.40	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	586	532	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	29.7	56.0	41.0	41.0	32.8	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	724.8	48.5	0.8	246.5	198.7	200.4	2.3	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	30.2	7.2	11.1	49.5	52.0	6.0	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	777.8	86.5	30.4	302.5	239.7	241.4	35.1	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	D			E		
Approach Vol, veh/h		2169			1801			215			165	
Approach Delay, s/veh		236.2			246.2			35.1			59.0	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.1	12.0	48.0		18.9	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		13.8	10.0	46.0		13.8	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	223.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1417	135	10	1055	14	164	7	10	9	4	115
Future Volume (veh/h)	78	1417	135	10	1055	14	164	7	10	9	4	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	85	1540	147	11	1147	15	178	8	11	10	4	125
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1638	155	44	1313	17	358	230	316	26	6	181
Arrive On Green	0.16	0.50	0.48	0.03	0.37	0.35	0.22	0.32	0.32	0.01	0.12	0.11
Sat Flow, veh/h	1774	3267	309	1634	3577	47	1634	710	976	1774	49	1522
Grp Volume(v), veh/h	85	828	859	11	567	595	178	0	19	10	0	129
Grp Sat Flow(s),veh/h/ln	1774	1770	1806	1634	1770	1854	1634	0	1685	1774	0	1570
Q Serve(g_s), s	5.1	52.6	54.3	0.8	35.8	35.9	11.5	0.0	0.9	0.7	0.0	9.5
Cycle Q Clear(g_c), s	5.1	52.6	54.3	0.8	35.8	35.9	11.5	0.0	0.9	0.7	0.0	9.5
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.58	1.00		0.97
Lane Grp Cap(c), veh/h	286	887	906	44	650	681	358	0	546	26	0	187
V/C Ratio(X)	0.30	0.93	0.95	0.25	0.87	0.87	0.50	0.00	0.03	0.39	0.00	0.69
Avail Cap(c_a), veh/h	286	900	918	82	811	850	358	0	546	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	28.0	28.6	57.2	35.4	35.4	41.0	0.0	27.9	58.6	0.0	51.0
Incr Delay (d2), s/veh	0.3	8.9	10.5	2.9	8.7	8.4	1.1	0.0	0.1	9.4	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	27.7	29.6	0.4	19.1	19.9	5.3	0.0	0.5	0.4	0.0	5.1
LnGrp Delay(d),s/veh	44.6	36.9	39.1	60.1	44.1	43.8	42.1	0.0	28.0	68.0	0.0	69.9
LnGrp LOS	D	D	D	E	D	D	D		C	E		E
Approach Vol, veh/h		1772			1173			197			139	
Approach Delay, s/veh		38.4			44.1			40.8			69.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	42.9	7.2	64.2	30.3	18.3	23.3	48.1
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.7	2.9	2.8	56.3	13.5	11.5	7.1	37.9
Green Ext Time (p_c), s	0.0	0.6	0.0	1.9	0.0	0.3	2.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	16.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	728	66	41	804	102	134
Future Vol, veh/h	728	66	41	804	102	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	791	72	45	874	111	146

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	863	0	1353	432
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	775	-	141	572
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	775	-	133	572
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	128.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	-	-	775	-
HCM Lane V/C Ratio	1.087	-	-	0.058	-
HCM Control Delay (s)	128.4	-	-	9.9	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	11.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	685	10	21	928	20	40
Future Vol, veh/h	685	10	21	928	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	745	11	23	1009	22	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	755	0	1300	378
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	851	-	153	620
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	851	-	149	620
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	851	-
HCM Lane V/C Ratio	0.146	-	-	0.027	-
HCM Control Delay (s)	14.4	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	272	148	98	427	54	69	391	51	34	587	231
Future Volume (veh/h)	307	272	148	98	427	54	69	391	51	34	587	231
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	334	296	161	107	464	59	75	425	55	37	638	251
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	983	405	325	829	342	129	1049	432	80	662	260
Arrive On Green	0.24	0.28	0.28	0.20	0.23	0.23	0.08	0.30	0.30	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2483	977
Grp Volume(v), veh/h	334	296	161	107	464	59	75	425	55	37	455	434
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	17.5	5.9	5.7	5.1	10.4	2.9	4.0	8.6	1.3	2.0	22.8	22.9
Cycle Q Clear(g_c), s	17.5	5.9	5.7	5.1	10.4	2.9	4.0	8.6	1.3	2.0	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	396	983	405	325	829	342	129	1049	432	80	472	451
V/C Ratio(X)	0.84	0.30	0.40	0.33	0.56	0.17	0.58	0.41	0.13	0.46	0.96	0.96
Avail Cap(c_a), veh/h	436	983	405	325	829	342	163	1049	432	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	25.6	13.2	30.9	30.4	27.5	40.0	25.3	6.4	41.6	32.6	33.1
Incr Delay (d2), s/veh	13.0	0.8	2.9	0.6	2.7	1.1	2.5	0.2	0.1	4.1	32.0	33.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	3.0	2.6	2.3	5.4	1.3	1.9	4.2	0.5	1.0	15.3	14.8
LnGrp Delay(d),s/veh	45.5	26.4	16.1	31.5	33.1	28.6	42.6	25.5	6.5	45.7	64.6	66.2
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		791			630			555			926	
Approach Delay, s/veh		32.4			32.4			25.9			64.6	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	30.7	21.9	29.0	11.1	28.0	25.8	25.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.0	10.6	7.1	7.9	6.0	24.9	19.5	12.4
Green Ext Time (p_c), s	0.0	4.4	1.5	1.6	0.0	0.0	0.3	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	590	54	23	880	0	11	2	7	5	0	0
Future Vol, veh/h	0	590	54	23	880	0	11	2	7	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	641	59	25	957	0	12	2	8	5	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	957	0	0	641	0	0	1648	1648	641	1653	1648	957
Stage 1	-	-	-	-	-	-	641	641	-	1007	1007	-
Stage 2	-	-	-	-	-	-	1007	1007	-	646	641	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	719	-	-	943	-	-	79	99	475	78	99	313
Stage 1	-	-	-	-	-	-	463	469	-	290	319	-
Stage 2	-	-	-	-	-	-	290	319	-	460	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	719	-	-	943	-	-	76	93	475	72	93	313
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	93	-	72	93	-
Stage 1	-	-	-	-	-	-	463	469	-	290	301	-
Stage 2	-	-	-	-	-	-	273	301	-	451	469	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	45.2	59
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	719	-	-	943	-	-	72
HCM Lane V/C Ratio	0.196	-	-	-	0.027	-	-	0.075
HCM Control Delay (s)	45.2	0	-	-	8.9	0	-	59
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Intersection Delay, s/veh	59.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	357	147	0	245	912	9	0	175	79	57
Future Vol, veh/h	0	20	357	147	0	245	912	9	0	175	79	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	388	160	0	266	991	10	0	190	86	62
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	68.6	69.6	26.2
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	0%	4%	21%	0%
Vol Thru, %	31%	0%	68%	78%	98%
Vol Right, %	0%	100%	28%	1%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	57	524	1166	184
LT Vol	175	0	20	245	0
Through Vol	79	0	357	912	180
RT Vol	0	57	147	9	4
Lane Flow Rate	276	62	570	1267	200
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.688	0.136	1	1	0.497
Departure Headway (Hd)	8.973	7.929	7.51	7.709	8.953
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	403	452	490	482	402
Service Time	6.719	5.675	5.51	5.709	7.013
HCM Lane V/C Ratio	0.685	0.137	1.163	2.629	0.498
HCM Control Delay	29.4	11.9	68.6	69.6	20.6
HCM Lane LOS	D	B	F	F	C
HCM 95th-tile Q	5	0.5	13.4	13.2	2.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	180	4
Future Vol, veh/h	0	0	180	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	196	4
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	20.6
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	427	13	10	202	0	5	0	3	0	0	0
Future Vol, veh/h	0	427	13	10	202	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	464	14	11	220	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	478	0	0	712	712	471	714	719	220
Stage 1	-	-	-	-	-	-	471	471	-	241	241	-
Stage 2	-	-	-	-	-	-	241	241	-	473	478	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1084	-	-	347	358	593	346	354	820
Stage 1	-	-	-	-	-	-	573	560	-	762	706	-
Stage 2	-	-	-	-	-	-	762	706	-	572	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1084	-	-	344	354	593	341	350	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	354	-	341	350	-
Stage 1	-	-	-	-	-	-	573	560	-	762	698	-
Stage 2	-	-	-	-	-	-	753	698	-	569	556	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	14	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1349	-	-	1084	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	0.01	-	-	-
HCM Control Delay (s)	14	0	-	-	8.4	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	131.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	262	108	826	165	0	37	0	26	0	0	0
Future Vol, veh/h	0	262	108	826	165	0	37	0	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	285	117	898	179	0	40	0	28	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	402	0	0	2318	2318	343	2333	2377	179
Stage 1	-	-	-	-	-	-	343	343	-	1975	1975	-
Stage 2	-	-	-	-	-	-	1975	1975	-	358	402	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1397	-	-	1157	-	-	~ 26	38	700	26	35	864
Stage 1	-	-	-	-	-	-	672	637	-	80	107	-
Stage 2	-	-	-	-	-	-	80	107	-	660	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1157	-	-	~ 7	5	700	7	5	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	5	-	7	5	-
Stage 1	-	-	-	-	-	-	672	637	-	80	15	-
Stage 2	-	-	-	-	-	-	~ 11	15	-	633	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.9	$ 2739.4	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	1397	-	-	1157	-	-	-
HCM Lane V/C Ratio	5.707	-	-	-	0.776	-	-	-
HCM Control Delay (s)	$ 2739.4	0	-	-	17.9	0	-	0
HCM Lane LOS	F	A	-	-	C	A	-	A
HCM 95th %tile Q(veh)	9.7	0	-	-	8.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	262	931	0	0	0
Future Vol, veh/h	0	262	931	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	285	1012	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1012	0	-	0	1297	1012
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	685	-	-	-	179	290
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	685	-	-	-	179	290
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	685	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	462	42	419	1032	109	78	144	140	24	194	48
Future Volume (veh/h)	90	462	42	419	1032	109	78	144	140	24	194	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	98	502	46	455	1122	118	85	157	152	26	211	52
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	568	442	360	885	691	133	1082	442	59	922	376
Arrive On Green	0.05	0.30	0.30	0.22	0.47	0.47	0.03	0.10	0.10	0.04	0.26	0.26
Sat Flow, veh/h	1634	1863	1451	1634	1863	1454	1634	3539	1446	1634	3539	1444
Grp Volume(v), veh/h	98	502	46	455	1122	118	85	157	152	26	211	52
Grp Sat Flow(s),veh/h/ln	1634	1863	1451	1634	1863	1454	1634	1770	1446	1634	1770	1444
Q Serve(g_s), s	6.0	30.8	2.0	26.4	57.0	5.6	6.2	4.9	6.3	1.9	5.6	3.3
Cycle Q Clear(g_c), s	6.0	30.8	2.0	26.4	57.0	5.6	6.2	4.9	6.3	1.9	5.6	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	568	442	360	885	691	133	1082	442	59	922	376
V/C Ratio(X)	1.20	0.88	0.10	1.26	1.27	0.17	0.64	0.15	0.34	0.44	0.23	0.14
Avail Cap(c_a), veh/h	82	761	593	360	885	691	177	1082	442	109	922	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.7	16.4	46.8	31.5	18.0	56.7	39.6	12.4	56.7	34.9	34.0
Incr Delay (d2), s/veh	162.8	9.6	0.1	139.2	129.6	0.1	4.6	0.3	1.9	5.1	0.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	17.3	0.8	25.8	61.1	2.3	3.0	2.4	2.8	0.9	2.8	1.4
LnGrp Delay(d),s/veh	219.8	49.3	16.5	186.0	161.1	18.1	61.2	39.9	14.3	61.8	35.5	34.8
LnGrp LOS	F	D	B	F	F	B	E	D	B	E	D	C
Approach Vol, veh/h		646			1695			394			289	
Approach Delay, s/veh		72.8			157.8			34.6			37.7	
Approach LOS		E			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	40.7	30.4	40.6	13.7	35.3	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	3.9	8.3	28.4	32.8	8.2	7.6	8.0	59.0
Green Ext Time (p_c), s	0.0	2.2	0.0	1.8	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	112.1
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	16.6

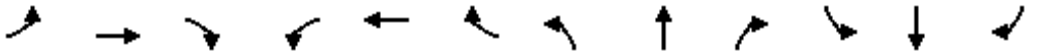
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	794	51	49	1592	37	32
Future Vol, veh/h	794	51	49	1592	37	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	863	55	53	1730	40	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	918	0	2728	891
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	1837	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	743	-	~ 23	341
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	139	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	743	-	~ 23	341
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	139	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 606.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	41	-	-	743	-
HCM Lane V/C Ratio	1.829	-	-	0.072	-
HCM Control Delay (s)	$ 606.6	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	7.8	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	538	204	574	1181	116	92	534	129	72	918	352
Future Volume (veh/h)	237	538	204	574	1181	116	92	534	129	72	918	352
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	258	585	222	624	1284	126	100	580	140	78	998	383
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1014	418	608	1032	425	136	887	214	123	767	291
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.17	0.63	0.59	0.08	0.31	0.29
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2831	681	1634	2511	953
Grp Volume(v), veh/h	258	585	222	624	1284	126	100	362	358	78	700	681
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1742	1634	1770	1695
Q Serve(g_s), s	18.3	17.0	15.4	23.0	35.0	8.0	7.0	15.5	15.9	5.6	36.6	36.6
Cycle Q Clear(g_c), s	18.3	17.0	15.4	23.0	35.0	8.0	7.0	15.5	15.9	5.6	36.6	36.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.56
Lane Grp Cap(c), veh/h	305	1014	418	608	1032	425	136	555	546	123	540	517
V/C Ratio(X)	0.85	0.58	0.53	1.03	1.24	0.30	0.73	0.65	0.66	0.64	1.30	1.32
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	555	546	136	540	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	36.6	36.0	48.5	42.5	33.0	48.7	18.3	19.0	53.9	41.7	42.2
Incr Delay (d2), s/veh	18.6	0.8	1.2	39.1	116.2	0.3	12.5	3.9	4.0	8.1	146.4	155.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	8.4	6.3	13.3	33.7	3.3	3.6	8.0	8.1	2.8	39.8	39.5
LnGrp Delay(d),s/veh	65.8	37.4	37.3	87.6	158.7	33.2	61.3	22.1	22.9	62.0	188.0	198.0
LnGrp LOS	E	D	D	F	F	C	E	C	C	E	F	F
Approach Vol, veh/h		1065			2034			820			1459	
Approach Delay, s/veh		44.2			129.1			27.2			185.9	
Approach LOS		D			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.6	27.0	38.4	14.0	40.6	26.4	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	7.6	17.9	25.0	19.0	9.0	38.6	20.3	37.0
Green Ext Time (p_c), s	0.0	8.4	0.0	8.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	112.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	539	177	222	561	91	74	415	61	91	393	66
Future Volume (veh/h)	186	539	177	222	561	91	74	415	61	91	393	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	586	192	241	610	99	80	451	66	99	427	72
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	706	291	332	869	358	962	1465	604	158	568	234
Arrive On Green	0.16	0.20	0.20	0.20	0.25	0.25	0.30	0.41	0.41	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	586	192	241	610	99	80	451	66	99	427	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	19.1	14.6	16.5	18.9	6.6	2.2	10.3	1.6	3.7	13.8	3.6
Cycle Q Clear(g_c), s	14.3	19.1	14.6	16.5	18.9	6.6	2.2	10.3	1.6	3.7	13.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	706	291	332	869	358	962	1465	604	158	568	234
V/C Ratio(X)	0.79	0.83	0.66	0.73	0.70	0.28	0.08	0.31	0.11	0.62	0.75	0.31
Avail Cap(c_a), veh/h	490	752	310	558	900	371	962	1465	604	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	46.1	44.3	44.7	41.3	36.6	29.9	23.6	5.0	55.9	48.1	21.4
Incr Delay (d2), s/veh	4.3	6.0	3.8	3.0	2.4	0.4	0.0	0.5	0.4	7.4	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	9.9	6.2	7.8	9.5	2.7	0.9	5.1	0.7	1.8	7.5	1.7
LnGrp Delay(d),s/veh	52.9	52.1	48.0	47.7	43.6	37.0	29.9	24.2	5.4	63.3	56.9	24.8
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		980			950			597			598	
Approach Delay, s/veh		51.5			44.0			22.8			54.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	53.7	28.4	28.0	40.4	23.3	22.8	33.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.7	12.3	18.5	21.1	4.2	15.8	16.3	20.9
Green Ext Time (p_c), s	0.0	2.2	3.8	0.9	1.0	1.5	0.6	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	25.7
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	9	67	0	354	60	132	0	78	114	103	0	21	299	54
Future Vol, veh/h	0	15	9	67	0	354	60	132	0	78	114	103	0	21	299	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	10	73	0	385	65	143	0	85	124	112	0	23	325	59
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.7	29.1	20.2	28.1
HCM LOS	B	D	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	16%	100%	0%	6%
Vol Thru, %	39%	10%	0%	31%	80%
Vol Right, %	35%	74%	0%	69%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	91	354	192	374
LT Vol	78	15	354	0	21
Through Vol	114	9	0	60	299
RT Vol	103	67	0	132	54
Lane Flow Rate	321	99	385	209	407
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.611	0.211	0.823	0.388	0.759
Departure Headway (Hd)	6.859	7.672	7.698	6.692	6.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	523	471	469	536	537
Service Time	4.935	5.672	5.469	4.462	4.795
HCM Lane V/C Ratio	0.614	0.21	0.821	0.39	0.758
HCM Control Delay	20.2	12.7	37.5	13.7	28.1
HCM Lane LOS	C	B	E	B	D
HCM 95th-tile Q	4.1	0.8	7.9	1.8	6.7

Intersection	
Int Delay, s/veh	117.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	305	18	101	484	44	9	270	78	57	24	51
Future Vol, veh/h	37	305	18	101	484	44	9	270	78	57	24	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	332	20	110	526	48	10	293	85	62	26	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	351	0	0	918	1215	176	1163	1202	287
Stage 1	-	-	-	-	-	-	422	422	-	770	770	-
Stage 2	-	-	-	-	-	-	496	793	-	393	432	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	995	-	-	1204	-	-	227	~ 180	837	150	183	710
Stage 1	-	-	-	-	-	-	580	587	-	359	408	-
Stage 2	-	-	-	-	-	-	524	398	-	603	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	1204	-	-	166	~ 157	837	-	160	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	~ 157	-	-	160	-
Stage 1	-	-	-	-	-	-	557	563	-	345	371	-
Stage 2	-	-	-	-	-	-	408	362	-	249	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	$ 483.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	166	192	995	-	-	1204	-	-	-
HCM Lane V/C Ratio	0.059	1.97	0.04	-	-	0.091	-	-	-
HCM Control Delay (s)	28	$ 495.5	8.8	-	-	8.3	-	-	-
HCM Lane LOS	D	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.2	28.3	0.1	-	-	0.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	132	471	500	378	70	186	372	178	34	1216	83
Future Volume (veh/h)	39	132	471	500	378	70	186	372	178	34	1216	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	143	512	543	411	76	202	404	193	37	1322	90
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	92	331	177	491	91	204	849	665	72	699	547
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.31	0.25	0.91	0.91	0.04	0.38	0.38
Sat Flow, veh/h	1634	357	1280	1634	1530	283	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	42	0	655	543	0	487	202	404	193	37	1322	90
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1813	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.0	0.0	31.0	13.0	0.0	30.0	14.8	4.1	1.2	2.7	45.0	4.9
Cycle Q Clear(g_c), s	3.0	0.0	31.0	13.0	0.0	30.0	14.8	4.1	1.2	2.7	45.0	4.9
Prop In Lane	1.00		0.78	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	423	177	0	582	204	849	665	72	699	547
V/C Ratio(X)	0.56	0.00	1.55	3.07	0.00	0.84	0.99	0.48	0.29	0.51	1.89	0.16
Avail Cap(c_a), veh/h	144	0	423	177	0	582	204	849	665	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.61	0.61	0.61
Uniform Delay (d), s/veh	56.1	0.0	45.2	53.5	0.0	38.0	44.9	3.1	1.1	56.1	37.5	25.0
Incr Delay (d2), s/veh	6.4	0.0	258.5	945.2	0.0	10.4	58.5	1.8	1.1	3.4	405.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	44.3	52.3	0.0	16.7	9.9	2.2	0.5	1.3	101.7	2.0
LnGrp Delay(d),s/veh	62.5	0.0	303.7	998.7	0.0	48.4	103.4	4.9	2.2	59.5	442.5	25.4
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		697			1030			799			1449	
Approach Delay, s/veh		289.1			549.4			29.1			406.8	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	58.7	17.0	35.0	19.0	49.0	9.5	42.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	4.7	6.1	15.0	33.0	16.8	47.0	5.0	32.0
Green Ext Time (p_c), s	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	347.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	51.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	385	186	0	31	556	31	0	130	27	30	0	148	341	328
Future Vol, veh/h	0	32	385	186	0	31	556	31	0	130	27	30	0	148	341	328
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	418	202	0	34	604	34	0	141	29	33	0	161	371	357
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	31.8	48.7	24.2	75.3
HCM LOS	D	E	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	32	257	314	31	371	216	817
LT Vol	130	32	0	0	31	0	0	148
Through Vol	27	0	257	128	0	371	185	341
RT Vol	30	0	0	186	0	0	31	328
Lane Flow Rate	203	35	279	342	34	403	235	888
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.554	0.09	0.68	0.793	0.086	0.972	0.561	1
Departure Headway (Hd)	9.818	9.27	8.771	8.357	9.189	8.689	8.589	8.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	385	410	430	389	415	419	417
Service Time	7.611	7.05	6.55	6.136	6.966	6.467	6.367	6.694
HCM Lane V/C Ratio	0.555	0.091	0.68	0.795	0.087	0.971	0.561	2.129
HCM Control Delay	24.2	13	28.4	36.5	12.8	67.4	21.9	75.3
HCM Lane LOS	C	B	D	E	B	F	C	F
HCM 95th-tile Q	3.2	0.3	4.9	7	0.3	11.5	3.3	12.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	58	194	181	21	110	994	198	37	972	62
Future Volume (veh/h)	44	111	58	194	181	21	110	994	198	37	972	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	121	63	211	197	23	120	1080	215	40	1057	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	193	151	142	260	204	170	1857	368	75	1936	123
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.10	0.63	0.61	0.09	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2945	584	1634	3380	214
Grp Volume(v), veh/h	48	121	63	211	197	23	120	647	648	40	553	571
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1760	1634	1770	1825
Q Serve(g_s), s	3.4	7.5	4.9	10.4	12.2	1.7	8.5	25.6	26.1	2.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	7.5	4.9	10.4	12.2	1.7	8.5	25.6	26.1	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.12
Lane Grp Cap(c), veh/h	82	193	151	142	260	204	170	1116	1109	75	1013	1045
V/C Ratio(X)	0.58	0.63	0.42	1.49	0.76	0.11	0.71	0.58	0.58	0.53	0.55	0.55
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1116	1109	82	1013	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.7	51.6	50.4	54.8	49.7	45.1	52.0	12.9	13.2	53.2	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.3	1.8	254.0	5.9	0.2	2.7	1.1	1.1	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	2.0	14.7	6.7	0.7	4.0	12.8	12.8	1.3	0.1	0.1
LnGrp Delay(d),s/veh	62.1	54.9	52.2	308.8	55.6	45.4	54.7	14.0	14.4	53.7	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	D	B	B	D	A	A
Approach Vol, veh/h		232			431			1415			1164	
Approach Delay, s/veh		55.7			179.0			17.6			2.0	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	79.7	14.4	16.4	16.5	72.7	10.1	20.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	4.4	28.1	12.4	9.5	10.5	2.0	5.4	14.2
Green Ext Time (p_c), s	0.0	14.2	0.0	1.0	0.1	15.4	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	118	161	95	106	89	314	1055	184	266	1189	149
Future Volume (veh/h)	47	118	161	95	106	89	314	1055	184	266	1189	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	128	175	103	115	97	341	1147	200	289	1292	162
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	569	234	95	579	239	300	1732	714	259	1643	677
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.46	0.46
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	128	175	103	115	97	341	1147	200	289	1292	162
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.0	8.0
Cycle Q Clear(g_c), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	569	234	95	579	239	300	1732	714	259	1643	677
V/C Ratio(X)	0.56	0.23	0.75	1.08	0.20	0.41	1.14	0.66	0.28	1.12	0.79	0.24
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1732	714	259	1643	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	55.3	43.8	48.0	56.5	43.4	45.0	49.0	23.2	18.1	50.5	27.1	19.4
Incr Delay (d2), s/veh	5.4	0.2	4.9	52.5	0.0	0.1	94.7	2.0	1.0	76.5	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	4.5	1.6	2.9	17.8	14.8	4.1	14.0	18.4	3.3
LnGrp Delay(d),s/veh	60.7	44.0	52.9	109.2	43.4	45.1	143.7	25.2	19.1	127.0	29.2	19.8
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		354			315			1688			1743	
Approach Delay, s/veh		50.8			65.4			48.4			44.5	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	62.7	11.0	23.3	26.0	59.7	10.6	23.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.0	31.4	9.0	15.7	24.0	39.0	5.7	9.2
Green Ext Time (p_c), s	0.0	11.7	0.0	1.6	0.0	4.7	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	127	112	113	299	83	369	955	156	87	1251	213
Future Volume (veh/h)	33	127	112	113	299	83	369	955	156	87	1251	213
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	36	138	122	123	325	90	401	1038	170	95	1360	232
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	239	196	82	480	198	123	855	670	373	1141	893
Arrive On Green	0.04	0.13	0.11	0.05	0.14	0.14	0.10	0.61	0.61	0.23	0.61	0.61
Sat Flow, veh/h	1634	1850	1515	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	36	132	128	123	325	90	401	1038	170	95	1360	232
Grp Sat Flow(s),veh/h/ln	1634	1770	1595	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.6	8.4	9.2	6.0	10.5	4.2	9.0	55.1	4.7	5.7	73.5	8.8
Cycle Q Clear(g_c), s	2.6	8.4	9.2	6.0	10.5	4.2	9.0	55.1	4.7	5.7	73.5	8.8
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	229	206	82	480	198	123	855	670	373	1141	893
V/C Ratio(X)	0.51	0.58	0.62	1.51	0.68	0.45	3.27	1.21	0.25	0.25	1.19	0.26
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	373	1141	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	49.2	50.4	57.0	49.3	18.4	54.0	23.4	7.3	37.9	23.2	10.7
Incr Delay (d2), s/veh	4.8	2.0	2.7	275.7	1.5	1.5	1024.4	97.2	0.1	0.4	95.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.2	4.2	9.0	5.2	1.8	38.9	51.0	1.9	2.6	67.6	3.7
LnGrp Delay(d),s/veh	61.0	51.2	53.1	332.7	50.8	19.8	1078.4	120.5	7.3	38.3	118.5	11.4
LnGrp LOS	E	D	D	F	D	B	F	F	A	D	F	B
Approach Vol, veh/h		296			538			1609			1687	
Approach Delay, s/veh		53.2			110.1			347.3			99.3	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	59.1	10.0	19.5	13.0	77.5	9.2	20.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	7.7	57.1	8.0	11.2	11.0	75.5	4.6	12.5
Green Ext Time (p_c), s	5.6	0.0	0.0	2.1	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		194.0
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	192	51	135	277	91	182	342	86	319	660	141
Future Volume (veh/h)	48	192	51	135	277	91	182	342	86	319	660	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	52	209	55	147	301	99	198	372	93	347	717	153
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	342	141	177	530	218	242	1575	649	354	1816	748
Arrive On Green	0.06	0.10	0.10	0.11	0.15	0.15	0.30	0.89	0.89	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	52	209	55	147	301	99	198	372	93	347	717	153
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.6	6.8	3.1	10.6	9.5	7.4	13.5	1.8	0.6	25.1	0.0	0.0
Cycle Q Clear(g_c), s	3.6	6.8	3.1	10.6	9.5	7.4	13.5	1.8	0.6	25.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	342	141	177	530	218	242	1575	649	354	1816	748
V/C Ratio(X)	0.35	0.61	0.39	0.83	0.57	0.45	0.82	0.24	0.14	0.98	0.39	0.20
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1575	649	354	1816	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.45	0.45	0.45	0.93	0.93	0.93	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.5	52.0	26.7	52.4	47.4	46.5	40.7	3.8	1.5	33.7	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.7	1.6	14.0	0.4	0.7	10.4	0.3	0.4	10.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.4	1.3	5.5	4.7	3.0	6.8	0.9	0.3	12.2	0.0	0.0
LnGrp Delay(d),s/veh	53.8	53.7	28.4	66.4	47.9	47.2	51.1	4.1	1.9	44.0	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	D	A	A	D	A	A
Approach Vol, veh/h		316			547			663			1217	
Approach Delay, s/veh		49.3			52.7			17.8			12.6	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.4	17.0	15.6	21.8	65.6	10.6	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	27.1	3.8	12.6	8.8	15.5	2.0	5.6	11.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.8	0.3	6.5	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	480	152	115	338	74	119	1166	114	241	2345	677
Future Volume (veh/h)	254	480	152	115	338	74	119	1166	114	241	2345	677
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	276	522	165	125	367	80	129	1267	124	262	2549	736
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	751	309	227	585	241	150	1827	753	109	1739	716
Arrive On Green	0.12	0.21	0.21	0.07	0.17	0.17	0.09	0.52	0.52	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	276	522	165	125	367	80	129	1267	124	262	2549	736
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	10.1	16.4	12.1	4.6	11.6	5.8	9.3	32.4	5.4	8.0	59.0	59.0
Cycle Q Clear(g_c), s	10.1	16.4	12.1	4.6	11.6	5.8	9.3	32.4	5.4	8.0	59.0	59.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	751	309	227	585	241	150	1827	753	109	1739	716
V/C Ratio(X)	0.74	0.70	0.53	0.55	0.63	0.33	0.86	0.69	0.16	2.41	1.47	1.03
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1827	753	109	1739	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.88	0.88	0.88	0.64	0.64	0.64
Uniform Delay (d), s/veh	51.1	43.7	42.0	53.8	46.6	44.2	53.7	21.9	15.3	56.0	30.5	30.5
Incr Delay (d2), s/veh	5.2	1.1	1.1	2.1	1.1	0.8	33.6	1.9	0.4	649.9	211.8	34.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.1	4.9	2.1	5.7	2.4	5.6	16.2	2.3	23.3	79.9	30.3
LnGrp Delay(d),s/veh	56.3	44.8	43.1	55.9	47.7	45.0	87.3	23.8	15.8	705.9	242.3	64.6
LnGrp LOS	E	D	D	E	D	D	F	C	B	F	F	F
Approach Vol, veh/h		963			572			1520			3547	
Approach Delay, s/veh		47.8			49.1			28.5			239.6	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	66.0	12.6	29.5	15.0	63.0	18.2	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	34.4	6.6	18.4	11.3	61.0	12.1	13.6
Green Ext Time (p_c), s	0.0	13.7	0.1	4.0	0.0	0.0	0.1	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	146.6
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	32	71	0	15	32	2272	159	34	1984	58
Future Volume (veh/h)	112	0	32	71	0	15	32	2272	159	34	1984	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	122	0	35	77	0	16	35	2470	173	37	2157	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	122	0	35	77	0	16	35	2470	173	37	2157	63
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.4	2.1	2.7	26.5	1.6
Cycle Q Clear(g_c), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.4	2.1	2.7	26.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
V/C Ratio(X)	1.00	0.00	0.47	0.65	0.00	0.21	0.50	1.00	0.17	0.51	0.61	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2474	1020	82	3563	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	0.0	40.4	54.2	0.0	55.7	56.2	18.0	1.1	56.1	9.3	5.6
Incr Delay (d2), s/veh	79.8	0.0	4.5	8.7	0.0	1.3	5.5	17.7	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.1	2.8	0.0	0.5	1.2	46.2	0.9	1.3	12.4	0.7
LnGrp Delay(d),s/veh	135.3	0.0	44.9	62.9	0.0	57.1	61.7	35.7	1.5	61.6	10.1	5.7
LnGrp LOS	F		D	E		E	E	D	A	E	B	A
Approach Vol, veh/h		157			93			2678			2257	
Approach Delay, s/veh		115.2			61.9			33.8			10.8	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	87.9	12.6	10.2	9.1	88.1	13.0	9.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	85.4	7.5	4.4	4.5	28.5	11.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	24.5	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	733	340	2247	162	106	1539
Future Volume (veh/h)	733	340	2247	162	106	1539
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	797	370	2442	176	115	1673
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	797	370	2442	176	115	1673
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	5.9	8.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	5.9	8.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	2.97	1.55	2.04	0.19	0.77	1.17
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.59	0.59	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.6	47.8	0.0
Incr Delay (d2), s/veh	893.0	257.5	468.7	0.4	2.2	76.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	75.4	25.1	195.6	2.5	3.7	30.3
LnGrp Delay(d),s/veh	943.1	307.6	490.1	9.1	50.0	76.2
LnGrp LOS	F	F	F	A	D	F
Approach Vol, veh/h	1167		2618			1788
Approach Delay, s/veh	741.6		457.8			74.5
Approach LOS	F		F			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	10.0	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	394.3
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	90	244	182	147	131	76	453	31	39	940	44
Future Volume (veh/h)	134	90	244	182	147	131	76	453	31	39	940	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	146	98	265	198	160	142	83	492	34	42	1022	48
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	109	296	144	185	164	127	1629	112	78	1566	74
Arrive On Green	0.13	0.25	0.23	0.09	0.20	0.19	0.16	0.97	0.94	0.10	0.91	0.88
Sat Flow, veh/h	1634	445	1205	1634	911	809	1634	3360	232	1634	3442	162
Grp Volume(v), veh/h	146	0	363	198	0	302	83	259	267	42	525	545
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1720	1634	1770	1822	1634	1770	1834
Q Serve(g_s), s	10.2	0.0	25.6	10.6	0.0	20.4	5.7	0.7	0.9	2.9	7.9	8.1
Cycle Q Clear(g_c), s	10.2	0.0	25.6	10.6	0.0	20.4	5.7	0.7	0.9	2.9	7.9	8.1
Prop In Lane	1.00		0.73	1.00		0.47	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	214	0	405	144	0	349	127	858	883	78	805	835
V/C Ratio(X)	0.68	0.00	0.90	1.37	0.00	0.86	0.65	0.30	0.30	0.54	0.65	0.65
Avail Cap(c_a), veh/h	214	0	418	144	0	381	218	858	883	163	805	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.91	0.91	0.91	0.87	0.87	0.87
Uniform Delay (d), s/veh	49.8	0.0	44.4	54.7	0.0	46.6	49.2	0.9	1.1	53.0	3.3	3.4
Incr Delay (d2), s/veh	7.9	0.0	19.5	204.9	0.0	17.3	5.1	0.8	0.8	4.9	3.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	13.8	13.0	0.0	11.3	2.8	0.5	0.5	1.4	4.0	4.5
LnGrp Delay(d),s/veh	57.7	0.0	63.9	259.6	0.0	63.9	54.2	1.8	1.9	57.9	6.9	6.8
LnGrp LOS	E		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		509			500			609			1112	
Approach Delay, s/veh		62.1			141.4			9.0			8.8	
Approach LOS		E			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	62.2	14.6	33.5	13.3	58.6	19.7	28.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	4.9	2.9	12.6	27.6	7.7	10.1	12.2	22.4
Green Ext Time (p_c), s	0.0	7.3	0.0	0.2	0.1	7.1	0.1	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	69.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	74	2	864	0	391	931	0	0	0	1523	1051
Future Vol, veh/h	0	0	0	0	0	74	2	864	0	391	931	0	0	0	1523	1051
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	2	939	0	425	1012	0	0	0	1655	1142
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	67.7	71.8	69.7
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	931	76	864	1523	1051
LT Vol	391	0	74	0	0	0
Through Vol	0	931	2	0	1523	0
RT Vol	0	0	0	864	0	1051
Lane Flow Rate	425	1012	83	939	1655	1142
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	1	0.217	1	1	1
Departure Headway (Hd)	8.566	8.066	9.47	8.284	8.045	7.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	455	379	451	464	503
Service Time	6.287	5.788	7.217	6.031	5.788	5.088
HCM Lane V/C Ratio	1	2.224	0.219	2.082	3.567	2.27
HCM Control Delay	73.4	71.1	14.8	72.3	71.1	67.7
HCM Lane LOS	F	F	B	F	F	F
HCM 95th-tile Q	12.5	12.9	0.8	12.7	12.9	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	203	379	156	559	0	0	727	223
Future Volume (veh/h)	0	0	0	552	203	379	156	559	0	0	727	223
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				600	221	412	170	608	0	0	790	242
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1035	590	462	528	2153	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.17	0.61	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				600	221	412	170	608	0	0	790	242
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.4	11.0	32.3	5.7	9.8	0.0	0.0	9.3	5.7
Cycle Q Clear(g_c), s				18.4	11.0	32.3	5.7	9.8	0.0	0.0	9.3	5.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1035	590	462	528	2153	0	0	1430	589
V/C Ratio(X)				0.58	0.37	0.89	0.32	0.28	0.00	0.00	0.55	0.41
Avail Cap(c_a), veh/h				1185	675	529	528	2153	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.93	0.93	0.00	0.00	0.59	0.59
Uniform Delay (d), s/veh				34.3	31.8	39.0	44.0	11.1	0.0	0.0	7.7	7.4
Incr Delay (d2), s/veh				0.0	0.0	1.8	0.3	0.3	0.0	0.0	0.9	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	5.7	13.2	2.5	4.8	0.0	0.0	4.3	2.4
LnGrp Delay(d),s/veh				34.4	31.8	40.9	44.4	11.4	0.0	0.0	8.6	8.6
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1233			778			1032	
Approach Delay, s/veh					36.1			18.6			8.6	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		77.5			24.5	53.0		42.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		11.8			7.7	11.3		34.3
Green Ext Time (p_c), s		3.5			2.0	4.9		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	473	188	434	1075	0	0	2179	857
Future Volume (veh/h)	0	0	0	265	473	188	434	1075	0	0	2179	857
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				288	514	204	472	1168	0	0	2368	932
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				597	667	275	340	2636	0	0	1781	734
Arrive On Green				0.19	0.19	0.19	0.42	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				288	514	204	472	1168	0	0	2368	932
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	667	275	340	2636	0	0	1781	734
V/C Ratio(X)				0.48	0.77	0.74	1.39	0.44	0.00	0.00	1.33	1.27
Avail Cap(c_a), veh/h				822	917	378	340	2636	0	0	1781	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.2	45.9	35.0	0.0	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	186.1	0.4	0.0	0.0	148.7	122.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	28.8	0.1	0.0	0.0	66.2	49.2
LnGrp Delay(d),s/veh				44.1	49.0	51.0	221.1	0.4	0.0	0.0	178.5	152.3
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1006			1640			3300	
Approach Delay, s/veh					48.0			63.9			171.1	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.4			29.0	64.4		26.6
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	62.4		18.5
Green Ext Time (p_c), s		64.2			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		120.7
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	56.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	239	2	102	0	0	0	0	0	0	712	142	0	554	464	0
Future Vol, veh/h	0	239	2	102	0	0	0	0	0	0	712	142	0	554	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	2	111	0	0	0	0	0	0	774	154	0	602	504	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	21.2	59.2	66.7
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	712	142	241	102	554	464
LT Vol	0	0	239	0	554	0
Through Vol	712	0	2	0	0	464
RT Vol	0	142	0	102	0	0
Lane Flow Rate	774	154	262	111	602	504
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.292	0.628	0.229	1	0.991
Departure Headway (Hd)	7.511	6.81	8.637	7.443	7.578	7.077
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	528	419	483	482	514
Service Time	5.246	4.545	6.362	5.168	5.306	4.806
HCM Lane V/C Ratio	1.586	0.292	0.625	0.23	1.249	0.981
HCM Control Delay	68.5	12.3	24.9	12.4	68.8	64.1
HCM Lane LOS	F	B	C	B	F	F
HCM 95th-tile Q	13.4	1.2	4.2	0.9	13.3	13.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	130	245	0	0	0	0	678	547	326	930	0
Future Volume (veh/h)	206	130	245	0	0	0	0	678	547	326	930	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	141	266				0	737	595	354	1011	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	347	751	310				0	2766	793	456	2552	0
Arrive On Green	0.21	0.21	0.21				0.00	0.54	0.54	0.29	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	224	141	266				0	737	595	354	1011	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.0	3.9	21.1				0.0	9.3	37.7	12.3	0.0	0.0
Cycle Q Clear(g_c), s	15.0	3.9	21.1				0.0	9.3	37.7	12.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	751	310				0	2766	793	456	2552	0
V/C Ratio(X)	0.65	0.19	0.86				0.00	0.27	0.75	0.78	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2766	793	660	2552	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	43.1	38.8	45.5				0.0	14.6	21.1	41.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	13.8				0.0	0.2	6.4	3.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.9	9.7				0.0	4.4	16.5	5.5	0.1	0.0
LnGrp Delay(d),s/veh	45.2	38.9	59.3				0.0	14.8	27.5	44.0	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		631						1332			1365	
Approach Delay, s/veh		49.7						20.5			11.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	21.3	69.3		29.5		90.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	14.3	39.7		23.1		2.0		
Green Ext Time (p_c), s	1.0	6.1		1.8		17.9		

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	473	127	0	0	0	0	1101	673	975	1645	0
Future Volume (veh/h)	177	473	127	0	0	0	0	1101	673	975	1645	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	192	514	138				0	1197	732	1060	1788	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	540	602	248				0	1698	700	792	2701	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	192	514	138				0	1197	732	1060	1788	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	540	602	248				0	1698	700	792	2701	0
V/C Ratio(X)	0.36	0.85	0.56				0.00	0.70	1.05	1.34	0.66	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1698	700	792	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.79	0.79	0.79				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.0	48.3	45.6				0.0	24.5	31.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.4	1.8				0.0	2.5	46.7	152.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	4.3				0.0	16.0	32.2	29.8	0.0	0.0
LnGrp Delay(d),s/veh	44.3	56.7	47.4				0.0	27.0	77.9	182.7	0.1	0.0
LnGrp LOS	D	E	D					C	F	F	A	
Approach Vol, veh/h		844						1929			2848	
Approach Delay, s/veh		52.4						46.3			68.1	
Approach LOS		D						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.6		24.4		95.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	59.6		18.9		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.9		51.3		

Intersection Summary	
HCM 2010 Ctrl Delay	58.3
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	96	0	0	132
Future Vol, veh/h	0	0	96	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	951	-	-	1488	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1488	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	350	144	0	0	0
Future Vol, veh/h	0	350	144	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	380	157	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	537	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1423	-	-	-	505	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1423	-	-	-	505	889
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	15	108	86	95	133
Future Vol, veh/h	12	15	108	86	95	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	16	117	93	103	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	468	117	0	0	117	0
Stage 1	117	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	553	935	-	-	1471	-
Stage 1	908	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	514	935	-	-	1471	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	514	935	1471	-
HCM Lane V/C Ratio	-	-	0.025	0.017	0.07	-
HCM Control Delay (s)	-	-	12.2	8.9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	19	126	98	100	139
Future Vol, veh/h	17	19	126	98	100	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	21	137	107	109	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	505	137	0	0	137	0
Stage 1	137	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	527	911	-	-	1447	-
Stage 1	890	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	487	911	-	-	1447	-
Mov Cap-2 Maneuver	487	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	487	911	1447	-
HCM Lane V/C Ratio	-	-	0.038	0.023	0.075	-
HCM Control Delay (s)	-	-	12.7	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	126	74	0	139
Future Vol, veh/h	0	21	126	74	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	137	80	0	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	137	0	0	137	0
Stage 1	137	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	702	911	-	-	1447	-
Stage 1	890	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	911	-	-	1447	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	911	1447	-
HCM Lane V/C Ratio	-	-	-	0.025	-	-
HCM Control Delay (s)	-	-	0	9.1	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	77	83	74	52	14	15
Future Vol, veh/h	77	83	74	52	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	90	80	57	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	338	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1518	-	-	-	658	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1518	-	-	-	622	980
Mov Cap-2 Maneuver	-	-	-	-	622	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1518	-	-	-	622	980
HCM Lane V/C Ratio	0.055	-	-	-	0.024	0.017
HCM Control Delay (s)	7.5	-	-	-	10.9	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	78	63	68	10	9
Future Vol, veh/h	76	78	63	68	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	85	68	74	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	318	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	675	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	638	995
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1533	-	-	-	638	995
HCM Lane V/C Ratio	0.054	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.7	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	52	78	68	56	5	6
Future Vol, veh/h	52	78	68	56	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	85	74	61	5	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	272	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	717	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	690	988
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1526	-	-	-	690	988
HCM Lane V/C Ratio	0.037	-	-	-	0.008	0.007
HCM Control Delay (s)	7.5	-	-	-	10.3	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

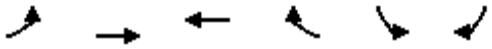
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	74	26	37	60	7	10
Future Vol, veh/h	74	26	37	60	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	28	40	65	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	226	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	762	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	742	980
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	980	-	-	1518	-
HCM Lane V/C Ratio	0.01	0.011	-	-	0.026	-
HCM Control Delay (s)	9.9	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	207	222	0	300	66
Future Volume (veh/h)	0	207	222	0	300	66
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	225	241	0	326	72
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	371	371	0	2521	1160
Arrive On Green	0.00	0.10	0.10	0.00	0.80	0.80
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	225	241	0	326	72
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.3	7.8	0.0	2.8	1.3
Cycle Q Clear(g_c), s	0.0	7.3	7.8	0.0	2.8	1.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	371	371	0	2521	1160
V/C Ratio(X)	0.00	0.61	0.65	0.00	0.13	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2521	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	51.3	51.6	0.0	2.8	2.6
Incr Delay (d2), s/veh	0.0	1.6	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.9	0.0	1.3	0.5
LnGrp Delay(d),s/veh	0.0	52.9	52.9	0.0	2.9	2.8
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		225	241		398	
Approach Delay, s/veh		52.9	52.9		2.9	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				18.6		101.4		18.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.3		4.8		9.8
Green Ext Time (p_c), s				2.7		1.3		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	485	0	0	547	389	40	0	356	0	0	0
Future Volume (veh/h)	30	485	0	0	547	389	40	0	356	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	33	527	0	0	595	423	43	0	387			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	40	1465	0	0	1215	501	1565	0	720			
Arrive On Green	0.02	0.41	0.00	0.00	0.34	0.34	0.49	0.00	0.49			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	33	527	0	0	595	423	43	0	387			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.6	13.3	0.0	0.0	17.3	34.9	0.9	0.0	23.8			
Cycle Q Clear(g_c), s	2.6	13.3	0.0	0.0	17.3	34.9	0.9	0.0	23.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	40	1465	0	0	1215	501	1565	0	720			
V/C Ratio(X)	0.82	0.36	0.00	0.00	0.49	0.85	0.03	0.00	0.54			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1565	0	720			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.1	26.2	0.0	0.0	33.7	39.5	16.9	0.0	22.7			
Incr Delay (d2), s/veh	53.6	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.5	0.0	0.0	8.4	14.1	0.4	0.0	9.7			
LnGrp Delay(d),s/veh	116.7	26.4	0.0	0.0	33.7	40.4	16.9	0.0	23.5			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		560			1018			430				
Approach Delay, s/veh		31.7			36.5			22.8				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		70.2		59.8			9.2	50.6
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		25.8		15.3			4.6	36.9
Green Ext Time (p_c), s		0.0		10.1			0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	83	213	14	0	8	322	30	0	63	10	19	0	84	11	189
Future Vol, veh/h	0	83	213	14	0	8	322	30	0	63	10	19	0	84	11	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	232	15	0	9	350	33	0	68	11	21	0	91	12	205
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.1	13.8	11.7	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	78%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	22%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	83	142	85	8	215	137	84	7	193
LT Vol	63	0	83	0	0	8	0	0	84	0	0
Through Vol	0	10	0	142	71	0	215	107	0	7	4
RT Vol	0	19	0	0	14	0	0	30	0	0	189
Lane Flow Rate	68	32	90	154	92	9	233	149	91	8	209
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.154	0.062	0.189	0.301	0.177	0.018	0.442	0.276	0.195	0.016	0.371
Departure Headway (Hd)	8.09	7.132	7.536	7.03	6.914	7.441	6.935	6.781	7.677	7.192	6.502
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	504	478	514	521	484	523	533	469	501	557
Service Time	5.806	4.847	5.246	4.74	4.624	5.141	4.635	4.481	5.394	4.892	4.202
HCM Lane V/C Ratio	0.153	0.063	0.188	0.3	0.177	0.019	0.446	0.28	0.194	0.016	0.375
HCM Control Delay	12.3	10.3	12	12.7	11.1	10.3	15	12	12.2	10	13
HCM Lane LOS	B	B	B	B	B	B	B	B	B	A	B
HCM 95th-tile Q	0.5	0.2	0.7	1.3	0.6	0.1	2.2	1.1	0.7	0	1.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	350	144	0	0	0
Future Vol, veh/h	0	350	144	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	380	157	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	537	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1423	-	-	-	505	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1423	-	-	-	505	889
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	96	0	0	132
Future Vol, veh/h	0	0	96	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	104	0	0	104	0
Stage 1	104	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	951	-	-	1488	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	951	-	-	1488	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1488	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	0	0	0	0	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	0	0	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	0	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	60	22	61	25	92	30	1961	185	186	1404	13
Future Volume (veh/h)	17	60	22	61	25	92	30	1961	185	186	1404	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	18	65	24	66	27	100	33	2132	201	202	1526	14
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	161	205	76	196	55	203	47	1965	182	232	2564	24
Arrive On Green	0.16	0.16	0.15	0.16	0.16	0.15	0.03	0.60	0.60	0.14	0.71	0.71
Sat Flow, veh/h	1159	1299	479	1200	348	1288	1634	3275	304	1634	3594	33
Grp Volume(v), veh/h	18	0	89	66	0	127	33	1137	1196	202	751	789
Grp Sat Flow(s),veh/h/ln	1159	0	1778	1200	0	1635	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.7	0.0	5.3	6.2	0.0	8.5	2.4	72.0	72.0	14.5	25.3	25.4
Cycle Q Clear(g_c), s	10.3	0.0	5.3	11.5	0.0	8.5	2.4	72.0	72.0	14.5	25.3	25.4
Prop In Lane	1.00		0.27	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	161	0	281	196	0	258	47	1062	1085	232	1263	1325
V/C Ratio(X)	0.11	0.00	0.32	0.34	0.00	0.49	0.70	1.07	1.10	0.87	0.59	0.60
Avail Cap(c_a), veh/h	161	0	281	196	0	258	101	1062	1085	245	1263	1325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	44.9	49.9	0.0	46.3	57.8	24.0	24.0	50.4	8.6	8.6
Incr Delay (d2), s/veh	1.4	0.0	3.0	4.6	0.0	6.6	17.4	48.5	59.8	25.9	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.9	2.3	0.0	4.3	1.3	49.1	53.6	8.2	12.6	13.2
LnGrp Delay(d),s/veh	52.2	0.0	47.8	54.5	0.0	52.9	75.2	72.5	83.8	76.3	9.3	9.3
LnGrp LOS	D		D	D		D	E	F	F	E	A	A
Approach Vol, veh/h		107			193			2366			1742	
Approach Delay, s/veh		48.6			53.4			78.3			17.1	
Approach LOS		D			D			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.1	76.0		22.9	7.4	89.6		22.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	16.5	74.0		12.3	4.4	27.4		13.5
Green Ext Time (p_c), s	0.1	0.0		0.5	0.0	41.1		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	39	65	354	31	95
Future Vol, veh/h	467	39	65	354	31	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	508	42	71	385	34	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	550	0	1055	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1020	-	250	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	228	550
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	1020	-
HCM Lane V/C Ratio	0.336	-	-	0.069	-
HCM Control Delay (s)	18.2	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	67.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	513	110	0	542	320	8	0	76	17	399
Future Vol, veh/h	0	11	513	110	0	542	320	8	0	76	17	399
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	12	558	120	0	589	348	9	0	83	18	434
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	68.6	71.6	66.4
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	2%	63%	0%	22%
Vol Thru, %	3%	81%	37%	0%	57%
Vol Right, %	81%	17%	0%	100%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	492	634	862	8	63
LT Vol	76	11	542	0	14
Through Vol	17	513	320	0	36
RT Vol	399	110	0	8	13
Lane Flow Rate	535	689	937	9	68
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	1	1	0.018	0.182
Departure Headway (Hd)	7.033	7.488	8.317	7.303	9.549
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	519	489	450	492	378
Service Time	5.046	5.501	6.027	5.013	7.549
HCM Lane V/C Ratio	1.031	1.409	2.082	0.018	0.18
HCM Control Delay	66.4	68.6	72.2	10.1	14.7
HCM Lane LOS	F	F	F	B	B
HCM 95th-tile Q	13.8	13.4	12.7	0.1	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	36	13
Future Vol, veh/h	0	14	36	13
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	39	14
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.7
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	316.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	254	805	486	50	100	322
Future Vol, veh/h	254	805	486	50	100	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	875	528	54	109	350

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	583	0	-	0	1982	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	1427	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	991	-	-	-	~ 68	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	221	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	~ 31	531
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	~ 101	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	$ 1506
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	991	-	-	-	110
HCM Lane V/C Ratio	0.279	-	-	-	4.17
HCM Control Delay (s)	10	0	-	-	$ 1506
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	47.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	17	8	18	4	94	2	1613	86	179	1376	12
Future Vol, veh/h	8	17	8	18	4	94	2	1613	86	179	1376	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	18	9	20	4	102	2	1753	93	195	1496	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2774	3742	754	2950	3702	923	1509	0	0	1847	0	0
Stage 1	1891	1891	-	1804	1804	-	-	-	-	-	-	-
Stage 2	883	1851	-	1146	1898	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	9	~ 4	352	~ 6	5	272	439	-	-	325	-	-
Stage 1	72	117	-	82	130	-	-	-	-	-	-	-
Stage 2	307	123	-	212	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 2	352	-	~ 2	272	439	-	-	325	-	-
Mov Cap-2 Maneuver	-	~ 2	-	-	~ 2	-	-	-	-	-	-	-
Stage 1	72	47	-	82	129	-	-	-	-	-	-	-
Stage 2	184	122	-	50	46	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	3.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	439	-	-	-	-	325	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	0.599	-	-
HCM Control Delay (s)	13.2	-	-	-	-	31.3	-	-
HCM Lane LOS	B	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	3.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	456	0	0	114	0	1
Future Vol, veh/h	456	0	0	114	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	496	0	0	124	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	496	0	620	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1068	-	452	574
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1068	-	452	574
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	574	-	-	1068	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	231	0	0	121	0	1
Future Vol, veh/h	231	0	0	121	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	251	0	0	132	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	251	0	383	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1314	-	620	788
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1314	-	620	788
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1314	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	346	66	46	151	13	43	122	66	12	77	0
Future Vol, veh/h	8	346	66	46	151	13	43	122	66	12	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	376	72	50	164	14	47	133	72	13	84	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	448	0	0	742	707	412	803	736	171
Stage 1	-	-	-	-	-	-	429	429	-	271	271	-
Stage 2	-	-	-	-	-	-	313	278	-	532	465	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1112	-	-	332	360	640	302	346	873
Stage 1	-	-	-	-	-	-	604	584	-	735	685	-
Stage 2	-	-	-	-	-	-	698	680	-	531	563	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1112	-	-	255	339	640	179	326	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	339	-	179	326	-
Stage 1	-	-	-	-	-	-	599	579	-	728	651	-
Stage 2	-	-	-	-	-	-	578	646	-	360	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	33.8	23.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	1398	-	-	1112	-	-	294
HCM Lane V/C Ratio	0.686	0.006	-	-	0.045	-	-	0.329
HCM Control Delay (s)	33.8	7.6	0	-	8.4	0	-	23.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.9	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	377	25	53	189	12	36
Future Vol, veh/h	377	25	53	189	12	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	410	27	58	205	13	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	437	0	744	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1123	-	382	631
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1123	-	360	631
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	531	-	-	1123	-
HCM Lane V/C Ratio	0.098	-	-	0.051	-
HCM Control Delay (s)	12.5	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	226	25	27	138	30	6
Future Vol, veh/h	226	25	27	138	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	246	27	29	150	33	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	468	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1290	-	553	780
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1290	-	539	780
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	568	-	-	1290	-
HCM Lane V/C Ratio	0.069	-	-	0.023	-
HCM Control Delay (s)	11.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	383	0	7	247	3	26
Future Vol, veh/h	383	0	7	247	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	416	0	8	268	3	28

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	430	416	550	416
Stage 1	-	-	0	0	416	-
Stage 2	-	-	430	416	134	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	582	527	496	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	656	592	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	582	0	496	637
Mov Cap-2 Maneuver	-	-	582	0	496	-
Stage 1	-	-	-	0	666	-
Stage 2	-	-	656	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	16.6	11.1
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	619	-	-	582
HCM Lane V/C Ratio	0.051	-	-	0.474
HCM Control Delay (s)	11.1	-	-	16.6
HCM Lane LOS	B	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	2.5

Intersection	
Int Delay, s/veh	497.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	438	93	115	123	389	640
Future Vol, veh/h	438	93	115	123	389	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	476	101	125	134	423	696

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	577	0	911	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	996	-	~ 304	~ 551
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	996	-	~ 263	~ 551
Mov Cap-2 Maneuver	-	-	-	-	~ 263	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	$ 868.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	-	-	996	-
HCM Lane V/C Ratio	2.868	-	-	0.126	-
HCM Control Delay (s)	$ 868.7	-	-	9.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	95.5	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	40.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	91	260	152	329	496	72
Future Vol, veh/h	91	260	152	329	496	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	283	165	358	539	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1266	578	617	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	187	516	963	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	516	963	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	159.2	3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	963	-	313	-	-
HCM Lane V/C Ratio	0.172	-	1.219	-	-
HCM Control Delay (s)	9.5	0	159.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	17	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	4	177	47	8	125
Future Vol, veh/h	37	4	177	47	8	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	192	51	9	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	371	218	0	0	243	0
Stage 1	218	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	630	822	-	-	1323	-
Stage 1	818	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	626	822	-	-	1323	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	641	1323	-
HCM Lane V/C Ratio	-	-	0.07	0.007	-
HCM Control Delay (s)	-	-	11	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	127	117	96
Demand Flow Rate, veh/h	95	130	120	98
Vehicles Circulating, veh/h	116	106	100	125
Vehicles Exiting, veh/h	107	114	111	111
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.5	4.8	4.7	4.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	95	130	120	98
Cap Entry Lane, veh/h	1006	1016	1022	997
Entry HV Adj Factor	0.981	0.977	0.976	0.981
Flow Entry, veh/h	93	127	117	96
Cap Entry, veh/h	986	992	997	978
V/C Ratio	0.094	0.128	0.117	0.098
Control Delay, s/veh	4.5	4.8	4.7	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	99	81	58	75
Demand Flow Rate, veh/h	102	82	59	77
Vehicles Circulating, veh/h	58	88	95	107
Vehicles Exiting, veh/h	125	66	65	63
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.3	4.2	4.1	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	102	82	59	77
Cap Entry Lane, veh/h	1066	1035	1028	1015
Entry HV Adj Factor	0.972	0.985	0.977	0.980
Flow Entry, veh/h	99	81	58	75
Cap Entry, veh/h	1036	1019	1003	994
V/C Ratio	0.096	0.079	0.057	0.076
Control Delay, s/veh	4.3	4.2	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	47	43	35
Demand Flow Rate, veh/h	90	48	43	35
Vehicles Circulating, veh/h	44	29	84	60
Vehicles Exiting, veh/h	51	98	50	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.7	3.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	90	48	43	35
Cap Entry Lane, veh/h	1081	1098	1039	1064
Entry HV Adj Factor	0.986	0.984	0.995	0.990
Flow Entry, veh/h	89	47	43	35
Cap Entry, veh/h	1066	1080	1033	1053
V/C Ratio	0.083	0.044	0.041	0.033
Control Delay, s/veh	4.1	3.7	3.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	99	66	236	189	7
Future Vol, veh/h	10	99	66	236	189	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	72	257	205	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	481	107	213	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	514	926	1355	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	926	1355	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	854	-	-
HCM Lane V/C Ratio	0.053	-	0.139	-	-
HCM Control Delay (s)	7.8	0.2	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	75	102	416	159	125	557
Future Vol, veh/h	75	102	416	159	125	557
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	111	452	173	136	605

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1329	452	0	0	452	0
Stage 1	452	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	171	608	-	-	1109	-
Stage 1	641	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	608	-	-	1109	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	139	608	1109	-
HCM Lane V/C Ratio	-	-	0.586	0.182	0.123	-
HCM Control Delay (s)	-	-	62.3	12.2	8.7	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	3	0.7	0.4	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	11	206	37	11	149
Future Vol, veh/h	29	11	206	37	11	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	224	40	12	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	430	244	0	0	264	0
Stage 1	244	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	795	-	-	1300	-
Stage 1	797	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	576	795	-	-	1300	-
Mov Cap-2 Maneuver	576	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	1300	-
HCM Lane V/C Ratio	-	-	0.07	0.009	-
HCM Control Delay (s)	-	-	11.2	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Future Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	14	0	0	0	47	14	0	1	30	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	67%	0%	19%
Vol Thru, %	97%	33%	77%	44%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	56	43
LT Vol	1	26	0	8
Through Vol	28	13	43	19
RT Vol	0	0	13	16
Lane Flow Rate	32	42	61	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.05	0.067	0.051
Departure Headway (Hd)	4.157	4.251	3.964	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	839	899	899
Service Time	2.213	2.295	2.007	2.007
HCM Lane V/C Ratio	0.037	0.05	0.068	0.052
HCM Control Delay	7.4	7.5	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	19	16
Future Vol, veh/h	0	8	19	16
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	21	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	65	190	60
Demand Flow Rate, veh/h	20	67	194	61
Vehicles Circulating, veh/h	85	142	26	79
Vehicles Exiting, veh/h	55	78	79	130
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.4	4.9	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	67	194	61
Cap Entry Lane, veh/h	1038	980	1101	1044
Entry HV Adj Factor	0.996	0.970	0.981	0.988
Flow Entry, veh/h	20	65	190	60
Cap Entry, veh/h	1033	950	1079	1031
V/C Ratio	0.019	0.068	0.176	0.058
Control Delay, s/veh	3.6	4.4	4.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	21	63	53	7	19	19
Future Vol, veh/h	21	63	53	7	19	19
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	68	58	8	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	180	71
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	810	991
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	790	983
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	27	86	0	53	12	18	0	44	236	50
Future Vol, veh/h	0	7	27	86	0	53	12	18	0	44	236	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	93	0	58	13	20	0	48	257	54
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	10.6	10.5	10.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	61%	0%	24%	0%	40%	0%	100%	96%
Vol Right, %	0%	0%	39%	0%	76%	0%	60%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	157	129	7	113	53	30	29	170	89
LT Vol	44	0	0	7	0	53	0	29	0	0
Through Vol	0	157	79	0	27	0	12	0	170	85
RT Vol	0	0	50	0	86	0	18	0	0	4
Lane Flow Rate	48	171	140	8	123	58	33	32	185	97
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.087	0.289	0.226	0.015	0.21	0.116	0.058	0.058	0.316	0.164
Departure Headway (Hd)	6.584	6.079	5.805	7.192	6.157	7.277	6.354	6.657	6.152	6.12
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	590	618	497	581	492	562	538	584	585
Service Time	4.325	3.82	3.546	4.946	3.911	5.033	4.11	4.401	3.896	3.864
HCM Lane V/C Ratio	0.088	0.29	0.227	0.016	0.212	0.118	0.059	0.059	0.317	0.166
HCM Control Delay	10	11.3	10.2	10.1	10.6	11	9.5	9.8	11.7	10.1
HCM Lane LOS	A	B	B	B	B	B	A	A	B	B
HCM 95th-tile Q	0.3	1.2	0.9	0	0.8	0.4	0.2	0.2	1.3	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	29	255	4
Future Vol, veh/h	0	29	255	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	32	277	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	44.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	2	572	0	0	0	740	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	2	572	0	0	0	740	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	2	622	0	0	0	804	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	31.3	55.1
HCM LOS	-	-	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	572	0	0	0	0	740	0
LT Vol	2	0	0	0	0	0	0	0
Through Vol	0	572	0	0	0	0	740	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	2	622	0	0	0	0	804	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.003	0.868	0	0	0	0	1	0
Departure Headway (Hd)	5.526	5.027	5.027	7.449	7.449	4.981	4.981	4.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	727	0	0	0	0	732	0
Service Time	3.226	2.727	2.727	5.171	5.171	2.69	2.69	2.69
HCM Lane V/C Ratio	0.003	0.856	0	0	0	0	1.098	0
HCM Control Delay	8.2	31.4	7.7	10.2	10.2	7.7	55.1	7.7
HCM Lane LOS	A	D	N	N	N	N	F	N
HCM 95th-tile Q	0	10.5	0	0	0	0	16.4	0

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	37	76	300	37	18	41	219	302	18	133	17
Future Vol, veh/h	37	37	76	300	37	18	41	219	302	18	133	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	40	83	326	40	20	45	238	328	20	145	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	531	511	145	531	511	238	145	0	0	238	0	0
Stage 1	184	184	-	327	327	-	-	-	-	-	-	-
Stage 2	347	327	-	204	184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	459	466	902	459	466	801	1437	-	-	1329	-	-
Stage 1	818	747	-	686	648	-	-	-	-	-	-	-
Stage 2	669	648	-	798	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	402	445	902	375	445	801	1437	-	-	1329	-	-
Mov Cap-2 Maneuver	402	445	-	375	445	-	-	-	-	-	-	-
Stage 1	792	736	-	665	628	-	-	-	-	-	-	-
Stage 2	592	628	-	675	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	46.9	0.6	0.8
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1437	-	-	402	445	902	375	445	801	1329	-	-
HCM Lane V/C Ratio	0.031	-	-	0.1	0.09	0.092	0.87	0.09	0.024	0.015	-	-
HCM Control Delay (s)	7.6	-	-	14.9	13.9	9.4	53.2	13.9	9.6	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	F	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.3	8.4	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Future Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	3	0	1	3	16	0	2	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	74%	5%	19%
Vol Thru, %	85%	13%	16%	51%
Vol Right, %	9%	13%	79%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	23	19	47
LT Vol	2	17	1	9
Through Vol	28	3	3	24
RT Vol	3	3	15	14
Lane Flow Rate	36	25	21	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.029	0.021	0.055
Departure Headway (Hd)	4.008	4.169	3.639	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	856	978	918
Service Time	2.036	2.207	1.68	1.925
HCM Lane V/C Ratio	0.04	0.029	0.021	0.056
HCM Control Delay	7.2	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	24	14
Future Vol, veh/h	0	9	24	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	26	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	93	63	97
Demand Flow Rate, veh/h	51	95	64	99
Vehicles Circulating, veh/h	76	84	78	56
Vehicles Exiting, veh/h	79	58	49	123
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.3	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	51	95	64	99
Cap Entry Lane, veh/h	1047	1039	1045	1068
Entry HV Adj Factor	0.992	0.981	0.984	0.982
Flow Entry, veh/h	51	93	63	97
Cap Entry, veh/h	1038	1019	1029	1049
V/C Ratio	0.049	0.091	0.061	0.093
Control Delay, s/veh	3.9	4.3	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	64	53	0
Demand Flow Rate, veh/h	91	66	54	0
Vehicles Circulating, veh/h	25	15	65	80
Vehicles Exiting, veh/h	55	104	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.8	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	66	54	0
Cap Entry Lane, veh/h	1102	1113	1059	1043
Entry HV Adj Factor	0.975	0.973	0.981	1.000
Flow Entry, veh/h	89	64	53	0
Cap Entry, veh/h	1074	1082	1039	1042
V/C Ratio	0.083	0.059	0.051	0.000
Control Delay, s/veh	4.1	3.8	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	81	75	351	390	4
Future Vol, veh/h	6	81	75	351	390	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	88	82	382	424	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	780	214	428	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	332	791	1128	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	791	1128	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	711	-	-
HCM Lane V/C Ratio	0.072	-	0.133	-	-
HCM Control Delay (s)	8.4	0.3	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1875	244	153	1366	13	152	1	77	248	16	584
Future Volume (veh/h)	284	1875	244	153	1366	13	152	1	77	248	16	584
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	309	2038	265	166	1485	14	165	1	84	270	17	635
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1138	11	178	1	91	132	8	311
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	1458	1634	3593	34	1126	7	573	480	30	1129
Grp Volume(v), veh/h	309	2038	265	166	731	768	250	0	0	922	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1857	1705	0	0	1639	0	0
Q Serve(g_s), s	14.0	44.0	16.9	8.0	38.0	38.0	17.4	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	16.9	8.0	38.0	38.0	17.4	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	535	109	560	588	270	0	0	451	0	0
V/C Ratio(X)	1.62	1.57	0.50	1.52	1.30	1.31	0.93	0.00	0.00	2.04	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	588	270	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	29.4	56.0	41.0	41.0	49.9	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	298.1	259.8	0.6	260.4	144.5	144.7	38.6	0.0	0.0	477.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.1	68.3	6.9	11.5	41.0	43.1	11.1	0.0	0.0	74.8	0.0	0.0
LnGrp Delay(d),s/veh	351.1	297.8	30.0	316.4	185.5	185.7	88.5	0.0	0.0	521.6	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	F			F		
Approach Vol, veh/h		2612			1665			250			922	
Approach Delay, s/veh		276.9			198.7			88.5			521.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		19.4	10.0	46.0		35.0	16.0	40.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	285.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1985	361	32	957	19	173	27	63	64	30	123
Future Volume (veh/h)	96	1985	361	32	957	19	173	27	63	64	30	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	104	2158	392	35	1040	21	188	29	68	70	33	134
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1528	269	70	1207	24	292	129	301	98	44	178
Arrive On Green	0.21	0.51	0.49	0.04	0.34	0.32	0.18	0.26	0.26	0.06	0.14	0.13
Sat Flow, veh/h	1774	3006	529	1634	3547	72	1634	493	1157	1774	319	1297
Grp Volume(v), veh/h	104	1242	1308	35	519	542	188	0	97	70	0	167
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1634	1770	1849	1634	0	1651	1774	0	1616
Q Serve(g_s), s	5.9	61.0	61.0	2.5	32.8	32.8	12.8	0.0	5.6	4.7	0.0	11.9
Cycle Q Clear(g_c), s	5.9	61.0	61.0	2.5	32.8	32.8	12.8	0.0	5.6	4.7	0.0	11.9
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.70	1.00		0.80
Lane Grp Cap(c), veh/h	374	900	898	70	602	629	292	0	430	98	0	221
V/C Ratio(X)	0.28	1.38	1.46	0.50	0.86	0.86	0.64	0.00	0.23	0.71	0.00	0.75
Avail Cap(c_a), veh/h	374	900	898	82	811	848	292	0	430	136	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	29.5	29.8	56.2	37.0	37.0	45.7	0.0	35.0	55.8	0.0	50.1
Incr Delay (d2), s/veh	0.0	172.1	206.0	5.5	7.3	7.0	4.8	0.0	1.2	10.1	0.0	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	72.5	80.8	1.2	17.2	17.9	6.2	0.0	2.7	2.6	0.0	6.6
LnGrp Delay(d),s/veh	39.7	201.6	235.8	61.7	44.2	44.0	50.5	0.0	36.3	65.9	0.0	71.1
LnGrp LOS	D	F	F	E	D	D	D		D	E		E
Approach Vol, veh/h		2654			1096			285			237	
Approach Delay, s/veh		212.1			44.7			45.6			69.5	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	35.3	9.1	65.0	25.5	20.4	29.3	44.8
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	8.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	7.9	7.6	4.5	63.0	14.8	13.9	7.9	34.8
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.4	2.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	150.1
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	123.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1041	132	177	774	73	228
Future Vol, veh/h	1041	132	177	774	73	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1132	143	192	841	79	248

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1275	0	2008	638
Stage 1	-	-	-	-	1203	-
Stage 2	-	-	-	-	805	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	540	-	~ 51	419
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	540	-	~ 33	419
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	258	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	$ 985.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	109	-	-	540	-
HCM Lane V/C Ratio	3.002	-	-	0.356	-
HCM Control Delay (s)	$ 985.8	-	-	15.3	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	31.2	-	-	1.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1090	8	39	1068	30	127
Future Vol, veh/h	1090	8	39	1068	30	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1185	9	42	1161	33	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1193	0	1854	597
Stage 1	-	-	-	-	1189	-
Stage 2	-	-	-	-	665	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	581	-	65	446
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	581	-	60	446
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	29.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	581	-
HCM Lane V/C Ratio	0.543	-	-	0.073	-
HCM Control Delay (s)	29.3	-	-	11.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.1	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	678	154	142	522	121	109	604	90	71	562	244
Future Volume (veh/h)	351	678	154	142	522	121	109	604	90	71	562	244
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	382	737	167	154	567	132	118	657	98	77	611	265
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	983	405	290	669	275	163	1014	418	131	642	278
Arrive On Green	0.27	0.28	0.28	0.18	0.19	0.19	0.10	0.29	0.29	0.08	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2406	1043
Grp Volume(v), veh/h	382	737	167	154	567	132	118	657	98	77	449	427
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	20.1	17.1	5.7	7.7	13.9	7.3	6.3	14.6	2.6	4.1	22.5	22.5
Cycle Q Clear(g_c), s	20.1	17.1	5.7	7.7	13.9	7.3	6.3	14.6	2.6	4.1	22.5	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	436	983	405	290	669	275	163	1014	418	131	472	448
V/C Ratio(X)	0.88	0.75	0.41	0.53	0.85	0.48	0.72	0.65	0.23	0.59	0.95	0.95
Avail Cap(c_a), veh/h	436	983	405	290	669	275	163	1014	418	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	29.6	12.1	33.6	35.3	32.6	39.3	28.1	7.8	40.0	32.4	33.1
Incr Delay (d2), s/veh	17.9	5.2	3.1	1.8	12.7	5.9	5.4	0.5	0.1	4.1	29.6	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.0	2.6	3.6	8.0	3.4	3.1	7.2	1.1	2.0	14.9	14.3
LnGrp Delay(d),s/veh	49.5	34.9	15.2	35.4	47.9	38.4	44.7	28.6	7.9	44.1	62.0	63.9
LnGrp LOS	D	C	B	D	D	D	D	C	A	D	E	E
Approach Vol, veh/h		1286			853			873			953	
Approach Delay, s/veh		36.7			44.2			28.5			61.4	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	29.8	20.0	29.0	13.0	28.0	28.0	21.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	6.1	16.6	9.7	19.1	8.3	24.5	22.1	15.9
Green Ext Time (p_c), s	0.0	3.2	1.5	1.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	71.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1461	17	16	773	7	63	0	48	7	0	0
Future Vol, veh/h	0	1461	17	16	773	7	63	0	48	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1588	18	17	840	8	68	0	52	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	848	0	0	1588	0	0	2467	2471	1588	2493	2467	844
Stage 1	-	-	-	-	-	-	1588	1588	-	879	879	-
Stage 2	-	-	-	-	-	-	879	883	-	1614	1588	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	790	-	-	413	-	-	~ 21	30	133	20	30	363
Stage 1	-	-	-	-	-	-	135	168	-	342	365	-
Stage 2	-	-	-	-	-	-	342	364	-	131	168	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	790	-	-	413	-	-	~ 20	28	133	11	28	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 20	28	-	11	28	-
Stage 1	-	-	-	-	-	-	135	168	-	342	337	-
Stage 2	-	-	-	-	-	-	315	336	-	80	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	$ 1502	$ 589.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	790	-	-	413	-	-	11
HCM Lane V/C Ratio	3.77	-	-	-	0.042	-	-	0.692
HCM Control Delay (s)	$ 1502	0	-	-	14.1	0	-	$ 589.5
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	14.3	0	-	-	0.1	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1243	0	7	883	6	0	0	7	4	0	0
Future Vol, veh/h	0	1243	0	7	883	6	0	0	7	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1351	0	8	960	7	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	966	0	0	1351	0	0	2329	2333	1351	2333	2329	963
Stage 1	-	-	-	-	-	-	1351	1351	-	978	978	-
Stage 2	-	-	-	-	-	-	978	982	-	1355	1351	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	713	-	-	509	-	-	26	37	184	26	37	310
Stage 1	-	-	-	-	-	-	185	219	-	301	329	-
Stage 2	-	-	-	-	-	-	301	327	-	184	219	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	713	-	-	509	-	-	25	36	184	24	36	310
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	36	-	24	36	-
Stage 1	-	-	-	-	-	-	185	219	-	301	318	-
Stage 2	-	-	-	-	-	-	291	316	-	176	219	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	25.4	185.6
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	184	713	-	-	509	-	-	24
HCM Lane V/C Ratio	0.041	-	-	-	0.015	-	-	0.181
HCM Control Delay (s)	25.4	0	-	-	12.2	0	-	185.6
HCM Lane LOS	D	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	76.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	58	1141	193	0	239	774	218	0	149	406	323
Future Vol, veh/h	0	58	1141	193	0	239	774	218	0	149	406	323
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	1240	210	0	260	841	237	0	162	441	351
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	78.1	78.2	68.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	0%	4%	19%	31%
Vol Thru, %	73%	0%	82%	63%	57%
Vol Right, %	0%	100%	14%	18%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	555	323	1392	1231	441
LT Vol	149	0	58	239	138
Through Vol	406	0	1141	774	252
RT Vol	0	323	193	218	51
Lane Flow Rate	603	351	1513	1338	479
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.881	1	1	1
Departure Headway (Hd)	9.865	9.031	9.554	9.561	9.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	374	404	393	401	379
Service Time	7.565	6.731	7.554	7.561	7.722
HCM Lane V/C Ratio	1.612	0.869	3.85	3.337	1.264
HCM Control Delay	79.2	50.5	78.1	78.2	78.9
HCM Lane LOS	F	F	F	F	F
HCM 95th-tile Q	11.7	8.9	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	138	252	51
Future Vol, veh/h	0	138	252	51
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	150	274	55
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	134	1543	15	14	1241	232	9	16	7	242	17	143
Future Vol, veh/h	134	1543	15	14	1241	232	9	16	7	242	17	143
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	1677	16	15	1349	252	10	17	8	263	18	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1601	0	0	1693	0	0	3569	3609	1685	3494	3490	1475
Stage 1	-	-	-	-	-	-	1977	1977	-	1505	1505	-
Stage 2	-	-	-	-	-	-	1592	1632	-	1989	1985	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	409	-	-	377	-	-	~ 3	~ 5	116	~ 4	~ 6	~ 155
Stage 1	-	-	-	-	-	-	80	107	-	~ 151	184	-
Stage 2	-	-	-	-	-	-	135	159	-	~ 79	106	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	409	-	-	377	-	-	-	~ 3	116	-	~ 3	~ 155
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 3	-	-	~ 3	-
Stage 1	-	-	-	-	-	-	80	107	-	~ 151	95	-
Stage 2	-	-	-	-	-	-	-	82	-	~ 62	106	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	409	-	-	377	-	-	-
HCM Lane V/C Ratio	-	0.356	-	-	0.04	-	-	-
HCM Control Delay (s)	-	18.6	0	-	14.9	0	-	-
HCM Lane LOS	-	C	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	1.6	-	-	0.1	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	20	1167	291	317	1417	89	150	34	114	65	22	13
Future Vol, veh/h	20	1167	291	317	1417	89	150	34	114	65	22	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1268	316	345	1540	97	163	37	124	71	24	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1637	0	0	1585	0	0	3767	3796	1427	3829	3906	1589
Stage 1	-	-	-	-	-	-	1470	1470	-	2278	2278	-
Stage 2	-	-	-	-	-	-	2297	2326	-	1551	1628	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	396	-	-	414	-	-	~ 2	~ 4	166	~ 2	~ 3	133
Stage 1	-	-	-	-	-	-	~ 158	191	-	~ 53	75	-
Stage 2	-	-	-	-	-	-	~ 52	71	-	142	160	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	396	-	-	414	-	-	-	~ 1	166	-	~ 1	133
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	~ 54	65	-	~ 18	75	-
Stage 2	-	-	-	-	-	-	~ 32	71	-	~ 5	55	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	7.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	396	-	-	414	-	-	-
HCM Lane V/C Ratio	-	0.055	-	-	0.832	-	-	-
HCM Control Delay (s)	-	14.6	0	-	44.4	0	-	-
HCM Lane LOS	-	B	A	-	E	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	7.8	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

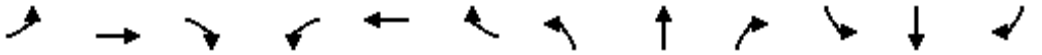
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	1767	1414	134	0	25
Future Vol, veh/h	44	1767	1414	134	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	1921	1537	146	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1683	0	-	0	3626	1610
Stage 1	-	-	-	-	1610	-
Stage 2	-	-	-	-	2016	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	380	-	-	-	6	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	380	-	-	-	6	129
Mov Cap-2 Maneuver	-	-	-	-	6	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	113	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	40.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	380	-	-	-	129
HCM Lane V/C Ratio	0.126	-	-	-	0.211
HCM Control Delay (s)	15.8	0	-	-	40.2
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1588	492	453	1095	132	506	220	318	202	227	118
Future Volume (veh/h)	83	1588	492	453	1095	132	506	220	318	202	227	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	90	1726	535	492	1190	143	550	239	346	220	247	128
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	761	593	191	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	90	1726	535	492	1190	143	550	239	346	220	247	128
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	49.0	26.8	14.0	57.0	6.9	13.0	7.5	19.9	8.0	6.9	9.0
Cycle Q Clear(g_c), s	6.0	49.0	26.8	14.0	57.0	6.9	13.0	7.5	19.9	8.0	6.9	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.10	2.27	0.90	2.58	1.34	0.21	3.11	0.25	0.87	2.02	0.30	0.38
Avail Cap(c_a), veh/h	82	761	593	191	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	35.5	14.0	53.0	31.5	18.3	57.9	43.0	25.8	56.0	37.9	38.7
Incr Delay (d2), s/veh	129.8	575.3	17.0	726.5	162.8	0.1	949.5	0.1	2.6	489.5	0.9	3.2
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	146.7	13.5	44.8	69.3	2.8	52.6	3.7	8.2	18.4	3.5	3.9
LnGrp Delay(d),s/veh	187.0	610.8	31.0	779.5	194.3	18.5	1007.4	43.0	28.4	545.5	38.8	41.9
LnGrp LOS	F	F	C	F	F	B	F	D	C	F	D	D
Approach Vol, veh/h		2351			1825			1135			595	
Approach Delay, s/veh		462.7			338.3			505.9			226.8	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	21.9	16.0	51.0	15.0	11.0	8.0	59.0
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	3.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	408.8
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	1235.7

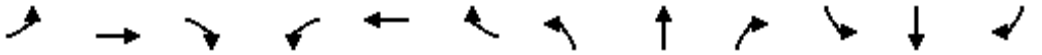
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	2263	178	88	1567	110	64
Future Vol, veh/h	2263	178	88	1567	110	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2460	193	96	1703	120	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2653	0	4452	2557
Stage 1	-	-	-	-	2557	-
Stage 2	-	-	-	-	1895	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	158	-	~ 2	~ 34
Stage 1	-	-	-	-	~ 59	-
Stage 2	-	-	-	-	130	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	158	-	~ 2	~ 34
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	~ 59	-
Stage 2	-	-	-	-	130	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	$ 30294.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	3	-	-	158	-
HCM Lane V/C Ratio	63.043	-	-	0.605	-
HCM Control Delay (s)	$ 30294.9	-	-	57.7	0
HCM Lane LOS	F	-	-	F	A
HCM 95th %tile Q(veh)	26	-	-	3.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	1503	316	994	1292	118	198	750	278	201	970	242
Future Volume (veh/h)	506	1503	316	994	1292	118	198	750	278	201	970	242
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	550	1634	343	1080	1404	128	215	815	302	218	1054	263
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	1032	425	608	1032	425	136	759	281	136	843	209
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2531	936	1634	2811	698
Grp Volume(v), veh/h	550	1634	343	1080	1404	128	215	570	547	218	661	656
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1697	1634	1770	1740
Q Serve(g_s), s	23.0	35.0	26.1	23.0	35.0	8.2	10.0	36.0	36.0	10.0	36.0	36.0
Cycle Q Clear(g_c), s	23.0	35.0	26.1	23.0	35.0	8.2	10.0	36.0	36.0	10.0	36.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.40
Lane Grp Cap(c), veh/h	313	1032	425	608	1032	425	136	531	509	136	531	522
V/C Ratio(X)	1.76	1.58	0.81	1.78	1.36	0.30	1.58	1.07	1.07	1.60	1.25	1.26
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	531	509	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.11	0.11	0.11	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	42.5	39.4	48.5	42.5	33.0	55.0	42.0	42.6	55.0	42.0	42.4
Incr Delay (d2), s/veh	353.1	267.0	10.9	350.7	162.8	0.0	263.7	36.8	37.8	302.0	125.7	130.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	41.1	55.3	11.8	39.6	40.4	3.3	14.5	23.0	22.2	15.9	36.1	36.1
LnGrp Delay(d),s/veh	401.6	309.5	50.3	399.2	205.3	33.0	318.7	78.8	80.4	357.0	167.7	172.7
LnGrp LOS	F	F	D	F	F	C	F	F	F	F	F	F
Approach Vol, veh/h		2527			2612			1332			1535	
Approach Delay, s/veh		294.3			277.0			118.2			196.7	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	38.0	25.0	37.0	12.0	38.0	25.0	37.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	240.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	567	829	277	722	869	179	276	836	117	114	663	117
Future Volume (veh/h)	567	829	277	722	869	179	276	836	117	114	663	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	616	901	301	785	945	195	300	909	127	124	721	127
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	752	310	558	900	371	264	929	383	158	811	334
Arrive On Green	0.30	0.21	0.21	0.34	0.25	0.25	0.08	0.26	0.26	0.05	0.23	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	616	901	301	785	945	195	300	909	127	124	721	127
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	36.0	25.5	24.6	41.0	30.5	13.8	10.0	30.6	3.4	4.6	23.7	4.2
Cycle Q Clear(g_c), s	36.0	25.5	24.6	41.0	30.5	13.8	10.0	30.6	3.4	4.6	23.7	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	752	310	558	900	371	264	929	383	158	811	334
V/C Ratio(X)	1.26	1.20	0.97	1.41	1.05	0.53	1.14	0.98	0.33	0.78	0.89	0.38
Avail Cap(c_a), veh/h	490	752	310	558	900	371	264	929	383	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	47.3	46.9	39.5	44.8	38.5	55.0	43.9	5.8	56.4	44.8	9.0
Incr Delay (d2), s/veh	117.1	90.4	9.7	193.3	44.2	1.4	97.0	24.8	2.3	22.0	13.9	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.1	21.9	10.7	48.4	20.4	5.7	7.9	18.1	1.6	2.5	13.1	2.0
LnGrp Delay(d),s/veh	159.1	137.6	56.5	232.8	88.9	39.9	152.0	68.7	8.1	78.3	58.7	12.3
LnGrp LOS	F	F	E	F	F	D	F	E	A	E	E	B
Approach Vol, veh/h		1818			1925			1336			972	
Approach Delay, s/veh		131.5			142.6			81.6			55.1	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.5	45.0	29.5	14.0	31.5	40.0	34.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	12.6	32.6	43.0	27.5	12.0	25.7	38.0	32.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		111.7
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	66.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	131	128	271	0	122	23	156	0	38	570	158	0	82	438	19
Future Vol, veh/h	0	131	128	271	0	122	23	156	0	38	570	158	0	82	438	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	142	139	295	0	133	25	170	0	41	620	172	0	89	476	21
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	74	19.8	74.2	74.8
HCM LOS	F	C	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	5%	25%	100%	0%	15%
Vol Thru, %	74%	24%	0%	13%	81%
Vol Right, %	21%	51%	0%	87%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	766	530	122	179	539
LT Vol	38	131	122	0	82
Through Vol	570	128	0	23	438
RT Vol	158	271	0	156	19
Lane Flow Rate	833	576	133	195	586
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	1	0.377	0.493	1
Departure Headway (Hd)	8.693	8.649	10.231	9.121	8.816
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	425	426	354	397	416
Service Time	6.693	6.649	7.931	6.821	6.816
HCM Lane V/C Ratio	1.96	1.352	0.376	0.491	1.409
HCM Control Delay	74.2	74	19	20.4	74.8
HCM Lane LOS	F	F	C	C	F
HCM 95th-tile Q	12.5	12.5	1.7	2.6	12.4

Intersection	
Int Delay, s/veh	123.8

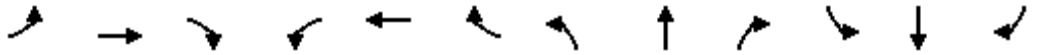
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	76	585	12	119	339	114	7	189	75	41	13	21
Future Vol, veh/h	76	585	12	119	339	114	7	189	75	41	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	636	13	129	368	124	8	205	82	45	14	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	649	0	0	1258	1559	324	1275	1503	246
Stage 1	-	-	-	-	-	-	808	808	-	689	689	-
Stage 2	-	-	-	-	-	-	450	751	-	586	814	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1068	-	-	933	-	-	128	~ 111	672	124	120	754
Stage 1	-	-	-	-	-	-	341	392	-	402	445	-
Stage 2	-	-	-	-	-	-	558	416	-	463	390	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	933	-	-	93	~ 88	672	-	95	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	~ 88	-	-	95	-
Stage 1	-	-	-	-	-	-	314	362	-	371	383	-
Stage 2	-	-	-	-	-	-	449	358	-	162	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	2	$ 720	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	117	1068	-	-	933	-	-	-
HCM Lane V/C Ratio	0.082	2.453	0.077	-	-	0.139	-	-	-
HCM Control Delay (s)	47.1	$ 737.8	8.7	-	-	9.5	-	-	-
HCM Lane LOS	E	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	25.5	0.3	-	-	0.5	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	300	432	320	261	69	370	877	486	95	1064	112
Future Volume (veh/h)	101	300	432	320	261	69	370	877	486	95	1064	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	110	326	470	348	284	75	402	953	528	103	1157	122
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	178	257	177	396	104	204	838	656	82	699	547
Arrive On Green	0.09	0.26	0.24	0.11	0.28	0.26	0.13	0.45	0.45	0.05	0.38	0.38
Sat Flow, veh/h	1634	691	996	1634	1421	375	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	110	0	796	348	0	359	402	953	528	103	1157	122
Grp Sat Flow(s),veh/h/ln	1634	0	1687	1634	0	1797	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.9	0.0	31.0	13.0	0.0	21.7	15.0	54.0	23.3	6.0	45.0	6.8
Cycle Q Clear(g_c), s	7.9	0.0	31.0	13.0	0.0	21.7	15.0	54.0	23.3	6.0	45.0	6.8
Prop In Lane	1.00		0.59	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	436	177	0	500	204	838	656	82	699	547
V/C Ratio(X)	0.76	0.00	1.83	1.97	0.00	0.72	1.97	1.14	0.80	1.26	1.66	0.22
Avail Cap(c_a), veh/h	144	0	436	177	0	500	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.60	0.60	0.60	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.5	0.0	45.0	53.5	0.0	39.2	52.5	33.0	11.0	57.0	37.5	25.6
Incr Delay (d2), s/veh	21.0	0.0	380.9	454.5	0.0	4.9	446.2	70.9	6.3	126.2	295.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	60.5	28.2	0.0	11.5	32.1	44.2	10.4	5.6	80.5	2.8
LnGrp Delay(d),s/veh	74.4	0.0	425.9	508.0	0.0	44.1	498.7	103.9	17.3	183.2	333.4	25.7
LnGrp LOS	E		F	F		D	F	F	B	F	F	C
Approach Vol, veh/h		906			707			1883			1382	
Approach Delay, s/veh		383.2			272.4			163.9			295.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	14.6	37.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	8.0	56.0	15.0	33.0	17.0	47.0	9.9	23.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	257.5
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	58.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	171	724	316	0	34	420	70	0	119	41	24	0	142	374	167
Future Vol, veh/h	0	171	724	316	0	34	420	70	0	119	41	24	0	142	374	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	787	343	0	37	457	76	0	129	45	26	0	154	407	182
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	65.7	30.1	26.3	77.3
HCM LOS	F	D	D	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	21%
Vol Thru, %	22%	0%	100%	43%	0%	100%	67%	55%
Vol Right, %	13%	0%	0%	57%	0%	0%	33%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	171	483	557	34	280	210	683
LT Vol	119	171	0	0	34	0	0	142
Through Vol	41	0	483	241	0	280	140	374
RT Vol	24	0	0	316	0	0	70	167
Lane Flow Rate	200	186	525	606	37	304	228	742
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.575	0.474	1	1	0.1	0.777	0.568	1
Departure Headway (Hd)	10.342	9.183	8.683	8.287	9.696	9.196	8.963	9.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	350	392	420	442	370	393	404	393
Service Time	8.099	6.95	6.451	6.055	7.444	6.944	6.711	7.133
HCM Lane V/C Ratio	0.571	0.474	1.25	1.371	0.1	0.774	0.564	1.888
HCM Control Delay	26.3	20	74.2	72.4	13.5	37.6	22.9	77.3
HCM Lane LOS	D	C	F	F	B	E	C	F
HCM 95th-tile Q	3.4	2.5	12.4	12.7	0.3	6.5	3.4	12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	249	86	138	142	55	135	1707	396	72	1096	51
Future Volume (veh/h)	77	249	86	138	142	55	135	1707	396	72	1096	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	84	271	93	150	154	60	147	1855	430	78	1191	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	320	250	142	360	282	197	1606	358	82	1680	78
Arrive On Green	0.06	0.17	0.17	0.09	0.19	0.19	0.12	0.56	0.54	0.10	0.98	0.94
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2877	642	1634	3445	159
Grp Volume(v), veh/h	84	271	93	150	154	60	147	1113	1172	78	611	635
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1749	1634	1770	1835
Q Serve(g_s), s	6.1	16.9	6.8	10.4	8.7	4.2	10.4	67.0	67.0	5.7	3.3	3.7
Cycle Q Clear(g_c), s	6.1	16.9	6.8	10.4	8.7	4.2	10.4	67.0	67.0	5.7	3.3	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	106	320	250	142	360	282	197	988	977	82	863	895
V/C Ratio(X)	0.79	0.85	0.37	1.06	0.43	0.21	0.75	1.13	1.20	0.95	0.71	0.71
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	988	977	82	863	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.3	48.2	44.0	54.8	42.6	40.7	51.0	26.5	26.9	53.9	0.8	0.9
Incr Delay (d2), s/veh	32.1	18.7	0.9	92.3	0.8	0.4	0.9	58.4	90.8	19.7	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.4	2.8	8.3	4.6	1.7	4.7	48.4	56.7	3.0	0.8	0.9
LnGrp Delay(d),s/veh	87.4	66.9	44.9	147.2	43.4	41.1	51.9	84.9	117.7	73.6	1.2	1.3
LnGrp LOS	F	E	D	F	D	D	D	F	F	E	A	A
Approach Vol, veh/h		448			364			2432			1324	
Approach Delay, s/veh		66.2			85.8			98.7			5.6	
Approach LOS		E			F			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	71.0	14.4	24.6	18.5	62.5	11.8	27.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.7	69.0	12.4	18.9	12.4	5.7	8.1	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	33.4	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	67.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	218	242	87	126	132	335	1267	163	266	1510	91
Future Volume (veh/h)	85	218	242	87	126	132	335	1267	163	266	1510	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	92	237	263	95	137	143	364	1377	177	289	1641	99
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	763	314	95	669	276	300	1537	633	259	1449	597
Arrive On Green	0.08	0.22	0.22	0.06	0.19	0.19	0.18	0.43	0.43	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	92	237	263	95	137	143	364	1377	177	289	1641	99
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.6	6.8	20.7	7.0	3.9	10.6	22.0	43.2	9.4	19.0	49.1	5.2
Cycle Q Clear(g_c), s	6.6	6.8	20.7	7.0	3.9	10.6	22.0	43.2	9.4	19.0	49.1	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	763	314	95	669	276	300	1537	633	259	1449	597
V/C Ratio(X)	0.66	0.31	0.84	1.00	0.20	0.52	1.22	0.90	0.28	1.12	1.13	0.17
Avail Cap(c_a), veh/h	177	841	346	95	669	276	300	1537	633	259	1449	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	53.2	39.6	45.0	56.5	41.1	43.8	49.0	31.4	21.8	50.5	35.4	22.5
Incr Delay (d2), s/veh	6.0	0.2	15.1	77.4	0.1	1.2	123.4	8.5	1.1	76.7	64.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.3	9.7	5.2	1.9	4.4	20.2	22.9	4.0	14.1	37.0	2.1
LnGrp Delay(d),s/veh	59.3	39.8	60.2	133.9	41.2	45.0	172.4	39.9	22.9	127.2	100.2	22.8
LnGrp LOS	E	D	E	F	D	D	F	D	C	F	F	C
Approach Vol, veh/h		592			375			1918			2029	
Approach Delay, s/veh		51.9			66.1			63.5			100.3	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.1	11.0	29.9	26.0	53.1	14.2	26.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.0	45.2	9.0	22.7	24.0	51.1	8.6	12.6
Green Ext Time (p_c), s	0.0	2.2	0.0	1.2	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	77.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	356	228	65	255	97	169	966	258	292	1618	149
Future Volume (veh/h)	95	356	228	65	255	97	169	966	258	292	1618	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	103	387	248	71	277	105	184	1050	280	317	1759	162
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	432	273	82	675	278	123	855	670	245	995	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.08	0.46	0.46	0.15	0.53	0.53
Sat Flow, veh/h	1634	2082	1317	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	103	328	307	71	277	105	184	1050	280	317	1759	162
Grp Sat Flow(s),veh/h/ln	1634	1770	1630	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.5	21.6	22.1	5.2	8.2	5.2	9.0	55.1	11.1	18.0	64.1	7.0
Cycle Q Clear(g_c), s	7.5	21.6	22.1	5.2	8.2	5.2	9.0	55.1	11.1	18.0	64.1	7.0
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	338	82	675	278	123	855	670	245	995	779
V/C Ratio(X)	0.95	0.89	0.91	0.87	0.41	0.38	1.50	1.23	0.42	1.29	1.77	0.21
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	245	995	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	46.3	47.2	56.6	42.6	20.2	55.5	32.5	11.3	51.0	28.0	14.6
Incr Delay (d2), s/veh	62.6	20.4	23.9	53.9	0.4	0.8	229.5	103.4	0.2	158.9	349.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.7	12.2	3.6	4.1	2.2	11.9	52.8	4.5	18.9	129.3	2.9
LnGrp Delay(d),s/veh	118.3	66.6	71.2	110.5	43.0	21.0	285.0	135.9	11.5	209.9	377.6	15.3
LnGrp LOS	F	E	E	F	D	C	F	F	B	F	F	B
Approach Vol, veh/h		738			453			1514			2238	
Approach Delay, s/veh		75.7			48.5			131.0			327.6	
Approach LOS		E			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	59.1	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	26.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	20.0	57.1	7.2	24.1	11.0	66.1	9.5	10.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1

Intersection Summary		
HCM 2010 Ctrl Delay	204.2	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	418	129	139	218	252	197	932	205	254	632	68
Future Volume (veh/h)	127	418	129	139	218	252	197	932	205	254	632	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	138	454	140	151	237	274	214	1013	223	276	687	74
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	591	244	220	772	318	265	1319	543	315	1427	588
Arrive On Green	0.08	0.17	0.17	0.13	0.22	0.22	0.16	0.37	0.37	0.39	0.81	0.81
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	138	454	140	151	237	274	214	1013	223	276	687	74
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.4	14.7	7.3	10.6	6.7	21.7	15.2	30.2	8.5	18.8	7.4	1.3
Cycle Q Clear(g_c), s	9.4	14.7	7.3	10.6	6.7	21.7	15.2	30.2	8.5	18.8	7.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	591	244	220	772	318	265	1319	543	315	1427	588
V/C Ratio(X)	0.70	0.77	0.57	0.69	0.31	0.86	0.81	0.77	0.41	0.88	0.48	0.13
Avail Cap(c_a), veh/h	196	728	300	220	817	337	327	1319	543	354	1427	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.40	0.40	0.40	0.39	0.39	0.39	0.29	0.29	0.29	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	47.8	21.6	49.5	39.3	45.2	48.5	33.1	10.9	35.6	7.6	7.1
Incr Delay (d2), s/veh	4.5	1.6	0.9	3.5	0.1	8.5	3.7	1.3	0.7	2.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.3	3.0	5.0	3.3	9.5	7.1	15.0	3.5	8.6	3.4	0.5
LnGrp Delay(d),s/veh	52.1	49.4	22.5	53.0	39.4	53.6	52.2	34.4	11.6	37.9	7.7	7.1
LnGrp LOS	D	D	C	D	D	D	D	C	B	D	A	A
Approach Vol, veh/h		732			662			1450			1037	
Approach Delay, s/veh		44.8			48.4			33.5			15.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	48.7	20.1	24.0	23.4	52.4	14.0	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.1	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.8	32.2	12.6	16.7	17.2	9.4	11.4	23.7
Green Ext Time (p_c), s	0.3	4.2	0.0	1.3	0.3	11.2	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	712	524	201	177	437	213	243	2526	166	179	1714	593
Future Volume (veh/h)	712	524	201	177	437	213	243	2526	166	179	1714	593
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	774	570	218	192	475	232	264	2746	180	195	1863	645
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	884	364	293	768	317	150	1621	668	109	1532	631
Arrive On Green	0.13	0.25	0.25	0.09	0.22	0.22	0.09	0.46	0.46	0.07	0.43	0.43
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	774	570	218	192	475	232	264	2746	180	195	1863	645
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	15.0	17.3	15.8	7.0	14.6	17.8	11.0	55.0	9.2	8.0	52.0	52.0
Cycle Q Clear(g_c), s	15.0	17.3	15.8	7.0	14.6	17.8	11.0	55.0	9.2	8.0	52.0	52.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	884	364	293	768	317	150	1621	668	109	1532	631
V/C Ratio(X)	1.95	0.64	0.60	0.66	0.62	0.73	1.76	1.69	0.27	1.79	1.22	1.02
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1621	668	109	1532	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.29	0.29	0.29	0.59	0.59	0.59
Uniform Delay (d), s/veh	52.5	40.3	39.7	52.6	42.5	43.7	54.5	32.5	20.1	56.0	34.0	34.0
Incr Delay (d2), s/veh	435.5	0.9	1.4	4.4	1.0	6.1	351.1	313.2	0.3	376.4	100.8	33.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	8.6	6.5	3.2	7.2	7.7	19.6	97.3	3.8	15.0	46.8	26.7
LnGrp Delay(d),s/veh	488.0	41.1	41.1	57.0	43.5	49.9	405.6	345.7	20.4	432.4	134.9	67.1
LnGrp LOS	F	D	D	E	D	D	F	F	C	F	F	F
Approach Vol, veh/h		1562			899			3190			2703	
Approach Delay, s/veh		262.6			48.0			332.3			140.1	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.0	15.1	34.0	15.0	56.0	19.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	57.0	9.0	19.3	13.0	54.0	17.0	19.8
Green Ext Time (p_c), s	0.0	0.0	0.1	5.2	0.0	0.0	0.0	4.3

Intersection Summary		
HCM 2010 Ctrl Delay	226.5	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	24	201	173	9	22	59	2098	56	39	2727	75
Future Volume (veh/h)	185	24	201	173	9	22	59	2098	56	39	2727	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	201	26	218	188	10	24	64	2280	61	42	2964	82
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	297	232	136	82	196	82	2038	840	79	2919	837
Arrive On Green	0.08	0.16	0.16	0.08	0.17	0.15	0.05	0.58	0.58	0.05	0.57	0.57
Sat Flow, veh/h	1634	1863	1458	1634	487	1169	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	201	26	218	188	0	34	64	2280	61	42	2964	82
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1656	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	1.4	14.7	10.0	0.0	2.1	4.6	69.1	1.3	3.0	68.9	3.0
Cycle Q Clear(g_c), s	9.0	1.4	14.7	10.0	0.0	2.1	4.6	69.1	1.3	3.0	68.9	3.0
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	297	232	136	0	278	82	2038	840	79	2919	837
V/C Ratio(X)	1.64	0.09	0.94	1.38	0.00	0.12	0.78	1.12	0.07	0.53	1.02	0.10
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2038	840	82	2919	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	43.0	34.2	55.0	0.0	43.0	56.4	25.4	3.6	55.8	25.6	11.5
Incr Delay (d2), s/veh	321.8	0.1	21.0	210.3	0.0	0.2	37.9	60.7	0.2	6.1	20.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.7	7.3	12.5	0.0	1.0	3.0	50.6	0.5	1.5	37.5	1.3
LnGrp Delay(d),s/veh	377.3	43.1	55.1	265.3	0.0	43.2	94.2	86.1	3.8	61.9	46.1	11.8
LnGrp LOS	F	D	E	F		D	F	F	A	E	F	B
Approach Vol, veh/h		445			222			2405			3088	
Approach Delay, s/veh		199.9			231.3			84.2			45.4	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	73.1	14.0	23.1	10.0	72.9	13.0	24.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	5.0	71.1	12.0	16.7	6.6	70.9	11.0	4.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	78.4
HCM 2010 LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	268	293	1766	272	210	2018
Future Volume (veh/h)	268	293	1766	272	210	2018
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	291	318	1920	296	228	2193
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.12	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	291	318	1920	296	228	2193
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	10.9	11.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	10.9	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	1.08	1.33	1.60	0.32	1.52	1.53
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	0.32	0.32	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	9.5	52.7	0.0
Incr Delay (d2), s/veh	56.7	156.9	274.0	0.9	238.1	239.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	18.4	130.7	4.6	14.8	95.2
LnGrp Delay(d),s/veh	106.9	207.1	295.3	10.4	290.8	239.1
LnGrp LOS	F	F	F	B	F	F
Approach Vol, veh/h	609		2216			2421
Approach Delay, s/veh	159.2		257.3			244.0
Approach LOS	F		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	239.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	127	170	105	143	249	114	1154	106	105	814	52
Future Volume (veh/h)	141	127	170	105	143	249	114	1154	106	105	814	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	153	138	185	114	155	271	124	1254	115	114	885	57
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	183	245	144	135	236	169	1404	128	158	1423	92
Arrive On Green	0.12	0.25	0.24	0.09	0.22	0.21	0.21	0.86	0.82	0.19	0.84	0.81
Sat Flow, veh/h	1634	723	969	1634	609	1065	1634	3279	300	1634	3377	217
Grp Volume(v), veh/h	153	0	323	114	0	426	124	675	694	114	464	478
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1675	1634	1770	1810	1634	1770	1824
Q Serve(g_s), s	10.9	0.0	21.2	8.2	0.0	26.6	8.5	27.8	28.8	7.8	10.4	10.6
Cycle Q Clear(g_c), s	10.9	0.0	21.2	8.2	0.0	26.6	8.5	27.8	28.8	7.8	10.4	10.6
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	196	0	429	144	0	371	169	758	775	158	746	769
V/C Ratio(X)	0.78	0.00	0.75	0.79	0.00	1.15	0.73	0.89	0.90	0.72	0.62	0.62
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	758	775	163	746	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.44	0.00	0.44	1.00	0.00	1.00	0.78	0.78	0.78	0.84	0.84	0.84
Uniform Delay (d), s/veh	51.3	0.0	41.8	53.6	0.0	47.2	46.0	6.9	7.3	46.8	6.3	6.5
Incr Delay (d2), s/veh	8.6	0.0	3.4	24.9	0.0	93.2	6.9	12.1	12.3	11.8	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	10.3	4.7	0.0	21.9	4.1	14.9	15.8	4.1	5.3	5.8
LnGrp Delay(d),s/veh	59.9	0.0	45.2	78.5	0.0	140.5	52.9	19.1	19.5	58.6	9.5	9.6
LnGrp LOS	E		D	E		F	D	B	B	E	A	A
Approach Vol, veh/h		476			540			1493			1056	
Approach Delay, s/veh		49.9			127.4			22.1			14.9	
Approach LOS		D			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	55.4	14.6	34.4	16.4	54.6	18.4	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	12.9	30.8	10.2	23.2	10.5	12.6	12.9	28.6
Green Ext Time (p_c), s	0.0	9.7	0.0	0.9	0.1	12.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	67.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	134	7	500	0	267	1241	0	0	0	2191	510
Future Vol, veh/h	0	0	0	0	0	134	7	500	0	267	1241	0	0	0	2191	510
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	146	8	543	0	290	1349	0	0	0	2382	554
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	58.9	64.6	70.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	0%	0%
Vol Thru, %	0%	100%	5%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	1241	141	500	2191	510
LT Vol	267	0	134	0	0	0
Through Vol	0	1241	7	0	2191	0
RT Vol	0	0	0	500	0	510
Lane Flow Rate	290	1349	153	543	2382	554
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.702	1	0.389	1	1	1
Departure Headway (Hd)	8.702	8.203	9.144	7.97	8.021	7.322
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	415	459	395	462	476	493
Service Time	6.494	5.994	6.844	5.67	5.812	5.113
HCM Lane V/C Ratio	0.699	2.939	0.387	1.175	5.004	1.124
HCM Control Delay	29.7	72.1	17.5	70.6	71.2	67.9
HCM Lane LOS	D	F	C	F	F	F
HCM 95th-tile Q	5.3	12.8	1.8	13	12.9	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	537	144	425	262	925	0	0	1067	193
Future Volume (veh/h)	0	0	0	537	144	425	262	925	0	0	1067	193
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				584	157	462	285	1005	0	0	1160	210
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1117	637	498	449	2064	0	0	1430	589
Arrive On Green				0.34	0.34	0.34	0.19	0.78	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				584	157	462	285	1005	0	0	1160	210
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.2	7.3	36.6	9.9	12.3	0.0	0.0	21.9	4.7
Cycle Q Clear(g_c), s				17.2	7.3	36.6	9.9	12.3	0.0	0.0	21.9	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1117	637	498	449	2064	0	0	1430	589
V/C Ratio(X)				0.52	0.25	0.93	0.63	0.49	0.00	0.00	0.81	0.36
Avail Cap(c_a), veh/h				1185	675	529	449	2064	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.15	0.15	0.15	0.78	0.78	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				31.7	28.4	38.1	45.8	7.0	0.0	0.0	8.9	7.3
Incr Delay (d2), s/veh				0.1	0.0	4.8	2.3	0.6	0.0	0.0	3.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	3.8	15.4	4.5	6.0	0.0	0.0	10.7	1.9
LnGrp Delay(d),s/veh				31.7	28.4	42.9	48.1	7.6	0.0	0.0	12.4	8.4
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1203			1290			1370	
Approach Delay, s/veh					35.6			16.6			11.8	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		74.5			21.5	53.0		45.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		14.3			11.9	23.9		38.6
Green Ext Time (p_c), s		6.8			1.5	6.8		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	394	511	336	491	2073	0	0	2014	533
Future Volume (veh/h)	0	0	0	394	511	336	491	2073	0	0	2014	533
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				428	555	365	534	2253	0	0	2189	579
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				428	555	365	534	2253	0	0	2189	579
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.9	16.5	29.7	25.0	0.0	0.0	0.0	51.9	44.8
Cycle Q Clear(g_c), s				13.9	16.5	29.7	25.0	0.0	0.0	0.0	51.9	44.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.52	0.61	0.97	1.57	0.94	0.00	0.00	1.43	0.92
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.09	0.09	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.1	39.1	43.9	35.0	0.0	0.0	0.0	34.0	32.0
Incr Delay (d2), s/veh				0.6	1.1	37.2	257.2	1.1	0.0	0.0	193.9	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	8.2	15.9	35.5	0.4	0.0	0.0	66.5	18.5
LnGrp Delay(d),s/veh				38.7	40.2	81.1	292.2	1.1	0.0	0.0	227.9	34.7
LnGrp LOS				D	D	F	F	A			F	C
Approach Vol, veh/h					1348			2787			2768	
Approach Delay, s/veh					50.8			56.9			187.5	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.7
Green Ext Time (p_c), s		69.7			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	108.1
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	62.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	340	2	268	0	0	0	0	0	0	702	105	0	920	653	0
Future Vol, veh/h	0	340	2	268	0	0	0	0	0	0	702	105	0	920	653	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	370	2	291	0	0	0	0	0	0	763	114	0	1000	710	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	36.6	64.8	71.2
HCM LOS	E	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	702	105	342	268	920	653
LT Vol	0	0	340	0	920	0
Through Vol	702	0	2	0	0	653
RT Vol	0	105	0	268	0	0
Lane Flow Rate	763	114	372	291	1000	710
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.244	0.884	0.596	1	1
Departure Headway (Hd)	8.398	7.697	8.558	7.362	8.316	7.815
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	469	424	489	450	468
Service Time	6.098	5.397	6.317	5.12	6.019	5.518
HCM Lane V/C Ratio	1.722	0.243	0.877	0.595	2.222	1.517
HCM Control Delay	72.6	12.9	49.3	20.5	72.2	69.8
HCM Lane LOS	F	B	E	C	F	F
HCM 95th-tile Q	12.7	0.9	9.1	3.8	12.7	13.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	175	329	0	0	0	0	1127	609	497	1109	0
Future Volume (veh/h)	290	175	329	0	0	0	0	1127	609	497	1109	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	315	190	358				0	1225	662	540	1205	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	435	943	388				0	2229	639	619	2361	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.39	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	315	190	358				0	1225	662	540	1205	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	21.0	5.0	28.6				0.0	21.4	52.6	18.9	0.0	0.0
Cycle Q Clear(g_c), s	21.0	5.0	28.6				0.0	21.4	52.6	18.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	435	943	388				0	2229	639	619	2361	0
V/C Ratio(X)	0.72	0.20	0.92				0.00	0.55	1.04	0.87	0.51	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2229	639	660	2361	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.62	0.62	0.00
Uniform Delay (d), s/veh	40.0	34.1	42.8				0.0	24.9	33.7	35.2	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.1	26.1				0.0	1.0	45.1	7.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	2.5	14.3				0.0	10.2	29.1	8.8	0.2	0.0
LnGrp Delay(d),s/veh	45.5	34.2	68.9				0.0	25.9	78.8	43.0	0.5	0.0
LnGrp LOS	D	C	E					C	F	D	A	
Approach Vol, veh/h		863						1887			1745	
Approach Delay, s/veh		52.7						44.5			13.6	
Approach LOS		D						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.4	56.6		36.0		84.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	20.9	54.6		30.6		2.0		
Green Ext Time (p_c), s	0.5	0.0		0.7		32.0		

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	570	295	0	0	0	0	1689	586	790	2059	0
Future Volume (veh/h)	376	570	295	0	0	0	0	1689	586	790	2059	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	409	620	321				0	1836	637	859	2238	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1658	683	792	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	409	620	321				0	1836	637	859	2238	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.5	20.9	21.8				0.0	56.2	49.5	30.0	0.0	0.0
Cycle Q Clear(g_c), s	14.5	20.9	21.8				0.0	56.2	49.5	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1658	683	792	2660	0
V/C Ratio(X)	0.71	0.96	1.21				0.00	1.11	0.93	1.08	0.84	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1658	683	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.60	0.60	0.60				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	46.1	48.7	49.1				0.0	31.9	30.1	30.0	0.0	0.0
Incr Delay (d2), s/veh	2.5	19.4	114.6				0.0	57.8	21.4	40.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.9	17.2				0.0	40.7	23.9	17.4	0.1	0.0
LnGrp Delay(d),s/veh	48.6	68.1	163.7				0.0	89.7	51.5	70.2	0.3	0.0
LnGrp LOS	D	E	F					F	D	F	A	
Approach Vol, veh/h		1350						2473			3097	
Approach Delay, s/veh		84.9						79.9			19.7	
Approach LOS		F						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	60.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	58.2		23.8		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		73.0		

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	6	33	14	5	40
Future Vol, veh/h	17	6	33	14	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	36	15	5	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1037	-	-	1575	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1575	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	55	0	69	0	49
Future Vol, veh/h	58	55	0	69	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	60	0	75	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	168	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	822	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	822	964
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1464	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	89	611	81	0	452
Future Vol, veh/h	0	89	611	81	0	452
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	664	88	0	491

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1199	708	0	0	752	0
Stage 1	708	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	205	435	-	-	858	-
Stage 1	488	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	435	-	-	858	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	858	-
HCM Lane V/C Ratio	-	-	0.222	-	-
HCM Control Delay (s)	-	-	15.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1233	980	182	0	126
Future Vol, veh/h	0	1233	980	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1340	1065	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1263	0	-	0	2504	1164
Stage 1	-	-	-	-	1164	-
Stage 2	-	-	-	-	1340	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	550	-	-	-	32	237
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	244	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	550	-	-	-	32	237
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	244	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	39.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	550	-	-	-	237
HCM Lane V/C Ratio	-	-	-	-	0.578
HCM Control Delay (s)	0	-	-	-	39.1
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	3.3

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	70	275	26	30	188
Future Vol, veh/h	79	70	275	26	30	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	76	299	28	33	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	569	299	0	0	299	0
Stage 1	299	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	741	-	-	1262	-
Stage 1	752	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	741	-	-	1262	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	471	741	1262	-
HCM Lane V/C Ratio	-	-	0.182	0.103	0.026	-
HCM Control Delay (s)	-	-	14.3	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	56	46	235	23	21	207
Future Vol, veh/h	56	46	235	23	21	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	50	255	25	23	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	512	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	784	-	-	1310	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	503	784	1310	-
HCM Lane V/C Ratio	-	-	0.121	0.064	0.017	-
HCM Control Delay (s)	-	-	13.1	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	84	218	32	0	201
Future Vol, veh/h	0	84	218	32	0	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	91	237	35	0	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	237	0	0	237	0
Stage 1	237	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	802	-	-	1330	-
Stage 1	802	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	563	802	-	-	1330	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	802	1330	-
HCM Lane V/C Ratio	-	-	-	0.114	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	16	162	182	18	38	40
Future Vol, veh/h	16	162	182	18	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	176	198	20	41	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	198	0	-	0	409	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1375	-	-	-	599	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	592	843
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1375	-	-	-	592	843
HCM Lane V/C Ratio	0.013	-	-	-	0.07	0.052
HCM Control Delay (s)	7.7	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	20	177	171	21	48	52
Future Vol, veh/h	20	177	171	21	48	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	192	186	23	52	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	422	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1388	-	-	-	588	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	579	856
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1388	-	-	-	579	856
HCM Lane V/C Ratio	0.016	-	-	-	0.09	0.066
HCM Control Delay (s)	7.6	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	193	183	13	32	38
Future Vol, veh/h	19	193	183	13	32	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	210	199	14	35	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	199	0	-	0	450	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1373	-	-	-	567	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	558	842
Mov Cap-2 Maneuver	-	-	-	-	558	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1373	-	-	-	558	842
HCM Lane V/C Ratio	0.015	-	-	-	0.062	0.049
HCM Control Delay (s)	7.7	-	-	-	11.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

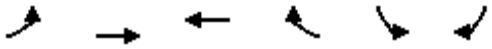
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	174	25	32	148	26	25
Future Vol, veh/h	174	25	32	148	26	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	27	35	161	28	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	419	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1385	-	591	853
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1385	-	576	853
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	853	-	-	1385	-
HCM Lane V/C Ratio	0.049	0.032	-	-	0.025	-
HCM Control Delay (s)	11.6	9.4	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	368	295	0	383	46
Future Volume (veh/h)	0	368	295	0	383	46
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	400	321	0	416	50
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	569	569	0	2344	1078
Arrive On Green	0.00	0.16	0.16	0.00	0.74	0.74
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	400	321	0	416	50
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	12.8	10.0	0.0	4.7	1.1
Cycle Q Clear(g_c), s	0.0	12.8	10.0	0.0	4.7	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	569	569	0	2344	1078
V/C Ratio(X)	0.00	0.70	0.56	0.00	0.18	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2344	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.65	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.7	46.5	0.0	4.7	4.2
Incr Delay (d2), s/veh	0.0	1.6	0.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	4.9	0.0	2.1	0.5
LnGrp Delay(d),s/veh	0.0	49.3	47.1	0.0	4.9	4.3
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		400	321		466	
Approach Delay, s/veh		49.3	47.1		4.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.3		94.7		25.3
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				14.8		6.7		12.0
Green Ext Time (p_c), s				4.5		1.6		4.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	704	0	0	654	342	53	0	335	0	0	0
Future Volume (veh/h)	54	704	0	0	654	342	53	0	335	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	59	765	0	0	711	372	58	0	364			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1441	0	0	1169	482	1587	0	730			
Arrive On Green	0.03	0.41	0.00	0.00	0.33	0.33	0.50	0.00	0.50			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	59	765	0	0	711	372	58	0	364			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	21.3	0.0	0.0	21.9	29.8	1.2	0.0	21.6			
Cycle Q Clear(g_c), s	4.0	21.3	0.0	0.0	21.9	29.8	1.2	0.0	21.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1441	0	0	1169	482	1587	0	730			
V/C Ratio(X)	1.17	0.53	0.00	0.00	0.61	0.77	0.04	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1587	0	730			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	29.1	0.0	0.0	36.5	39.1	16.5	0.0	21.6			
Incr Delay (d2), s/veh	175.3	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	10.5	0.0	0.0	10.7	12.0	0.5	0.0	8.8			
LnGrp Delay(d),s/veh	238.6	29.5	0.0	0.0	36.5	39.6	16.5	0.0	22.1			
LnGrp LOS	F	C			D	D	B		C			
Approach Vol, veh/h		824			1083			422				
Approach Delay, s/veh		44.4			37.6			21.4				
Approach LOS		D			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.1		58.9			10.0	48.9
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.6		23.3			6.0	31.8
Green Ext Time (p_c), s		0.0		12.8			0.0	11.1

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	240	438	57	0	11	321	71	0	41	19	15	0	79	17	180
Future Vol, veh/h	0	240	438	57	0	11	321	71	0	41	19	15	0	79	17	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	261	476	62	0	12	349	77	0	45	21	16	0	86	18	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	20.3	17.8	13.2	15.9
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	72%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	28%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	240	292	203	11	214	178	79	11	186
LT Vol	41	0	240	0	0	11	0	0	79	0	0
Through Vol	0	19	0	292	146	0	214	107	0	11	6
RT Vol	0	15	0	0	57	0	0	71	0	0	180
Lane Flow Rate	45	37	261	317	221	12	233	193	86	12	202
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.119	0.09	0.574	0.653	0.442	0.029	0.523	0.42	0.217	0.029	0.442
Departure Headway (Hd)	9.604	8.795	7.919	7.412	7.213	8.604	8.096	7.813	9.083	8.578	7.892
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	372	406	454	486	499	415	444	459	394	416	454
Service Time	7.394	6.585	5.682	5.175	4.976	6.376	5.868	5.585	6.862	6.357	5.671
HCM Lane V/C Ratio	0.121	0.091	0.575	0.652	0.443	0.029	0.525	0.42	0.218	0.029	0.445
HCM Control Delay	13.7	12.5	20.9	23.2	15.6	11.6	19.5	16.2	14.4	11.6	16.8
HCM Lane LOS	B	B	C	C	C	B	C	C	B	B	C
HCM 95th-tile Q	0.4	0.3	3.5	4.6	2.2	0.1	3	2	0.8	0.1	2.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1360	961	87	0	97
Future Vol, veh/h	0	1360	961	87	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1478	1045	95	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1139	0	-	0	2570	1092
Stage 1	-	-	-	-	1092	-
Stage 2	-	-	-	-	1478	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	613	-	-	-	29	261
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	209	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	613	-	-	-	29	261
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	209	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	-	-	261
HCM Lane V/C Ratio	-	-	-	-	0.404
HCM Control Delay (s)	0	-	-	-	27.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	116	12	543	100	12	392
Future Vol, veh/h	116	12	543	100	12	392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	13	590	109	13	426

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1042	590	0	0	590	0
Stage 1	590	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	254	508	-	-	985	-
Stage 1	554	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	508	-	-	985	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.1	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	251	508	985	-
HCM Lane V/C Ratio	-	-	0.502	0.026	0.013	-
HCM Control Delay (s)	-	-	33	12.3	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.6	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	24	70	36
Future Vol, veh/h	0	40	0	24	70	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	26	76	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	58	115	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	877	996	1472	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	996	1472	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	996	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	6	30	13	4	30
Future Vol, veh/h	15	6	30	13	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	33	14	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	40	0	0	47	0
Stage 1	40	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1031	-	-	1560	-
Stage 1	982	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1031	-	-	1560	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	918	1031	1560	-
HCM Lane V/C Ratio	-	-	0.018	0.006	0.003	-
HCM Control Delay (s)	-	-	9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	53	67	12	14	7
Future Vol, veh/h	7	53	67	12	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	73	13	15	8

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	79	120	-	0	86	0
Stage 1	0	34	-	-	-	-
Stage 2	79	86	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	924	770	-	-	1510	-
Stage 1	-	-	-	-	-	-
Stage 2	944	824	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	0	-	-	1510	-
Mov Cap-2 Maneuver	915	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	944	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	915	-	-	1510	-
HCM Lane V/C Ratio	0.071	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	60	22	61	25	92	30	1961	185	186	1404	13
Future Volume (veh/h)	17	60	22	61	25	92	30	1961	185	186	1404	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	18	65	24	66	27	100	33	2132	201	202	1526	14
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	161	205	76	196	55	203	47	1965	182	232	2564	24
Arrive On Green	0.16	0.16	0.15	0.16	0.16	0.15	0.03	0.60	0.60	0.14	0.71	0.71
Sat Flow, veh/h	1159	1299	479	1200	348	1288	1634	3275	304	1634	3594	33
Grp Volume(v), veh/h	18	0	89	66	0	127	33	1137	1196	202	751	789
Grp Sat Flow(s),veh/h/ln	1159	0	1778	1200	0	1635	1634	1770	1809	1634	1770	1857
Q Serve(g_s), s	1.7	0.0	5.3	6.2	0.0	8.5	2.4	72.0	72.0	14.5	25.3	25.4
Cycle Q Clear(g_c), s	10.3	0.0	5.3	11.5	0.0	8.5	2.4	72.0	72.0	14.5	25.3	25.4
Prop In Lane	1.00		0.27	1.00		0.79	1.00		0.17	1.00		0.02
Lane Grp Cap(c), veh/h	161	0	281	196	0	258	47	1062	1085	232	1263	1325
V/C Ratio(X)	0.11	0.00	0.32	0.34	0.00	0.49	0.70	1.07	1.10	0.87	0.59	0.60
Avail Cap(c_a), veh/h	161	0	281	196	0	258	101	1062	1085	245	1263	1325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	44.9	49.9	0.0	46.3	57.8	24.0	24.0	50.4	8.6	8.6
Incr Delay (d2), s/veh	1.4	0.0	3.0	4.6	0.0	6.6	17.4	48.5	59.8	25.9	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.9	2.3	0.0	4.3	1.3	49.1	53.6	8.2	12.6	13.2
LnGrp Delay(d),s/veh	52.2	0.0	47.8	54.5	0.0	52.9	75.2	72.5	83.8	76.3	9.3	9.3
LnGrp LOS	D		D	D		D	E	F	F	E	A	A
Approach Vol, veh/h		107			193			2366			1742	
Approach Delay, s/veh		48.6			53.4			78.3			17.1	
Approach LOS		D			D			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.1	76.0		22.9	7.4	89.6		22.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	16.5	74.0		12.3	4.4	27.4		13.5
Green Ext Time (p_c), s	0.1	0.0		0.5	0.0	41.1		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	39	65	354	31	95
Future Vol, veh/h	467	39	65	354	31	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	86	86	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	508	42	71	385	34	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	550	0	1055	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1020	-	250	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	228	550
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	1020	-
HCM Lane V/C Ratio	0.336	-	-	0.069	-
HCM Control Delay (s)	18.2	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	53.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	513	110	0	542	320	8	0	76	17	399
Future Vol, veh/h	0	11	513	110	0	542	320	8	0	76	17	399
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	12	558	120	0	589	348	9	0	83	18	434
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	35.7	61.8	65.9
HCM LOS	E	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	4%	0%	77%	0%	22%
Vol Thru, %	3%	96%	70%	23%	95%	57%
Vol Right, %	81%	0%	30%	0%	5%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	492	268	367	702	168	63
LT Vol	76	11	0	542	0	14
Through Vol	17	257	257	160	160	36
RT Vol	399	0	110	0	8	13
Lane Flow Rate	535	291	398	763	183	68
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	1	0.652	0.868	1	0.406	0.178
Departure Headway (Hd)	6.904	8.078	7.846	8.418	7.999	9.364
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	524	451	462	443	453	383
Service Time	4.963	5.789	5.559	6.118	5.699	7.42
HCM Lane V/C Ratio	1.021	0.645	0.861	1.722	0.404	0.178
HCM Control Delay	65.9	24.7	43.7	72.7	16.1	14.4
HCM Lane LOS	F	C	E	F	C	B
HCM 95th-tile Q	13.9	4.6	9	12.7	1.9	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	36	13
Future Vol, veh/h	0	14	36	13
Peak Hour Factor	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	39	14
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	180.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	254	805	486	50	100	322
Future Vol, veh/h	254	805	486	50	100	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	875	528	54	109	350

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	583	0	-	0	1545	291
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	990	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	987	-	-	-	~ 105	706
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	987	-	-	-	~ 48	706
Mov Cap-2 Maneuver	-	-	-	-	~ 48	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	146	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	$ 852.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	987	-	-	-	166
HCM Lane V/C Ratio	0.28	-	-	-	2.763
HCM Control Delay (s)	10.1	1.7	-	-	$ 852.8
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	40.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	17	8	18	4	94	2	1613	86	179	1376	12
Future Vol, veh/h	8	17	8	18	4	94	2	1613	86	179	1376	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	18	9	20	4	102	2	1753	93	195	1496	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2774	3742	754	2950	3702	923	1509	0	0	1847	0	0
Stage 1	1891	1891	-	1804	1804	-	-	-	-	-	-	-
Stage 2	883	1851	-	1146	1898	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	9	~ 4	352	~ 6	5	272	439	-	-	325	-	-
Stage 1	72	117	-	82	130	-	-	-	-	-	-	-
Stage 2	307	123	-	212	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 2	352	-	~ 2	272	439	-	-	325	-	-
Mov Cap-2 Maneuver	-	~ 2	-	-	~ 2	-	-	-	-	-	-	-
Stage 1	72	47	-	82	129	-	-	-	-	-	-	-
Stage 2	184	122	-	50	46	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	3.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	439	-	-	-	-	325	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	0.599	-	-
HCM Control Delay (s)	13.2	-	-	-	-	31.3	-	-
HCM Lane LOS	B	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	3.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	456	0	0	114	0	1
Future Vol, veh/h	456	0	0	114	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	496	0	0	124	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	496	0	620	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1068	-	452	574
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1068	-	452	574
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	574	-	-	1068	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	231	0	0	121	0	1
Future Vol, veh/h	231	0	0	121	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	251	0	0	132	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	251	0	383	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1314	-	620	788
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1314	-	620	788
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1314	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	346	66	46	151	13	43	122	66	12	77	0
Future Vol, veh/h	8	346	66	46	151	13	43	122	66	12	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	376	72	50	164	14	47	133	72	13	84	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	448	0	0	742	707	412	803	736	171
Stage 1	-	-	-	-	-	-	429	429	-	271	271	-
Stage 2	-	-	-	-	-	-	313	278	-	532	465	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1112	-	-	332	360	640	302	346	873
Stage 1	-	-	-	-	-	-	604	584	-	735	685	-
Stage 2	-	-	-	-	-	-	698	680	-	531	563	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1112	-	-	255	339	640	179	326	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	339	-	179	326	-
Stage 1	-	-	-	-	-	-	599	579	-	728	651	-
Stage 2	-	-	-	-	-	-	578	646	-	360	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.8	33.8	23.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	1398	-	-	1112	-	-	294
HCM Lane V/C Ratio	0.686	0.006	-	-	0.045	-	-	0.329
HCM Control Delay (s)	33.8	7.6	0	-	8.4	0	-	23.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.9	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	377	25	53	189	12	36
Future Vol, veh/h	377	25	53	189	12	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	410	27	58	205	13	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	437	0	744	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1123	-	382	631
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1123	-	360	631
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	531	-	-	1123	-
HCM Lane V/C Ratio	0.098	-	-	0.051	-
HCM Control Delay (s)	12.5	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	226	25	27	138	30	6
Future Vol, veh/h	226	25	27	138	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	246	27	29	150	33	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	273	0	468	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1290	-	553	780
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1290	-	539	780
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	568	-	-	1290	-
HCM Lane V/C Ratio	0.069	-	-	0.023	-
HCM Control Delay (s)	11.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	383	0	7	247	3	26
Future Vol, veh/h	383	0	7	247	3	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	416	0	8	268	3	28

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	430	416	550	416
Stage 1	-	-	0	0	416	-
Stage 2	-	-	430	416	134	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	582	527	496	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	656	592	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	582	0	496	637
Mov Cap-2 Maneuver	-	-	582	0	496	-
Stage 1	-	-	-	0	666	-
Stage 2	-	-	656	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	16.6	11.1
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	619	-	-	582
HCM Lane V/C Ratio	0.051	-	-	0.474
HCM Control Delay (s)	11.1	-	-	16.6
HCM Lane LOS	B	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	2.5

Intersection	
Intersection Delay, s/veh	56.1
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	438	93	0	115	123	0	389	640
Future Vol, veh/h	0	438	93	0	115	123	0	389	640
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	476	101	0	125	134	0	423	696
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	62.7	17.3	61.7
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	48%
Vol Thru, %	0%	82%	52%
Vol Right, %	62%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1029	531	238
LT Vol	389	0	115
Through Vol	0	438	123
RT Vol	640	93	0
Lane Flow Rate	1118	577	259
Geometry Grp	1	1	1
Degree of Util (X)	1	1	0.51
Departure Headway (Hd)	6.147	6.295	7.1
Convergence, Y/N	Yes	Yes	Yes
Cap	604	577	510
Service Time	4.143	4.336	5.128
HCM Lane V/C Ratio	1.851	1	0.508
HCM Control Delay	61.7	62.7	17.3
HCM Lane LOS	F	F	C
HCM 95th-tile Q	14.8	14.6	2.9

Intersection	
Intersection Delay, s/veh	47.7
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	91	260	0	152	329	0	496	72
Future Vol, veh/h	0	91	260	0	152	329	0	496	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	283	0	165	358	0	539	78
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	23.3	48	62.5
HCM LOS	C	E	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	32%	26%	0%
Vol Thru, %	68%	0%	87%
Vol Right, %	0%	74%	13%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	481	351	568
LT Vol	152	91	0
Through Vol	329	0	496
RT Vol	0	260	72
Lane Flow Rate	523	382	617
Geometry Grp	1	1	1
Degree of Util (X)	0.931	0.698	1
Departure Headway (Hd)	6.409	6.585	6.286
Convergence, Y/N	Yes	Yes	Yes
Cap	570	553	580
Service Time	4.408	4.559	4.286
HCM Lane V/C Ratio	0.918	0.691	1.064
HCM Control Delay	48	23.3	62.5
HCM Lane LOS	E	C	F
HCM 95th-tile Q	11.8	5.5	14.7

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	37	4	177	47	8	125
Future Vol, veh/h	37	4	177	47	8	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	4	192	51	9	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	371	218	0	0	243	0
Stage 1	218	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	630	822	-	-	1323	-
Stage 1	818	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	626	822	-	-	1323	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	641	1323	-
HCM Lane V/C Ratio	-	-	0.07	0.007	-
HCM Control Delay (s)	-	-	11	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	127	117	96
Demand Flow Rate, veh/h	95	130	120	98
Vehicles Circulating, veh/h	116	106	100	125
Vehicles Exiting, veh/h	107	114	111	111
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.5	4.8	4.7	4.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	95	130	120	98
Cap Entry Lane, veh/h	1006	1016	1022	997
Entry HV Adj Factor	0.981	0.977	0.976	0.981
Flow Entry, veh/h	93	127	117	96
Cap Entry, veh/h	986	992	997	978
V/C Ratio	0.094	0.128	0.117	0.098
Control Delay, s/veh	4.5	4.8	4.7	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	99	81	58	75
Demand Flow Rate, veh/h	102	82	59	77
Vehicles Circulating, veh/h	58	88	95	107
Vehicles Exiting, veh/h	125	66	65	63
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.3	4.2	4.1	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	102	82	59	77
Cap Entry Lane, veh/h	1066	1035	1028	1015
Entry HV Adj Factor	0.972	0.985	0.977	0.980
Flow Entry, veh/h	99	81	58	75
Cap Entry, veh/h	1036	1019	1003	994
V/C Ratio	0.096	0.079	0.057	0.076
Control Delay, s/veh	4.3	4.2	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	47	43	35
Demand Flow Rate, veh/h	90	48	43	35
Vehicles Circulating, veh/h	44	29	84	60
Vehicles Exiting, veh/h	51	98	50	17
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.7	3.8	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	90	48	43	35
Cap Entry Lane, veh/h	1081	1098	1039	1064
Entry HV Adj Factor	0.986	0.984	0.995	0.990
Flow Entry, veh/h	89	47	43	35
Cap Entry, veh/h	1066	1080	1033	1053
V/C Ratio	0.083	0.044	0.041	0.033
Control Delay, s/veh	4.1	3.7	3.8	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	99	66	236	189	7
Future Vol, veh/h	10	99	66	236	189	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	108	72	257	205	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	481	107	213	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	514	926	1355	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	926	1355	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	854	-	-
HCM Lane V/C Ratio	0.053	-	0.139	-	-
HCM Control Delay (s)	7.8	0.2	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	75	102	416	159	125	557
Future Vol, veh/h	75	102	416	159	125	557
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	111	452	173	136	605

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1329	452	0	0	452	0
Stage 1	452	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	171	608	-	-	1109	-
Stage 1	641	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	608	-	-	1109	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	139	608	1109	-
HCM Lane V/C Ratio	-	-	0.586	0.182	0.123	-
HCM Control Delay (s)	-	-	62.3	12.2	8.7	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	3	0.7	0.4	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	29	11	206	37	11	149
Future Vol, veh/h	29	11	206	37	11	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	224	40	12	162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	430	244	0	0	264	0
Stage 1	244	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	795	-	-	1300	-
Stage 1	797	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	576	795	-	-	1300	-
Mov Cap-2 Maneuver	576	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	1300	-
HCM Lane V/C Ratio	-	-	0.07	0.009	-
HCM Control Delay (s)	-	-	11.2	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Future Vol, veh/h	0	26	13	0	0	0	43	13	0	1	28	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	14	0	0	0	47	14	0	1	30	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	67%	0%	19%
Vol Thru, %	97%	33%	77%	44%
Vol Right, %	0%	0%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	56	43
LT Vol	1	26	0	8
Through Vol	28	13	43	19
RT Vol	0	0	13	16
Lane Flow Rate	32	42	61	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.05	0.067	0.051
Departure Headway (Hd)	4.157	4.251	3.964	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	839	899	899
Service Time	2.213	2.295	2.007	2.007
HCM Lane V/C Ratio	0.037	0.05	0.068	0.052
HCM Control Delay	7.4	7.5	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	19	16
Future Vol, veh/h	0	8	19	16
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	21	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	20	65	190	60
Demand Flow Rate, veh/h	20	67	194	61
Vehicles Circulating, veh/h	85	142	26	79
Vehicles Exiting, veh/h	55	78	79	130
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.6	4.4	4.9	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	20	67	194	61
Cap Entry Lane, veh/h	1038	980	1101	1044
Entry HV Adj Factor	0.996	0.970	0.981	0.988
Flow Entry, veh/h	20	65	190	60
Cap Entry, veh/h	1033	950	1079	1031
V/C Ratio	0.019	0.068	0.176	0.058
Control Delay, s/veh	3.6	4.4	4.9	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	21	63	53	7	19	19
Future Vol, veh/h	21	63	53	7	19	19
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	68	58	8	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	180	71
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	810	991
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	790	983
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	876
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	27	86	0	53	12	18	0	44	236	50
Future Vol, veh/h	0	7	27	86	0	53	12	18	0	44	236	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	93	0	58	13	20	0	48	257	54
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	10.6	10.5	10.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	61%	0%	24%	0%	40%	0%	100%	96%
Vol Right, %	0%	0%	39%	0%	76%	0%	60%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	157	129	7	113	53	30	29	170	89
LT Vol	44	0	0	7	0	53	0	29	0	0
Through Vol	0	157	79	0	27	0	12	0	170	85
RT Vol	0	0	50	0	86	0	18	0	0	4
Lane Flow Rate	48	171	140	8	123	58	33	32	185	97
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.087	0.289	0.226	0.015	0.21	0.116	0.058	0.058	0.316	0.164
Departure Headway (Hd)	6.584	6.079	5.805	7.192	6.157	7.277	6.354	6.657	6.152	6.12
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	590	618	497	581	492	562	538	584	585
Service Time	4.325	3.82	3.546	4.946	3.911	5.033	4.11	4.401	3.896	3.864
HCM Lane V/C Ratio	0.088	0.29	0.227	0.016	0.212	0.118	0.059	0.059	0.317	0.166
HCM Control Delay	10	11.3	10.2	10.1	10.6	11	9.5	9.8	11.7	10.1
HCM Lane LOS	A	B	B	B	B	B	A	A	B	B
HCM 95th-tile Q	0.3	1.2	0.9	0	0.8	0.4	0.2	0.2	1.3	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	29	255	4
Future Vol, veh/h	0	29	255	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	32	277	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	44.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	2	572	0	0	0	740	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	2	572	0	0	0	740	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	2	622	0	0	0	804	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	31.3	55.1
HCM LOS	-	-	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	572	0	0	0	0	740	0
LT Vol	2	0	0	0	0	0	0	0
Through Vol	0	572	0	0	0	0	740	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	2	622	0	0	0	0	804	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.003	0.868	0	0	0	0	1	0
Departure Headway (Hd)	5.526	5.027	5.027	7.449	7.449	4.981	4.981	4.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	727	0	0	0	0	732	0
Service Time	3.226	2.727	2.727	5.171	5.171	2.69	2.69	2.69
HCM Lane V/C Ratio	0.003	0.856	0	0	0	0	1.098	0
HCM Control Delay	8.2	31.4	7.7	10.2	10.2	7.7	55.1	7.7
HCM Lane LOS	A	D	N	N	N	N	F	N
HCM 95th-tile Q	0	10.5	0	0	0	0	16.4	0

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	37	76	300	37	18	41	219	302	18	133	17
Future Vol, veh/h	37	37	76	300	37	18	41	219	302	18	133	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	40	83	326	40	20	45	238	328	20	145	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	531	511	145	531	511	238	145	0	0	238	0	0
Stage 1	184	184	-	327	327	-	-	-	-	-	-	-
Stage 2	347	327	-	204	184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	459	466	902	459	466	801	1437	-	-	1329	-	-
Stage 1	818	747	-	686	648	-	-	-	-	-	-	-
Stage 2	669	648	-	798	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	402	445	902	375	445	801	1437	-	-	1329	-	-
Mov Cap-2 Maneuver	402	445	-	375	445	-	-	-	-	-	-	-
Stage 1	792	736	-	665	628	-	-	-	-	-	-	-
Stage 2	592	628	-	675	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	46.9	0.6	0.8
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1437	-	-	402	445	902	375	445	801	1329	-	-
HCM Lane V/C Ratio	0.031	-	-	0.1	0.09	0.092	0.87	0.09	0.024	0.015	-	-
HCM Control Delay (s)	7.6	-	-	14.9	13.9	9.4	53.2	13.9	9.6	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	F	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.3	8.4	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Future Vol, veh/h	0	17	3	3	0	1	3	15	0	2	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	3	3	0	1	3	16	0	2	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	74%	5%	19%
Vol Thru, %	85%	13%	16%	51%
Vol Right, %	9%	13%	79%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	23	19	47
LT Vol	2	17	1	9
Through Vol	28	3	3	24
RT Vol	3	3	15	14
Lane Flow Rate	36	25	21	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.029	0.021	0.055
Departure Headway (Hd)	4.008	4.169	3.639	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	856	978	918
Service Time	2.036	2.207	1.68	1.925
HCM Lane V/C Ratio	0.04	0.029	0.021	0.056
HCM Control Delay	7.2	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	24	14
Future Vol, veh/h	0	9	24	14
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	26	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	93	63	97
Demand Flow Rate, veh/h	51	95	64	99
Vehicles Circulating, veh/h	76	84	78	56
Vehicles Exiting, veh/h	79	58	49	123
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.3	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	51	95	64	99
Cap Entry Lane, veh/h	1047	1039	1045	1068
Entry HV Adj Factor	0.992	0.981	0.984	0.982
Flow Entry, veh/h	51	93	63	97
Cap Entry, veh/h	1038	1019	1029	1049
V/C Ratio	0.049	0.091	0.061	0.093
Control Delay, s/veh	3.9	4.3	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	64	53	0
Demand Flow Rate, veh/h	91	66	54	0
Vehicles Circulating, veh/h	25	15	65	80
Vehicles Exiting, veh/h	55	104	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.1	3.8	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	66	54	0
Cap Entry Lane, veh/h	1102	1113	1059	1043
Entry HV Adj Factor	0.975	0.973	0.981	1.000
Flow Entry, veh/h	89	64	53	0
Cap Entry, veh/h	1074	1082	1039	1042
V/C Ratio	0.083	0.059	0.051	0.000
Control Delay, s/veh	4.1	3.8	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	81	75	351	390	4
Future Vol, veh/h	6	81	75	351	390	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	88	82	382	424	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	780	214	428	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	332	791	1128	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	791	1128	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	711	-	-
HCM Lane V/C Ratio	0.072	-	0.133	-	-
HCM Control Delay (s)	8.4	0.3	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1875	244	153	1366	13	152	1	77	248	16	584
Future Volume (veh/h)	284	1875	244	153	1366	13	152	1	77	248	16	584
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	309	2038	265	166	1485	14	165	1	84	270	17	635
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1138	11	178	1	91	132	8	311
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.16	0.16	0.15	0.28	0.28	0.27
Sat Flow, veh/h	1634	3539	2567	1634	3593	34	1126	7	573	480	30	1129
Grp Volume(v), veh/h	309	2038	265	166	731	768	250	0	0	922	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1857	1705	0	0	1639	0	0
Q Serve(g_s), s	14.0	44.0	8.8	8.0	38.0	38.0	17.4	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	8.8	8.0	38.0	38.0	17.4	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.34	0.29		0.69
Lane Grp Cap(c), veh/h	191	1298	941	109	560	588	270	0	0	451	0	0
V/C Ratio(X)	1.62	1.57	0.28	1.52	1.30	1.31	0.93	0.00	0.00	2.04	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	588	270	0	0	451	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	26.8	56.0	41.0	41.0	49.9	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	298.1	259.8	0.1	260.4	144.5	144.7	38.6	0.0	0.0	477.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.1	68.3	3.1	11.5	41.0	43.1	11.1	0.0	0.0	74.8	0.0	0.0
LnGrp Delay(d),s/veh	351.1	297.8	27.0	316.4	185.5	185.7	88.5	0.0	0.0	521.6	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	F			F		
Approach Vol, veh/h		2612			1665			250			922	
Approach Delay, s/veh		276.6			198.7			88.5			521.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.0	12.0	48.0		37.0	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		19.4	10.0	46.0		35.0	16.0	40.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		285.6
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1985	361	32	957	19	173	27	63	64	30	123
Future Volume (veh/h)	96	1985	361	32	957	19	173	27	63	64	30	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1716	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	104	2158	392	35	1040	21	188	29	68	70	33	134
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1799	713	70	1207	24	292	129	301	98	44	178
Arrive On Green	0.21	0.51	0.49	0.04	0.34	0.32	0.18	0.26	0.26	0.06	0.14	0.13
Sat Flow, veh/h	1774	3539	1451	1634	3547	72	1634	493	1157	1774	319	1297
Grp Volume(v), veh/h	104	2158	392	35	519	542	188	0	97	70	0	167
Grp Sat Flow(s),veh/h/ln	1774	1770	1451	1634	1770	1849	1634	0	1651	1774	0	1616
Q Serve(g_s), s	5.9	61.0	10.9	2.5	32.8	32.8	12.8	0.0	5.6	4.7	0.0	11.9
Cycle Q Clear(g_c), s	5.9	61.0	10.9	2.5	32.8	32.8	12.8	0.0	5.6	4.7	0.0	11.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.70	1.00		0.80
Lane Grp Cap(c), veh/h	374	1799	713	70	602	629	292	0	430	98	0	221
V/C Ratio(X)	0.28	1.20	0.55	0.50	0.86	0.86	0.64	0.00	0.23	0.71	0.00	0.75
Avail Cap(c_a), veh/h	374	1799	713	82	811	848	292	0	430	136	0	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	29.5	5.0	56.2	37.0	37.0	45.7	0.0	35.0	55.8	0.0	50.1
Incr Delay (d2), s/veh	0.0	90.3	0.1	5.5	7.3	7.0	4.8	0.0	1.2	10.1	0.0	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	52.1	4.3	1.2	17.2	17.9	6.2	0.0	2.7	2.6	0.0	6.6
LnGrp Delay(d),s/veh	39.7	119.8	5.1	61.7	44.2	44.0	50.5	0.0	36.3	65.9	0.0	71.1
LnGrp LOS	D	F	A	E	D	D	D		D	E		E
Approach Vol, veh/h		2654			1096			285			237	
Approach Delay, s/veh		99.7			44.7			45.6			69.5	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	35.3	9.1	65.0	25.5	20.4	29.3	44.8
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	8.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	10.7	7.6	4.5	63.0	14.8	13.9	7.9	34.8
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.4	1.9	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	80.3
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	30.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1041	132	177	774	73	228
Future Vol, veh/h	1041	132	177	774	73	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1132	143	192	841	79	248

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1275	0	2008	638
Stage 1	-	-	-	-	1203	-
Stage 2	-	-	-	-	805	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	540	-	~ 51	419
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	540	-	~ 33	419
Mov Cap-2 Maneuver	-	-	-	-	~ 33	-
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	258	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	236.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	33	419	-	-	540	-
HCM Lane V/C Ratio	2.404	0.591	-	-	0.356	-
HCM Control Delay (s)	$ 896.9	25.3	-	-	15.3	-
HCM Lane LOS	F	D	-	-	C	-
HCM 95th %tile Q(veh)	9.1	3.7	-	-	1.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1090	8	39	1068	30	127
Future Vol, veh/h	1090	8	39	1068	30	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1185	9	42	1161	33	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1193	0	1854	597
Stage 1	-	-	-	-	1189	-
Stage 2	-	-	-	-	665	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	581	-	65	446
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	581	-	60	446
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	29.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	581	-
HCM Lane V/C Ratio	0.543	-	-	0.073	-
HCM Control Delay (s)	29.3	-	-	11.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.1	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	678	154	142	522	121	109	604	90	71	562	244
Future Volume (veh/h)	351	678	154	142	522	121	109	604	90	71	562	244
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	382	737	167	154	567	132	118	657	98	77	611	265
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	983	405	290	669	275	163	1014	418	131	642	278
Arrive On Green	0.27	0.28	0.28	0.18	0.19	0.19	0.10	0.29	0.29	0.08	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2406	1043
Grp Volume(v), veh/h	382	737	167	154	567	132	118	657	98	77	449	427
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1679
Q Serve(g_s), s	20.1	17.1	5.7	7.7	13.9	7.3	6.3	14.6	2.6	4.1	22.5	22.5
Cycle Q Clear(g_c), s	20.1	17.1	5.7	7.7	13.9	7.3	6.3	14.6	2.6	4.1	22.5	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	436	983	405	290	669	275	163	1014	418	131	472	448
V/C Ratio(X)	0.88	0.75	0.41	0.53	0.85	0.48	0.72	0.65	0.23	0.59	0.95	0.95
Avail Cap(c_a), veh/h	436	983	405	290	669	275	163	1014	418	163	472	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	29.6	12.1	33.6	35.3	32.6	39.3	28.1	7.8	40.0	32.4	33.1
Incr Delay (d2), s/veh	17.9	5.2	3.1	1.8	12.7	5.9	5.4	0.5	0.1	4.1	29.6	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.0	2.6	3.6	8.0	3.4	3.1	7.2	1.1	2.0	14.9	14.3
LnGrp Delay(d),s/veh	49.5	34.9	15.2	35.4	47.9	38.4	44.7	28.6	7.9	44.1	62.0	63.9
LnGrp LOS	D	C	B	D	D	D	D	C	A	D	E	E
Approach Vol, veh/h		1286			853			873			953	
Approach Delay, s/veh		36.7			44.2			28.5			61.4	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	29.8	20.0	29.0	13.0	28.0	28.0	21.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	6.1	16.6	9.7	19.1	8.3	24.5	22.1	15.9
Green Ext Time (p_c), s	0.0	3.2	1.5	1.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	71.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1461	17	16	773	7	63	0	48	7	0	0
Future Vol, veh/h	0	1461	17	16	773	7	63	0	48	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1588	18	17	840	8	68	0	52	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	848	0	0	1588	0	0	2467	2471	1588	2493	2467	844
Stage 1	-	-	-	-	-	-	1588	1588	-	879	879	-
Stage 2	-	-	-	-	-	-	879	883	-	1614	1588	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	790	-	-	413	-	-	~ 21	30	133	20	30	363
Stage 1	-	-	-	-	-	-	135	168	-	342	365	-
Stage 2	-	-	-	-	-	-	342	364	-	131	168	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	790	-	-	413	-	-	~ 20	28	133	11	28	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 20	28	-	11	28	-
Stage 1	-	-	-	-	-	-	135	168	-	342	337	-
Stage 2	-	-	-	-	-	-	315	336	-	80	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	$ 1502	$ 589.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	790	-	-	413	-	-	11
HCM Lane V/C Ratio	3.77	-	-	-	0.042	-	-	0.692
HCM Control Delay (s)	$ 1502	0	-	-	14.1	0	-	$ 589.5
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	14.3	0	-	-	0.1	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1243	0	7	883	6	0	0	7	4	0	0
Future Volume (veh/h)	0	1243	0	7	883	6	0	0	7	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	1351	0	8	960	7	0	0	8	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	720	563	13	821	6	2	748	585	7	849	664
Arrive On Green	0.00	0.39	0.00	0.01	0.44	0.44	0.00	0.00	0.40	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1847	13	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	1351	0	8	0	967	0	0	8	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1860	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	34.8	0.0	0.4	0.0	40.0	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	34.8	0.0	0.4	0.0	40.0	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	720	563	13	0	827	2	748	585	7	849	664
V/C Ratio(X)	0.00	1.88	0.00	0.61	0.00	1.17	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	720	563	354	0	827	73	748	585	73	849	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.00	0.09	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	27.6	0.0	44.5	0.0	25.0	0.0	0.0	16.2	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	400.0	0.0	4.0	0.0	77.6	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	97.8	0.0	0.2	0.0	38.3	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	427.6	0.0	48.5	0.0	102.6	0.0	0.0	16.3	103.7	0.0	0.0
LnGrp LOS		F		D		F			B	F		
Approach Vol, veh/h		1351			975			8			4	
Approach Delay, s/veh		427.6			102.2			16.3			103.7	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	40.6	5.2	39.3	0.0	45.5	0.0	44.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	2.4	36.8	0.0	0.0	0.0	42.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	289.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1141	193	239	774	218	149	406	323	138	252	51
Future Volume (veh/h)	58	1141	193	239	774	218	149	406	323	138	252	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	63	1240	210	260	841	237	162	441	351	150	274	55
Adj No. of Lanes	1	2	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	885	365	281	697	546	195	611	478	82	481	377
Arrive On Green	0.03	0.17	0.17	0.23	0.50	0.50	0.04	0.11	0.11	0.05	0.26	0.26
Sat Flow, veh/h	1634	3539	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	63	1240	210	260	841	237	162	441	351	150	274	55
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.4	22.5	11.9	14.0	33.7	9.4	8.9	20.6	21.0	4.5	11.5	2.6
Cycle Q Clear(g_c), s	3.4	22.5	11.9	14.0	33.7	9.4	8.9	20.6	21.0	4.5	11.5	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	885	365	281	697	546	195	611	478	82	481	377
V/C Ratio(X)	0.80	1.40	0.58	0.92	1.21	0.43	0.83	0.72	0.73	1.84	0.57	0.15
Avail Cap(c_a), veh/h	82	885	365	281	697	546	227	611	478	82	481	377
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	37.5	33.1	34.1	22.6	16.5	42.3	36.2	36.3	42.8	29.0	25.7
Incr Delay (d2), s/veh	5.1	181.3	0.2	34.2	106.1	0.5	8.7	2.9	3.9	419.6	4.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	33.3	4.8	9.0	37.7	3.8	4.5	11.2	9.0	11.5	6.6	1.1
LnGrp Delay(d),s/veh	48.2	218.7	33.3	68.3	128.7	17.0	51.0	39.1	40.3	462.3	33.8	26.5
LnGrp LOS	D	F	C	E	F	B	D	D	D	F	C	C
Approach Vol, veh/h		1513			1338			954			479	
Approach Delay, s/veh		185.9			97.2			41.5			167.2	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	34.0	20.0	27.0	15.2	27.8	8.8	38.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	10.5	23.0	16.0	24.5	10.9	13.5	5.4	35.7
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.1	2.9	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		124.0
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	1543	15	14	1241	232	9	16	7	242	17	143
Future Volume (veh/h)	134	1543	15	14	1241	232	9	16	7	242	17	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	146	1677	16	15	1349	252	10	17	8	263	18	155
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	702	550	23	528	413	372	462	362	263	744	582
Arrive On Green	0.11	0.38	0.38	0.00	0.09	0.09	0.01	0.25	0.25	0.16	0.40	0.40
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	146	1677	16	15	1349	252	10	17	8	263	18	155
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	7.9	33.9	0.6	0.8	25.5	15.0	0.4	0.6	0.4	14.5	0.5	6.4
Cycle Q Clear(g_c), s	7.9	33.9	0.6	0.8	25.5	15.0	0.4	0.6	0.4	14.5	0.5	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	702	550	23	528	413	372	462	362	263	744	582
V/C Ratio(X)	0.83	2.39	0.03	0.66	2.56	0.61	0.03	0.04	0.02	1.00	0.02	0.27
Avail Cap(c_a), veh/h	209	702	550	118	528	413	474	462	362	263	744	582
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	28.0	17.7	44.6	40.8	36.0	24.9	25.7	25.6	37.7	16.4	18.2
Incr Delay (d2), s/veh	20.8	628.8	0.0	11.6	702.3	1.0	0.0	0.1	0.1	55.2	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	140.0	0.3	0.4	116.1	6.1	0.2	0.3	0.2	10.5	0.3	2.8
LnGrp Delay(d),s/veh	60.2	656.9	17.7	56.2	743.1	37.0	25.0	25.8	25.7	92.9	16.5	19.3
LnGrp LOS	E	F	B	E	F	D	C	C	C	F	B	B
Approach Vol, veh/h		1839			1616			35			436	
Approach Delay, s/veh		603.9			626.6			25.6			63.6	
Approach LOS		F			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	26.8	5.8	38.4	5.4	40.4	14.2	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	10.5	2.6	2.8	35.9	2.4	8.4	9.9	27.5
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	548.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1167	291	317	1417	89	150	34	114	65	22	13
Future Volume (veh/h)	20	1167	291	317	1417	89	150	34	114	65	22	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	22	1268	316	345	1540	97	163	37	124	71	24	14
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	858	354	386	1627	670	107	516	404	73	477	373
Arrive On Green	0.04	0.48	0.48	0.24	0.46	0.46	0.07	0.28	0.28	0.04	0.26	0.26
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	22	1268	316	345	1540	97	163	37	124	71	24	14
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.2	21.8	17.7	18.4	37.5	3.5	5.9	1.3	6.0	3.9	0.9	0.6
Cycle Q Clear(g_c), s	1.2	21.8	17.7	18.4	37.5	3.5	5.9	1.3	6.0	3.9	0.9	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	858	354	386	1627	670	107	516	404	73	477	373
V/C Ratio(X)	0.72	1.48	0.89	0.89	0.95	0.14	1.52	0.07	0.31	0.98	0.05	0.04
Avail Cap(c_a), veh/h	73	858	354	536	1711	705	107	516	404	73	477	373
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	23.2	22.1	33.3	23.3	14.1	42.0	24.0	25.7	43.0	25.2	25.2
Incr Delay (d2), s/veh	2.8	215.6	3.0	13.6	11.2	0.1	273.8	0.3	1.8	97.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	36.2	7.2	9.7	20.7	1.4	10.8	0.7	2.6	3.7	0.5	0.3
LnGrp Delay(d),s/veh	45.9	238.8	25.1	46.9	34.5	14.2	315.8	24.2	27.5	140.6	25.4	25.3
LnGrp LOS	D	F	C	D	C	B	F	C	C	F	C	C
Approach Vol, veh/h		1606			1982			324			109	
Approach Delay, s/veh		194.1			35.7			172.2			100.5	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	29.4	25.8	26.3	10.4	27.5	6.2	45.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	5.9	8.0	20.4	23.8	7.9	2.9	3.2	39.5
Green Ext Time (p_c), s	0.0	0.5	0.9	0.0	0.0	0.6	0.0	1.9

Intersection Summary		
HCM 2010 Ctrl Delay	111.7	
HCM 2010 LOS	F	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	1767	1414	134	0	25
Future Vol, veh/h	44	1767	1414	134	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	1921	1537	146	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1683	0	-	0	3626	1610
Stage 1	-	-	-	-	1610	-
Stage 2	-	-	-	-	2016	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	380	-	-	-	6	129
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	380	-	-	-	6	129
Mov Cap-2 Maneuver	-	-	-	-	6	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	113	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	40.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	380	-	-	-	129
HCM Lane V/C Ratio	0.126	-	-	-	0.211
HCM Control Delay (s)	15.8	0	-	-	40.2
HCM Lane LOS	C	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1588	492	453	1095	132	506	220	318	202	227	118
Future Volume (veh/h)	83	1588	492	453	1095	132	506	220	318	202	227	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	90	1726	535	492	1190	143	550	239	346	220	247	128
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1583	476	191	1681	691	177	973	399	109	826	337
Arrive On Green	0.05	0.41	0.41	0.12	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	3876	1166	1634	3539	1454	1634	3539	1450	1634	3539	1443
Grp Volume(v), veh/h	90	1503	758	492	1190	143	550	239	346	220	247	128
Grp Sat Flow(s),veh/h/ln	1634	1695	1652	1634	1770	1454	1634	1770	1450	1634	1770	1443
Q Serve(g_s), s	6.0	49.0	49.0	14.0	31.9	6.9	13.0	7.5	19.8	8.0	6.9	9.0
Cycle Q Clear(g_c), s	6.0	49.0	49.0	14.0	31.9	6.9	13.0	7.5	19.8	8.0	6.9	9.0
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	1384	675	191	1681	691	177	973	399	109	826	337
V/C Ratio(X)	1.10	1.09	1.12	2.58	0.71	0.21	3.11	0.25	0.87	2.02	0.30	0.38
Avail Cap(c_a), veh/h	82	1384	675	191	1681	691	177	973	399	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	0.25	0.25	0.25	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	35.5	35.5	53.0	24.9	18.3	57.9	43.0	25.8	56.0	37.9	38.7
Incr Delay (d2), s/veh	129.8	51.0	74.0	712.8	0.1	0.0	951.9	0.1	6.6	489.5	0.9	3.2
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	32.7	36.2	44.0	15.6	2.7	52.7	3.7	8.7	18.4	3.5	3.9
LnGrp Delay(d),s/veh	187.0	86.5	109.5	765.8	25.0	18.4	1009.8	43.1	32.4	545.5	38.8	41.9
LnGrp LOS	F	F	F	F	C	B	F	D	C	F	D	D
Approach Vol, veh/h		2351			1825			1135			595	
Approach Delay, s/veh		97.8			224.2			508.3			226.8	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	18.0	53.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	21.8	16.0	51.0	15.0	11.0	8.0	33.9
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	3.6	0.0	8.8

Intersection Summary		
HCM 2010 Ctrl Delay		228.7
HCM 2010 LOS		F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2263	178	88	1567	110	64
Future Volume (veh/h)	2263	178	88	1567	110	64
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	2460	193	96	1703	120	70
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2379	980	50	1200	372	332
Arrive On Green	0.67	0.67	0.67	0.67	0.23	0.23
Sat Flow, veh/h	3632	1458	0	1870	1634	1458
Grp Volume(v), veh/h	2460	193	369	1430	120	70
Grp Sat Flow(s),veh/h/ln	1770	1458	175	1610	1634	1458
Q Serve(g_s), s	60.5	4.5	0.0	60.5	5.5	3.5
Cycle Q Clear(g_c), s	60.5	4.5	60.5	60.5	5.5	3.5
Prop In Lane		1.00	0.26		1.00	1.00
Lane Grp Cap(c), veh/h	2379	980	168	1083	372	332
V/C Ratio(X)	1.03	0.20	2.19	1.32	0.32	0.21
Avail Cap(c_a), veh/h	2379	980	168	1083	372	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	14.8	5.6	32.5	14.8	29.0	28.2
Incr Delay (d2), s/veh	17.5	0.0	539.5	145.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.5	1.8	28.1	69.8	2.5	1.4
LnGrp Delay(d),s/veh	32.3	5.6	571.9	159.9	29.2	28.3
LnGrp LOS	F	A	F	F	C	C
Approach Vol, veh/h	2653			1799	190	
Approach Delay, s/veh	30.4			244.4	28.9	
Approach LOS	C			F	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.0		65.0				65.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		7.5		62.5				62.5
Green Ext Time (p_c), s		0.5		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	113.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	1503	316	994	1292	118	198	750	278	201	970	242
Future Volume (veh/h)	506	1503	316	994	1292	118	198	750	278	201	970	242
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	550	1634	343	1080	1404	128	215	815	302	218	1054	263
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1231	256	608	1384	126	136	759	281	136	843	209
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.08	0.30	0.28	0.08	0.30	0.28
Sat Flow, veh/h	3170	4220	878	3170	4744	432	1634	2531	936	1634	2811	698
Grp Volume(v), veh/h	550	1310	667	1080	1003	529	215	570	547	218	661	656
Grp Sat Flow(s),veh/h/ln	1585	1695	1708	1585	1695	1786	1634	1770	1697	1634	1770	1740
Q Serve(g_s), s	20.4	35.0	35.0	23.0	35.0	35.0	10.0	36.0	36.0	10.0	36.0	36.0
Cycle Q Clear(g_c), s	20.4	35.0	35.0	23.0	35.0	35.0	10.0	36.0	36.0	10.0	36.0	36.0
Prop In Lane	1.00		0.51	1.00		0.24	1.00		0.55	1.00		0.40
Lane Grp Cap(c), veh/h	608	989	498	608	989	521	136	531	509	136	531	522
V/C Ratio(X)	0.91	1.32	1.34	1.78	1.01	1.01	1.58	1.07	1.07	1.60	1.25	1.26
Avail Cap(c_a), veh/h	608	989	498	608	989	521	136	531	509	136	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.11	0.11	0.11	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	42.5	42.5	48.5	42.5	42.5	55.0	42.0	42.6	55.0	42.0	42.4
Incr Delay (d2), s/veh	2.1	146.9	153.8	350.7	13.4	16.9	263.7	36.8	37.8	302.0	125.7	130.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	36.5	37.7	39.6	18.2	19.7	14.5	23.0	22.2	15.9	36.1	36.1
LnGrp Delay(d),s/veh	49.5	189.4	196.3	399.2	55.9	59.4	318.7	78.8	80.4	357.0	167.7	172.7
LnGrp LOS	D	F	F	F	F	F	F	F	F	F	F	F
Approach Vol, veh/h		2527			2612			1332			1535	
Approach Delay, s/veh		160.8			198.6			118.2			196.7	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	40.0	27.0	39.0	14.0	40.0	27.0	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	38.0	25.0	37.0	12.0	38.0	22.4	37.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	172.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	567	829	277	722	869	179	276	836	117	114	663	117
Future Volume (veh/h)	567	829	277	722	869	179	276	836	117	114	663	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	616	901	301	785	945	195	300	909	127	124	721	127
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	752	310	558	900	371	264	929	383	158	811	334
Arrive On Green	0.30	0.21	0.21	0.34	0.25	0.25	0.08	0.26	0.26	0.05	0.23	0.23
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	616	901	301	785	945	195	300	909	127	124	721	127
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	36.0	25.5	24.6	41.0	30.5	13.8	10.0	30.6	3.4	4.6	23.7	4.2
Cycle Q Clear(g_c), s	36.0	25.5	24.6	41.0	30.5	13.8	10.0	30.6	3.4	4.6	23.7	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	752	310	558	900	371	264	929	383	158	811	334
V/C Ratio(X)	1.26	1.20	0.97	1.41	1.05	0.53	1.14	0.98	0.33	0.78	0.89	0.38
Avail Cap(c_a), veh/h	490	752	310	558	900	371	264	929	383	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	47.3	46.9	39.5	44.8	38.5	55.0	43.9	5.8	56.4	44.8	9.0
Incr Delay (d2), s/veh	117.1	90.4	9.7	193.3	44.2	1.4	97.0	24.8	2.3	22.0	13.9	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.1	21.9	10.7	48.4	20.4	5.7	7.9	18.1	1.6	2.5	13.1	2.0
LnGrp Delay(d),s/veh	159.1	137.6	56.5	232.8	88.9	39.9	152.0	68.7	8.1	78.3	58.7	12.3
LnGrp LOS	F	F	E	F	F	D	F	E	A	E	E	B
Approach Vol, veh/h		1818			1925			1336			972	
Approach Delay, s/veh		131.5			142.6			81.6			55.1	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.5	45.0	29.5	14.0	31.5	40.0	34.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	10.6	32.6	43.0	27.5	12.0	25.7	38.0	32.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	111.7	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	128	271	122	23	156	38	570	158	82	438	19
Future Volume (veh/h)	131	128	271	122	23	156	38	570	158	82	438	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	142	139	295	133	25	170	41	620	172	89	476	21
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	373	292	164	467	365	52	805	631	110	876	745
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.03	0.43	0.43	0.13	0.94	0.94
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	142	139	295	133	25	170	41	620	172	89	476	21
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	4.5	5.8	18.0	7.2	0.9	8.9	2.1	25.5	6.8	4.8	2.8	0.1
Cycle Q Clear(g_c), s	4.5	5.8	18.0	7.2	0.9	8.9	2.1	25.5	6.8	4.8	2.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	373	292	164	467	365	52	805	631	110	876	745
V/C Ratio(X)	1.74	0.37	1.01	0.81	0.05	0.47	0.79	0.77	0.27	0.81	0.54	0.03
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	805	631	118	876	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.09	0.09	0.09	0.71	0.71	0.71
Uniform Delay (d), s/veh	42.8	31.1	36.0	39.6	25.6	28.6	43.4	21.7	16.4	38.4	1.5	1.4
Incr Delay (d2), s/veh	377.8	0.6	55.6	8.1	0.0	0.8	2.5	0.7	0.1	24.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	3.0	11.7	3.6	0.5	3.6	1.0	13.2	2.7	2.9	1.5	0.0
LnGrp Delay(d),s/veh	420.5	31.7	91.7	47.7	25.7	29.4	45.9	22.4	16.5	62.5	3.2	1.5
LnGrp LOS	F	C	F	D	C	C	D	C	B	E	A	A
Approach Vol, veh/h		576			328			833			586	
Approach Delay, s/veh		158.3			36.5			22.3			12.2	
Approach LOS		F			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	43.4	13.6	22.5	7.1	46.8	9.0	27.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	10.8	27.5	9.2	20.0	4.1	4.8	6.5	10.9
Green Ext Time (p_c), s	0.0	1.4	0.2	0.0	0.0	5.3	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	55.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	585	12	119	339	114	7	189	75	41	13	21
Future Volume (veh/h)	76	585	12	119	339	114	7	189	75	41	13	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	83	636	13	129	368	124	8	205	82	45	14	23
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	739	15	158	630	209	13	859	673	55	907	710
Arrive On Green	0.02	0.07	0.07	0.10	0.24	0.24	0.01	0.46	0.46	0.03	0.49	0.49
Sat Flow, veh/h	1634	3547	72	1634	2611	868	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	83	317	332	129	248	244	8	205	82	45	14	23
Grp Sat Flow(s),veh/h/ln	1634	1770	1850	1634	1770	1710	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.6	16.0	16.0	7.0	11.1	11.4	0.4	6.0	2.9	2.5	0.3	0.7
Cycle Q Clear(g_c), s	4.6	16.0	16.0	7.0	11.1	11.4	0.4	6.0	2.9	2.5	0.3	0.7
Prop In Lane	1.00		0.04	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	369	385	158	427	412	13	859	673	55	907	710
V/C Ratio(X)	0.80	0.86	0.86	0.82	0.58	0.59	0.61	0.24	0.12	0.82	0.02	0.03
Avail Cap(c_a), veh/h	118	383	401	209	482	465	118	859	673	209	907	710
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	43.5	40.6	40.6	39.9	30.1	30.2	44.5	14.7	13.8	43.2	11.9	12.0
Incr Delay (d2), s/veh	26.0	16.0	15.5	17.0	1.4	1.6	37.7	0.7	0.4	18.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.5	9.9	3.9	5.6	5.5	0.3	3.2	1.2	1.4	0.2	0.3
LnGrp Delay(d),s/veh	69.5	56.6	56.1	56.9	31.5	31.8	82.2	15.3	14.2	61.2	12.0	12.1
LnGrp LOS	E	E	E	E	C	C	F	B	B	E	B	B
Approach Vol, veh/h		732			621			295			82	
Approach Delay, s/veh		57.9			36.9			16.8			39.0	
Approach LOS		E			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	46.0	13.2	23.2	5.2	48.3	10.2	26.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	4.3	8.0	9.0	18.0	2.4	2.7	6.6	13.4
Green Ext Time (p_c), s	0.0	1.1	0.1	0.8	0.0	1.1	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	300	432	320	261	69	370	877	486	95	1064	112
Future Volume (veh/h)	101	300	432	320	261	69	370	877	486	95	1064	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	110	326	470	348	284	75	402	953	528	103	1157	122
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	457	409	177	775	201	204	999	540	82	1212	128
Arrive On Green	0.09	0.26	0.24	0.11	0.28	0.26	0.17	0.60	0.60	0.07	0.50	0.50
Sat Flow, veh/h	1634	1770	1583	1634	2783	722	1634	2221	1200	1634	3232	340
Grp Volume(v), veh/h	110	326	470	348	179	180	402	755	726	103	633	646
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1735	1634	1770	1651	1634	1770	1803
Q Serve(g_s), s	7.9	20.1	31.0	13.0	9.7	10.1	15.0	47.5	51.1	6.0	41.0	41.2
Cycle Q Clear(g_c), s	7.9	20.1	31.0	13.0	9.7	10.1	15.0	47.5	51.1	6.0	41.0	41.2
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.73	1.00		0.19
Lane Grp Cap(c), veh/h	144	457	409	177	493	483	204	796	743	82	664	676
V/C Ratio(X)	0.76	0.71	1.15	1.97	0.36	0.37	1.97	0.95	0.98	1.26	0.95	0.96
Avail Cap(c_a), veh/h	144	457	409	177	493	483	204	796	743	82	664	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.60	0.60	0.60	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.5	40.5	45.4	53.5	34.8	35.2	50.0	22.8	23.5	56.0	29.1	29.1
Incr Delay (d2), s/veh	21.0	5.2	91.9	450.3	0.4	0.4	446.2	15.0	20.8	126.2	4.2	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	10.4	24.0	28.0	4.8	4.9	32.0	26.2	27.2	5.6	20.7	21.2
LnGrp Delay(d),s/veh	74.4	45.6	137.2	503.8	35.1	35.5	496.2	37.8	44.3	182.2	33.2	33.4
LnGrp LOS	E	D	F	F	D	D	F	D	D	F	C	C
Approach Vol, veh/h		906			707			1883			1382	
Approach Delay, s/veh		96.6			265.9			138.2			44.4	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	14.6	37.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	12.0	53.1	15.0	33.0	17.0	43.2	9.9	12.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5

Intersection Summary		
HCM 2010 Ctrl Delay	122.4	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	724	316	34	420	70	119	41	24	142	374	167
Future Volume (veh/h)	171	724	316	34	420	70	119	41	24	142	374	167
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	186	787	343	37	457	76	129	45	26	154	407	182
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	698	303	50	779	129	105	604	473	105	604	473
Arrive On Green	0.06	0.29	0.29	0.03	0.26	0.26	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	1634	2403	1045	1634	3041	503	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	186	579	551	37	265	268	129	45	26	154	407	182
Grp Sat Flow(s),veh/h/ln	1634	1770	1678	1634	1770	1774	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	4.0	18.0	18.0	1.4	8.1	8.2	4.0	1.0	0.8	4.0	11.7	6.0
Cycle Q Clear(g_c), s	4.0	18.0	18.0	1.4	8.1	8.2	4.0	1.0	0.8	4.0	11.7	6.0
Prop In Lane	1.00		0.62	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	514	487	50	453	455	105	604	473	105	604	473
V/C Ratio(X)	1.76	1.13	1.13	0.74	0.58	0.59	1.22	0.07	0.05	1.46	0.67	0.38
Avail Cap(c_a), veh/h	105	514	487	105	514	515	105	604	473	105	604	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.82	0.82	0.82	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	29.0	22.0	22.0	29.8	20.2	20.2	29.0	14.5	14.4	29.0	18.1	16.2
Incr Delay (d2), s/veh	353.8	64.4	66.0	16.4	1.1	1.2	159.6	0.2	0.2	251.6	5.8	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	17.9	17.2	0.9	4.1	4.2	6.5	0.6	0.3	9.2	7.0	2.7
LnGrp Delay(d),s/veh	382.8	86.4	88.0	46.2	21.3	21.4	188.6	14.7	14.6	280.6	24.0	18.5
LnGrp LOS	F	F	F	D	C	C	F	B	B	F	C	B
Approach Vol, veh/h		1316			570			200			743	
Approach Delay, s/veh		129.0			22.9			126.9			75.8	
Approach LOS		F			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	24.6	6.4	22.5	8.5	24.6	8.5	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	4.0	18.0	4.0	18.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	6.0	3.0	3.4	20.0	6.0	13.7	6.0	10.2
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	1.1	0.0	4.2

Intersection Summary		
HCM 2010 Ctrl Delay		93.5
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	249	86	138	142	55	135	1707	396	72	1096	51
Future Volume (veh/h)	77	249	86	138	142	55	135	1707	396	72	1096	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	84	271	93	150	154	60	147	1855	430	78	1191	55
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	320	250	142	360	282	197	1606	358	82	1680	78
Arrive On Green	0.06	0.17	0.17	0.09	0.19	0.19	0.12	0.56	0.54	0.10	0.98	0.94
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2877	642	1634	3445	159
Grp Volume(v), veh/h	84	271	93	150	154	60	147	1113	1172	78	611	635
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1749	1634	1770	1835
Q Serve(g_s), s	6.1	16.9	6.8	10.4	8.7	4.2	10.4	67.0	67.0	5.7	3.3	3.7
Cycle Q Clear(g_c), s	6.1	16.9	6.8	10.4	8.7	4.2	10.4	67.0	67.0	5.7	3.3	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	106	320	250	142	360	282	197	988	977	82	863	895
V/C Ratio(X)	0.79	0.85	0.37	1.06	0.43	0.21	0.75	1.13	1.20	0.95	0.71	0.71
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	988	977	82	863	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.30	0.30	0.30	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.3	48.2	44.0	54.8	42.6	40.7	51.0	26.5	26.9	53.9	0.8	0.9
Incr Delay (d2), s/veh	11.4	6.5	0.3	92.3	0.8	0.4	0.9	58.4	90.8	19.7	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	9.3	2.7	8.3	4.6	1.7	4.7	48.4	56.7	3.0	0.8	0.9
LnGrp Delay(d),s/veh	66.7	54.6	44.2	147.2	43.4	41.1	51.9	84.9	117.7	73.6	1.2	1.3
LnGrp LOS	E	D	D	F	D	D	D	F	F	E	A	A
Approach Vol, veh/h		448			364			2432			1324	
Approach Delay, s/veh		54.8			85.8			98.7			5.6	
Approach LOS		D			F			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	71.0	14.4	24.6	18.5	62.5	11.8	27.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	7.7	69.0	12.4	18.9	12.4	5.7	8.1	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	33.4	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	66.4
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	218	242	87	126	132	335	1267	163	266	1510	91
Future Volume (veh/h)	85	218	242	87	126	132	335	1267	163	266	1510	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	92	237	263	95	137	143	364	1377	177	289	1641	99
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	763	314	95	669	276	300	1537	633	259	1449	597
Arrive On Green	0.08	0.22	0.22	0.06	0.19	0.19	0.18	0.43	0.43	0.16	0.41	0.41
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	92	237	263	95	137	143	364	1377	177	289	1641	99
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	6.6	6.8	20.7	7.0	3.9	10.6	22.0	43.2	9.4	19.0	49.1	5.2
Cycle Q Clear(g_c), s	6.6	6.8	20.7	7.0	3.9	10.6	22.0	43.2	9.4	19.0	49.1	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	763	314	95	669	276	300	1537	633	259	1449	597
V/C Ratio(X)	0.66	0.31	0.84	1.00	0.20	0.52	1.22	0.90	0.28	1.12	1.13	0.17
Avail Cap(c_a), veh/h	177	841	346	95	669	276	300	1537	633	259	1449	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	53.2	39.6	45.0	56.5	41.1	43.8	49.0	31.4	21.8	50.5	35.4	22.5
Incr Delay (d2), s/veh	6.0	0.2	15.1	77.4	0.1	1.2	123.4	8.5	1.1	76.7	64.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.3	9.7	5.2	1.9	4.4	20.2	22.9	4.0	14.1	37.0	2.1
LnGrp Delay(d),s/veh	59.3	39.8	60.2	133.9	41.2	45.0	172.4	39.9	22.9	127.2	100.2	22.8
LnGrp LOS	E	D	E	F	D	D	F	D	C	F	F	C
Approach Vol, veh/h		592			375			1918			2029	
Approach Delay, s/veh		51.9			66.1			63.5			100.3	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	56.1	11.0	29.9	26.0	53.1	14.2	26.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	21.0	45.2	9.0	22.7	24.0	51.1	8.6	12.6
Green Ext Time (p_c), s	0.0	2.2	0.0	1.2	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	77.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	356	228	65	255	97	169	966	258	292	1618	149
Future Volume (veh/h)	95	356	228	65	255	97	169	966	258	292	1618	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	103	387	248	71	277	105	184	1050	280	317	1759	162
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	432	273	82	675	278	123	855	670	245	1891	779
Arrive On Green	0.07	0.21	0.19	0.05	0.19	0.19	0.08	0.46	0.46	0.15	0.53	0.53
Sat Flow, veh/h	1634	2082	1317	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	103	328	307	71	277	105	184	1050	280	317	1759	162
Grp Sat Flow(s),veh/h/ln	1634	1770	1630	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	7.5	21.6	22.1	5.2	8.2	5.2	9.0	55.1	11.1	18.0	55.2	7.0
Cycle Q Clear(g_c), s	7.5	21.6	22.1	5.2	8.2	5.2	9.0	55.1	11.1	18.0	55.2	7.0
Prop In Lane	1.00		0.81	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	367	338	82	675	278	123	855	670	245	1891	779
V/C Ratio(X)	0.95	0.89	0.91	0.87	0.41	0.38	1.50	1.23	0.42	1.29	0.93	0.21
Avail Cap(c_a), veh/h	109	367	338	82	675	278	123	855	670	245	1891	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.89	0.89	0.89	0.40	0.40	0.40	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.8	46.3	47.2	56.6	42.6	20.2	55.5	32.5	11.3	51.0	25.9	14.6
Incr Delay (d2), s/veh	62.6	20.4	23.9	53.9	0.4	0.8	242.1	106.8	0.8	154.0	8.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.7	12.2	3.6	4.1	2.2	12.3	53.6	4.6	18.6	29.0	2.9
LnGrp Delay(d),s/veh	118.3	66.6	71.2	110.5	43.0	21.0	297.6	139.3	12.1	205.0	33.9	15.1
LnGrp LOS	F	E	E	F	D	C	F	F	B	F	C	B
Approach Vol, veh/h		738			453			1514			2238	
Approach Delay, s/veh		75.7			48.5			135.0			56.8	
Approach LOS		E			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.1	10.0	28.9	13.0	68.1	12.0	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	10.0	57.1	7.2	24.1	11.0	57.2	9.5	10.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.9	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	82.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	418	129	139	218	252	197	932	205	254	632	68
Future Volume (veh/h)	127	418	129	139	218	252	197	932	205	254	632	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	138	454	140	151	237	274	214	1013	223	276	687	74
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	591	244	220	772	318	265	1319	543	315	1427	588
Arrive On Green	0.08	0.17	0.17	0.13	0.22	0.22	0.16	0.37	0.37	0.39	0.81	0.81
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	138	454	140	151	237	274	214	1013	223	276	687	74
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	9.4	14.7	7.3	10.6	6.7	21.7	15.2	30.2	8.5	18.8	7.4	1.3
Cycle Q Clear(g_c), s	9.4	14.7	7.3	10.6	6.7	21.7	15.2	30.2	8.5	18.8	7.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	591	244	220	772	318	265	1319	543	315	1427	588
V/C Ratio(X)	0.70	0.77	0.57	0.69	0.31	0.86	0.81	0.77	0.41	0.88	0.48	0.13
Avail Cap(c_a), veh/h	196	728	300	220	817	337	327	1319	543	354	1427	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.40	0.40	0.40	0.39	0.39	0.39	0.29	0.29	0.29	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	47.8	21.6	49.5	39.3	45.2	48.5	33.1	10.9	35.6	7.6	7.1
Incr Delay (d2), s/veh	4.5	1.6	0.9	3.5	0.1	8.5	3.7	1.3	0.7	2.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.3	3.0	5.0	3.3	9.5	7.1	15.0	3.5	8.6	3.4	0.5
LnGrp Delay(d),s/veh	52.1	49.4	22.5	53.0	39.4	53.6	52.2	34.4	11.6	37.9	7.7	7.1
LnGrp LOS	D	D	C	D	D	D	D	C	B	D	A	A
Approach Vol, veh/h		732			662			1450			1037	
Approach Delay, s/veh		44.8			48.4			33.5			15.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	48.7	20.1	24.0	23.4	52.4	14.0	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	21.1	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	20.8	32.2	12.6	16.7	17.2	9.4	11.4	23.7
Green Ext Time (p_c), s	0.3	4.2	0.0	1.3	0.3	11.2	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	712	524	201	177	437	213	243	2526	166	179	1714	593
Future Volume (veh/h)	712	524	201	177	437	213	243	2526	166	179	1714	593
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	774	570	218	192	475	232	264	2746	180	195	1863	645
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	884	364	293	768	317	150	2237	144	109	1532	631
Arrive On Green	0.13	0.25	0.25	0.09	0.22	0.22	0.09	0.46	0.46	0.07	0.43	0.43
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4884	314	1634	3539	1458
Grp Volume(v), veh/h	774	570	218	192	475	232	264	1888	1038	195	1863	645
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1807	1634	1770	1458
Q Serve(g_s), s	15.0	17.3	15.8	7.0	14.6	17.8	11.0	55.0	55.0	8.0	52.0	52.0
Cycle Q Clear(g_c), s	15.0	17.3	15.8	7.0	14.6	17.8	11.0	55.0	55.0	8.0	52.0	52.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	396	884	364	293	768	317	150	1553	828	109	1532	631
V/C Ratio(X)	1.95	0.64	0.60	0.66	0.62	0.73	1.76	1.22	1.25	1.79	1.22	1.02
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1553	828	109	1532	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.29	0.29	0.29	0.59	0.59	0.59
Uniform Delay (d), s/veh	52.5	40.3	39.7	52.6	42.5	43.7	54.5	32.5	32.5	56.0	34.0	34.0
Incr Delay (d2), s/veh	435.5	0.9	1.4	4.4	1.0	6.1	351.1	99.2	117.1	376.4	100.8	33.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	8.6	6.5	3.2	7.2	7.7	19.6	47.1	54.3	15.0	46.8	26.7
LnGrp Delay(d),s/veh	488.0	41.1	41.1	57.0	43.5	49.9	405.6	131.7	149.7	432.4	134.9	67.1
LnGrp LOS	F	D	D	E	D	D	F	F	F	F	F	F
Approach Vol, veh/h		1562			899			3190			2703	
Approach Delay, s/veh		262.6			48.0			160.2			140.1	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.0	15.1	34.0	15.0	56.0	19.0	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	57.0	9.0	19.3	13.0	54.0	17.0	19.8
Green Ext Time (p_c), s	0.0	0.0	0.1	5.2	0.0	0.0	0.0	4.3

Intersection Summary		
HCM 2010 Ctrl Delay	160.8	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	24	201	173	9	22	59	2098	56	39	2727	75
Future Volume (veh/h)	185	24	201	173	9	22	59	2098	56	39	2727	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	201	26	218	188	10	24	64	2280	61	42	2964	82
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	297	232	136	82	196	82	2038	840	79	2919	837
Arrive On Green	0.08	0.16	0.16	0.08	0.17	0.15	0.05	0.58	0.58	0.05	0.57	0.57
Sat Flow, veh/h	1634	1863	1458	1634	487	1169	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	201	26	218	188	0	34	64	2280	61	42	2964	82
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1656	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	1.4	14.7	10.0	0.0	2.1	4.6	69.1	1.3	3.0	68.9	3.0
Cycle Q Clear(g_c), s	9.0	1.4	14.7	10.0	0.0	2.1	4.6	69.1	1.3	3.0	68.9	3.0
Prop In Lane	1.00		1.00	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	297	232	136	0	278	82	2038	840	79	2919	837
V/C Ratio(X)	1.64	0.09	0.94	1.38	0.00	0.12	0.78	1.12	0.07	0.53	1.02	0.10
Avail Cap(c_a), veh/h	123	497	389	136	0	456	82	2038	840	82	2919	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	43.0	34.2	55.0	0.0	43.0	56.4	25.4	3.6	55.8	25.6	11.5
Incr Delay (d2), s/veh	321.8	0.1	21.0	210.3	0.0	0.2	37.9	60.7	0.2	6.1	20.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.7	7.3	12.5	0.0	1.0	3.0	50.6	0.5	1.5	37.5	1.3
LnGrp Delay(d),s/veh	377.3	43.1	55.1	265.3	0.0	43.2	94.2	86.1	3.8	61.9	46.1	11.8
LnGrp LOS	F	D	E	F		D	F	F	A	E	F	B
Approach Vol, veh/h		445			222			2405			3088	
Approach Delay, s/veh		199.9			231.3			84.2			45.4	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	73.1	14.0	23.1	10.0	72.9	13.0	24.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	5.0	71.1	12.0	16.7	6.6	70.9	11.0	4.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	78.4
HCM 2010 LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	268	293	1766	272	210	2018
Future Volume (veh/h)	268	293	1766	272	210	2018
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	291	318	1920	296	228	2193
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	291	318	1920	296	228	2193
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	19.7	50.6	10.9	11.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	50.6	10.9	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	1.08	1.33	0.84	0.32	1.52	0.81
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.32	0.32	1.00	1.00	0.25	0.25
Uniform Delay (d), s/veh	50.2	50.2	16.6	9.5	49.0	0.0
Incr Delay (d2), s/veh	56.7	156.9	4.0	0.9	243.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	18.4	25.8	4.6	15.0	0.3
LnGrp Delay(d),s/veh	106.9	207.1	20.6	10.4	292.6	0.7
LnGrp LOS	F	F	C	B	F	A
Approach Vol, veh/h	609		2216			2421
Approach Delay, s/veh	159.2		19.2			28.2
Approach LOS	F		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.0	52.6				2.0		21.7
Green Ext Time (p_c), s	0.0	21.5				70.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	127	170	105	143	249	114	1154	106	105	814	52
Future Volume (veh/h)	141	127	170	105	143	249	114	1154	106	105	814	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	153	138	185	114	155	271	124	1254	115	114	885	57
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	183	245	144	135	236	169	1404	128	158	1423	92
Arrive On Green	0.12	0.25	0.24	0.09	0.22	0.21	0.21	0.86	0.82	0.19	0.84	0.81
Sat Flow, veh/h	1634	723	969	1634	609	1065	1634	3279	300	1634	3377	217
Grp Volume(v), veh/h	153	0	323	114	0	426	124	675	694	114	464	478
Grp Sat Flow(s),veh/h/ln	1634	0	1692	1634	0	1675	1634	1770	1810	1634	1770	1824
Q Serve(g_s), s	10.9	0.0	21.2	8.2	0.0	26.6	8.5	27.8	28.8	7.8	10.4	10.6
Cycle Q Clear(g_c), s	10.9	0.0	21.2	8.2	0.0	26.6	8.5	27.8	28.8	7.8	10.4	10.6
Prop In Lane	1.00		0.57	1.00		0.64	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	196	0	429	144	0	371	169	758	775	158	746	769
V/C Ratio(X)	0.78	0.00	0.75	0.79	0.00	1.15	0.73	0.89	0.90	0.72	0.62	0.62
Avail Cap(c_a), veh/h	196	0	429	144	0	371	218	758	775	163	746	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.45	0.00	0.45	1.00	0.00	1.00	0.78	0.78	0.78	0.84	0.84	0.84
Uniform Delay (d), s/veh	51.3	0.0	41.8	53.6	0.0	47.2	46.0	6.9	7.3	46.8	6.3	6.5
Incr Delay (d2), s/veh	8.8	0.0	3.4	24.9	0.0	93.2	6.9	12.1	12.3	11.8	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	10.3	4.7	0.0	21.9	4.1	14.9	15.8	4.1	5.3	5.8
LnGrp Delay(d),s/veh	60.1	0.0	45.3	78.5	0.0	140.5	52.9	19.1	19.5	58.6	9.5	9.6
LnGrp LOS	E		D	E		F	D	B	B	E	A	A
Approach Vol, veh/h		476			540			1493			1056	
Approach Delay, s/veh		50.0			127.4			22.1			14.9	
Approach LOS		D			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	55.4	14.6	34.4	16.4	54.6	18.4	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.0	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	12.9	30.8	10.2	23.2	10.5	12.6	12.9	28.6
Green Ext Time (p_c), s	0.0	9.7	0.0	0.9	0.1	12.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	80
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	134	7	500	0	267	1241	0	0	0	2191	510
Future Vol, veh/h	0	0	0	0	0	134	7	500	0	267	1241	0	0	0	2191	510
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	146	8	543	0	290	1349	0	0	0	2382	554
Number of Lanes	0	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	74.2	79	81.9
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	95%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	5%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	621	621	141	500	1096	1096	510
LT Vol	267	0	0	134	0	0	0	0
Through Vol	0	621	621	7	0	1096	1096	0
RT Vol	0	0	0	0	500	0	0	510
Lane Flow Rate	290	674	674	153	543	1191	1191	554
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.933	1	1	0.545	1	1	1	1
Departure Headway (Hd)	11.575	11.075	9.342	12.799	11.625	10.963	10.963	8.533
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	313	337	398	284	315	345	345	432
Service Time	9.296	8.797	7.064	10.499	9.325	8.663	8.663	6.233
HCM Lane V/C Ratio	0.927	2	1.693	0.539	1.724	3.452	3.452	1.282
HCM Control Delay	70.6	84.5	77	29.8	86.7	83.9	83.9	73.2
HCM Lane LOS	F	F	F	D	F	F	F	F
HCM 95th-tile Q	9.2	11	12	3	10.8	11.1	11.1	12.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	537	144	425	262	925	0	0	1067	193
Future Volume (veh/h)	0	0	0	537	144	425	262	925	0	0	1067	193
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				584	157	462	285	1005	0	0	1160	210
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1117	637	498	449	2064	0	0	1430	589
Arrive On Green				0.34	0.34	0.34	0.19	0.78	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				584	157	462	285	1005	0	0	1160	210
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				17.2	7.3	36.6	9.9	12.3	0.0	0.0	21.9	4.7
Cycle Q Clear(g_c), s				17.2	7.3	36.6	9.9	12.3	0.0	0.0	21.9	4.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1117	637	498	449	2064	0	0	1430	589
V/C Ratio(X)				0.52	0.25	0.93	0.63	0.49	0.00	0.00	0.81	0.36
Avail Cap(c_a), veh/h				1185	675	529	449	2064	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.15	0.15	0.15	0.78	0.78	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				31.7	28.4	38.1	45.8	7.0	0.0	0.0	8.9	7.3
Incr Delay (d2), s/veh				0.1	0.0	4.8	2.3	0.6	0.0	0.0	3.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.7	3.8	15.4	4.5	6.0	0.0	0.0	10.7	1.9
LnGrp Delay(d),s/veh				31.7	28.4	42.9	48.1	7.6	0.0	0.0	12.4	8.4
LnGrp LOS				C	C	D	D	A			B	A
Approach Vol, veh/h					1203			1290			1370	
Approach Delay, s/veh					35.6			16.6			11.8	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		74.5			21.5	53.0		45.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		14.3			11.9	23.9		38.6
Green Ext Time (p_c), s		6.8			1.5	6.8		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	394	511	336	491	2073	0	0	2014	533
Future Volume (veh/h)	0	0	0	394	511	336	491	2073	0	0	2014	533
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				428	555	365	534	2253	0	0	2189	579
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				822	917	378	340	2386	0	0	1531	631
Arrive On Green				0.26	0.26	0.26	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				428	555	365	534	2253	0	0	2189	579
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				13.9	16.5	29.7	25.0	0.0	0.0	0.0	51.9	44.8
Cycle Q Clear(g_c), s				13.9	16.5	29.7	25.0	0.0	0.0	0.0	51.9	44.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				822	917	378	340	2386	0	0	1531	631
V/C Ratio(X)				0.52	0.61	0.97	1.57	0.94	0.00	0.00	1.43	0.92
Avail Cap(c_a), veh/h				822	917	378	340	2386	0	0	1531	631
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.09	0.09	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.1	39.1	43.9	35.0	0.0	0.0	0.0	34.0	32.0
Incr Delay (d2), s/veh				0.6	1.1	37.2	257.2	1.1	0.0	0.0	193.9	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	8.2	15.9	35.5	0.4	0.0	0.0	66.5	18.5
LnGrp Delay(d),s/veh				38.7	40.2	81.1	292.2	1.1	0.0	0.0	227.9	34.7
LnGrp LOS				D	D	F	F	A			F	C
Approach Vol, veh/h					1348			2787			2768	
Approach Delay, s/veh					50.8			56.9			187.5	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.9			29.0	55.9		35.1
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	53.9		31.7
Green Ext Time (p_c), s		69.7			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	108.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	2	268	0	0	0	0	702	105	920	653	0
Future Volume (veh/h)	340	2	268	0	0	0	0	702	105	920	653	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	370	2	291				0	763	114	1000	710	0
Adj No. of Lanes	0	1	1				0	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	353	2	292				0	642	502	969	1304	0
Arrive On Green	0.20	0.20	0.20				0.00	0.34	0.34	0.31	0.70	0.00
Sat Flow, veh/h	1765	10	1458				0	1863	1458	3170	1863	0
Grp Volume(v), veh/h	372	0	291				0	763	114	1000	710	0
Grp Sat Flow(s),veh/h/ln	1774	0	1458				0	1863	1458	1585	1863	0
Q Serve(g_s), s	18.0	0.0	17.9				0.0	31.0	5.0	27.5	16.6	0.0
Cycle Q Clear(g_c), s	18.0	0.0	17.9				0.0	31.0	5.0	27.5	16.6	0.0
Prop In Lane	0.99		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	355	0	292				0	642	502	969	1304	0
V/C Ratio(X)	1.05	0.00	1.00				0.00	1.19	0.23	1.03	0.54	0.00
Avail Cap(c_a), veh/h	355	0	292				0	642	502	969	1304	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.0	0.0	36.0				0.0	29.5	21.0	31.2	6.5	0.0
Incr Delay (d2), s/veh	60.9	0.0	52.0				0.0	100.1	1.0	37.6	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	0.0	11.4				0.0	33.7	2.1	17.0	9.1	0.0
LnGrp Delay(d),s/veh	96.9	0.0	88.0				0.0	129.6	22.0	68.8	8.2	0.0
LnGrp LOS	F		F					F	C	F	A	
Approach Vol, veh/h		663						877			1710	
Approach Delay, s/veh		93.0						115.6			43.6	
Approach LOS		F						F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.0	35.5		22.5		67.5		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	29.5	33.0		20.0		18.6		
Green Ext Time (p_c), s	0.0	0.0		0.0		8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	73.1
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	175	329	0	0	0	0	1127	609	497	1109	0
Future Volume (veh/h)	290	175	329	0	0	0	0	1127	609	497	1109	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	315	190	358				0	1225	662	540	1205	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	435	943	388				0	2229	639	619	2361	0
Arrive On Green	0.27	0.27	0.27				0.00	0.44	0.44	0.39	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	315	190	358				0	1225	662	540	1205	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	21.0	5.0	28.6				0.0	21.4	52.6	18.9	0.0	0.0
Cycle Q Clear(g_c), s	21.0	5.0	28.6				0.0	21.4	52.6	18.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	435	943	388				0	2229	639	619	2361	0
V/C Ratio(X)	0.72	0.20	0.92				0.00	0.55	1.04	0.87	0.51	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2229	639	660	2361	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.62	0.62	0.00
Uniform Delay (d), s/veh	40.0	34.1	42.8				0.0	24.9	33.7	35.2	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.1	26.1				0.0	1.0	45.1	7.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	2.5	14.3				0.0	10.2	29.1	8.8	0.2	0.0
LnGrp Delay(d),s/veh	45.5	34.2	68.9				0.0	25.9	78.8	43.0	0.5	0.0
LnGrp LOS	D	C	E					C	F	D	A	
Approach Vol, veh/h		863						1887			1745	
Approach Delay, s/veh		52.7						44.5			13.6	
Approach LOS		D						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.4	56.6		36.0		84.0		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	20.9	54.6		30.6		2.0		
Green Ext Time (p_c), s	0.5	0.0		0.7		32.0		

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	570	295	0	0	0	0	1689	586	790	2059	0
Future Volume (veh/h)	376	570	295	0	0	0	0	1689	586	790	2059	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	409	620	321				0	1836	637	859	2238	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	576	643	265				0	1658	683	792	2660	0
Arrive On Green	0.18	0.18	0.18				0.00	0.47	0.47	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	409	620	321				0	1836	637	859	2238	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	14.5	20.9	21.8				0.0	56.2	49.5	30.0	0.0	0.0
Cycle Q Clear(g_c), s	14.5	20.9	21.8				0.0	56.2	49.5	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	576	643	265				0	1658	683	792	2660	0
V/C Ratio(X)	0.71	0.96	1.21				0.00	1.11	0.93	1.08	0.84	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1658	683	792	2660	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.60	0.60	0.60				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	46.1	48.7	49.1				0.0	31.9	30.1	30.0	0.0	0.0
Incr Delay (d2), s/veh	2.5	19.4	114.6				0.0	57.8	21.4	40.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.9	17.2				0.0	40.7	23.9	17.4	0.1	0.0
LnGrp Delay(d),s/veh	48.6	68.1	163.7				0.0	89.7	51.5	70.2	0.3	0.0
LnGrp LOS	D	E	F					F	D	F	A	
Approach Vol, veh/h		1350						2473			3097	
Approach Delay, s/veh		84.9						79.9			19.7	
Approach LOS		F						E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	60.2		25.8		94.2		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	58.2		23.8		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		73.0		

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	6	33	14	5	40
Future Vol, veh/h	17	6	33	14	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	36	15	5	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1037	-	-	1575	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1575	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	58	55	0	69	0	49
Future Vol, veh/h	58	55	0	69	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	60	0	75	0	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	168	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	822	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	822	964
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1464	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	89	611	81	0	452
Future Vol, veh/h	0	89	611	81	0	452
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	97	664	88	0	491

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1199	708	0	0	752	0
Stage 1	708	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	205	435	-	-	858	-
Stage 1	488	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	435	-	-	858	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	858	-
HCM Lane V/C Ratio	-	-	0.222	-	-
HCM Control Delay (s)	-	-	15.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1233	980	182	0	126
Future Vol, veh/h	0	1233	980	182	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1340	1065	198	0	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1263	0	-	0	2504	1164
Stage 1	-	-	-	-	1164	-
Stage 2	-	-	-	-	1340	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	550	-	-	-	32	237
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	244	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	550	-	-	-	32	237
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	244	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	39.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	550	-	-	-	237
HCM Lane V/C Ratio	-	-	-	-	0.578
HCM Control Delay (s)	0	-	-	-	39.1
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	3.3

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	79	70	275	26	30	188
Future Vol, veh/h	79	70	275	26	30	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	76	299	28	33	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	569	299	0	0	299	0
Stage 1	299	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	741	-	-	1262	-
Stage 1	752	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	741	-	-	1262	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	471	741	1262	-
HCM Lane V/C Ratio	-	-	0.182	0.103	0.026	-
HCM Control Delay (s)	-	-	14.3	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	56	46	235	23	21	207
Future Vol, veh/h	56	46	235	23	21	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	50	255	25	23	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	512	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	784	-	-	1310	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	503	784	1310	-
HCM Lane V/C Ratio	-	-	0.121	0.064	0.017	-
HCM Control Delay (s)	-	-	13.1	9.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	84	218	32	0	201
Future Vol, veh/h	0	84	218	32	0	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	91	237	35	0	218

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	455	237	0	0	237	0
Stage 1	237	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	802	-	-	1330	-
Stage 1	802	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	563	802	-	-	1330	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	802	1330	-
HCM Lane V/C Ratio	-	-	-	0.114	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	16	162	182	18	38	40
Future Vol, veh/h	16	162	182	18	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	176	198	20	41	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	198	0	-	0	409	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1375	-	-	-	599	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	592	843
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1375	-	-	-	592	843
HCM Lane V/C Ratio	0.013	-	-	-	0.07	0.052
HCM Control Delay (s)	7.7	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	20	177	171	21	48	52
Future Vol, veh/h	20	177	171	21	48	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	192	186	23	52	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	422	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1388	-	-	-	588	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	579	856
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1388	-	-	-	579	856
HCM Lane V/C Ratio	0.016	-	-	-	0.09	0.066
HCM Control Delay (s)	7.6	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	19	193	183	13	32	38
Future Vol, veh/h	19	193	183	13	32	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	210	199	14	35	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	199	0	-	0	450	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1373	-	-	-	567	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	558	842
Mov Cap-2 Maneuver	-	-	-	-	558	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1373	-	-	-	558	842
HCM Lane V/C Ratio	0.015	-	-	-	0.062	0.049
HCM Control Delay (s)	7.7	-	-	-	11.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

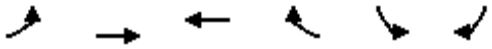
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	174	25	32	148	26	25
Future Vol, veh/h	174	25	32	148	26	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	27	35	161	28	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	419	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1385	-	591	853
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1385	-	576	853
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	576	853	-	-	1385	-
HCM Lane V/C Ratio	0.049	0.032	-	-	0.025	-
HCM Control Delay (s)	11.6	9.4	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↑	↱
Traffic Volume (veh/h)	0	368	295	0	383	46
Future Volume (veh/h)	0	368	295	0	383	46
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	400	321	0	416	50
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	569	569	0	2344	1078
Arrive On Green	0.00	0.16	0.16	0.00	0.74	0.74
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	400	321	0	416	50
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	12.8	10.0	0.0	4.7	1.1
Cycle Q Clear(g_c), s	0.0	12.8	10.0	0.0	4.7	1.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	569	569	0	2344	1078
V/C Ratio(X)	0.00	0.70	0.56	0.00	0.18	0.05
Avail Cap(c_a), veh/h	0	1607	1607	0	2344	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.65	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.7	46.5	0.0	4.7	4.2
Incr Delay (d2), s/veh	0.0	1.6	0.6	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	4.9	0.0	2.1	0.5
LnGrp Delay(d),s/veh	0.0	49.3	47.1	0.0	4.9	4.3
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		400	321		466	
Approach Delay, s/veh		49.3	47.1		4.8	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				25.3		94.7		25.3
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				14.8		6.7		12.0
Green Ext Time (p_c), s				4.5		1.6		4.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	704	0	0	654	342	53	0	335	0	0	0
Future Volume (veh/h)	54	704	0	0	654	342	53	0	335	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	59	765	0	0	711	372	58	0	364			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	50	1441	0	0	1169	482	1587	0	730			
Arrive On Green	0.03	0.41	0.00	0.00	0.33	0.33	0.50	0.00	0.50			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	59	765	0	0	711	372	58	0	364			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	4.0	21.3	0.0	0.0	21.9	29.8	1.2	0.0	21.6			
Cycle Q Clear(g_c), s	4.0	21.3	0.0	0.0	21.9	29.8	1.2	0.0	21.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	50	1441	0	0	1169	482	1587	0	730			
V/C Ratio(X)	1.17	0.53	0.00	0.00	0.61	0.77	0.04	0.00	0.50			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1587	0	730			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.0	29.1	0.0	0.0	36.5	39.1	16.5	0.0	21.6			
Incr Delay (d2), s/veh	175.3	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	10.5	0.0	0.0	10.7	12.0	0.5	0.0	8.8			
LnGrp Delay(d),s/veh	238.6	29.5	0.0	0.0	36.5	39.6	16.5	0.0	22.1			
LnGrp LOS	F	C			D	D	B		C			
Approach Vol, veh/h		824			1083			422				
Approach Delay, s/veh		44.4			37.6			21.4				
Approach LOS		D			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		71.1		58.9			10.0	48.9
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		23.6		23.3			6.0	31.8
Green Ext Time (p_c), s		0.0		12.8			0.0	11.1

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	240	438	57	0	11	321	71	0	41	19	15	0	79	17	180
Future Vol, veh/h	0	240	438	57	0	11	321	71	0	41	19	15	0	79	17	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	261	476	62	0	12	349	77	0	45	21	16	0	86	18	196
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	20.3	17.8	13.2	15.9
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	56%	0%	100%	72%	0%	100%	60%	0%	100%	3%
Vol Right, %	0%	44%	0%	0%	28%	0%	0%	40%	0%	0%	97%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	34	240	292	203	11	214	178	79	11	186
LT Vol	41	0	240	0	0	11	0	0	79	0	0
Through Vol	0	19	0	292	146	0	214	107	0	11	6
RT Vol	0	15	0	0	57	0	0	71	0	0	180
Lane Flow Rate	45	37	261	317	221	12	233	193	86	12	202
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.119	0.09	0.574	0.653	0.442	0.029	0.523	0.42	0.217	0.029	0.442
Departure Headway (Hd)	9.604	8.795	7.919	7.412	7.213	8.604	8.096	7.813	9.083	8.578	7.892
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	372	406	454	486	499	415	444	459	394	416	454
Service Time	7.394	6.585	5.682	5.175	4.976	6.376	5.868	5.585	6.862	6.357	5.671
HCM Lane V/C Ratio	0.121	0.091	0.575	0.652	0.443	0.029	0.525	0.42	0.218	0.029	0.445
HCM Control Delay	13.7	12.5	20.9	23.2	15.6	11.6	19.5	16.2	14.4	11.6	16.8
HCM Lane LOS	B	B	C	C	C	B	C	C	B	B	C
HCM 95th-tile Q	0.4	0.3	3.5	4.6	2.2	0.1	3	2	0.8	0.1	2.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1360	961	87	0	97
Future Vol, veh/h	0	1360	961	87	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1478	1045	95	0	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1139	0	-	0	2570	1092
Stage 1	-	-	-	-	1092	-
Stage 2	-	-	-	-	1478	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	613	-	-	-	29	261
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	209	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	613	-	-	-	29	261
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	209	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	-	-	261
HCM Lane V/C Ratio	-	-	-	-	0.404
HCM Control Delay (s)	0	-	-	-	27.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	116	12	543	100	12	392
Future Vol, veh/h	116	12	543	100	12	392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	13	590	109	13	426

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1042	590	0	0	590	0
Stage 1	590	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	254	508	-	-	985	-
Stage 1	554	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	508	-	-	985	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.1	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	251	508	985	-
HCM Lane V/C Ratio	-	-	0.502	0.026	0.013	-
HCM Control Delay (s)	-	-	33	12.3	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.6	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	24	70	36
Future Vol, veh/h	0	40	0	24	70	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	26	76	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	58	115	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	877	996	1472	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	996	1472	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	996	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	15	6	30	13	4	30
Future Vol, veh/h	15	6	30	13	4	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	33	14	4	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	81	40	0	0	47	0
Stage 1	40	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	921	1031	-	-	1560	-
Stage 1	982	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1031	-	-	1560	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	918	1031	1560	-
HCM Lane V/C Ratio	-	-	0.018	0.006	0.003	-
HCM Control Delay (s)	-	-	9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	53	67	12	14	7
Future Vol, veh/h	7	53	67	12	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	73	13	15	8

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	79	120	-	0	86	0
Stage 1	0	34	-	-	-	-
Stage 2	79	86	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	924	770	-	-	1510	-
Stage 1	-	-	-	-	-	-
Stage 2	944	824	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	0	-	-	1510	-
Mov Cap-2 Maneuver	915	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	944	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	915	-	-	1510	-
HCM Lane V/C Ratio	0.071	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	43	22	78	37	85	29	1510	133	171	1638	8
Future Volume (veh/h)	10	43	22	78	37	85	29	1510	133	171	1638	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	11	47	24	85	40	92	32	1641	145	186	1780	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	200	222	114	251	96	221	46	1897	166	217	2459	12
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.58	0.57	0.13	0.68	0.68
Sat Flow, veh/h	1154	1164	594	1219	503	1156	1634	3293	288	1634	3611	18
Grp Volume(v), veh/h	11	0	71	85	0	132	32	874	912	186	872	917
Grp Sat Flow(s),veh/h/ln	1154	0	1758	1219	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	1.0	0.0	4.1	7.6	0.0	8.4	2.3	49.6	51.6	13.4	37.2	37.3
Cycle Q Clear(g_c), s	9.4	0.0	4.1	11.7	0.0	8.4	2.3	49.6	51.6	13.4	37.2	37.3
Prop In Lane	1.00		0.34	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	200	0	336	251	0	317	46	1019	1044	217	1205	1266
V/C Ratio(X)	0.06	0.00	0.21	0.34	0.00	0.42	0.70	0.86	0.87	0.86	0.72	0.72
Avail Cap(c_a), veh/h	200	0	336	251	0	317	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	41.0	45.8	0.0	42.8	57.8	21.3	21.8	50.9	12.0	12.0
Incr Delay (d2), s/veh	0.5	0.0	1.4	3.6	0.0	4.0	17.8	6.9	7.9	22.7	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.1	2.8	0.0	4.2	1.3	26.0	27.9	7.4	18.6	19.6
LnGrp Delay(d),s/veh	47.3	0.0	42.4	49.4	0.0	46.8	75.6	28.2	29.6	73.6	14.2	14.1
LnGrp LOS	D		D	D		D	E	C	C	E	B	B
Approach Vol, veh/h		82			217			1818			1975	
Approach Delay, s/veh		43.1			47.8			29.8			19.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	73.1		26.9	7.3	85.7		26.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	15.4	53.6		11.4	4.3	39.3		13.7
Green Ext Time (p_c), s	0.1	15.0		0.6	0.0	29.6		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	322	18	83	440	47	40
Future Vol, veh/h	322	18	83	440	47	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	350	20	90	478	51	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	370	0	1019	360
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1189	-	263	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	236	684
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	462	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	1189	-
HCM Lane V/C Ratio	0.28	-	-	0.076	-
HCM Control Delay (s)	19.7	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	60.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	277	86	0	528	424	24	0	98	34	484
Future Vol, veh/h	0	12	277	86	0	528	424	24	0	98	34	484
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	13	301	93	0	574	461	26	0	107	37	526
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	35.8	68.9	64.5
HCM LOS	E	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	3%	55%	0%	9%
Vol Thru, %	6%	74%	45%	0%	76%
Vol Right, %	79%	23%	0%	100%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	616	375	952	24	46
LT Vol	98	12	528	0	4
Through Vol	34	277	424	0	35
RT Vol	484	86	0	24	7
Lane Flow Rate	670	408	1035	26	50
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.821	1	0.05	0.126
Departure Headway (Hd)	6.661	7.255	7.93	6.953	9.09
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	549	497	466	518	397
Service Time	4.671	5.325	5.638	4.661	7.09
HCM Lane V/C Ratio	1.22	0.821	2.221	0.05	0.126
HCM Control Delay	64.5	35.8	70.4	10	13.4
HCM Lane LOS	F	E	F	A	B
HCM 95th-tile Q	14.2	8	13	0.2	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	35	7
Future Vol, veh/h	0	4	35	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	38	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.4
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	396.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	376	534	610	69	79	261
Future Vol, veh/h	376	534	610	69	79	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	409	580	663	75	86	284

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	738	0	-	0	2099	701
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	1398	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	868	-	-	-	~ 57	439
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	229	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	868	-	-	-	~ 17	439
Mov Cap-2 Maneuver	-	-	-	-	~ 17	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	~ 70	-

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	$ 2234.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	868	-	-	-	65
HCM Lane V/C Ratio	0.471	-	-	-	5.686
HCM Control Delay (s)	12.8	0	-	$	2234.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.6	-	-	-	41.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	41	0	26	10	155	0	1062	12	146	1624	5
Future Vol, veh/h	0	41	0	26	10	155	0	1062	12	146	1624	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	28	11	168	0	1154	13	159	1765	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2668	3252	885	2383	3249	584	1771	0	0	1167	0	0
Stage 1	2085	2085	-	1161	1161	-	-	-	-	-	-	-
Stage 2	583	1167	-	1222	2088	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	~ 9	288	~ 18	~ 9	455	348	-	-	594	-	-
Stage 1	54	93	-	208	268	-	-	-	-	-	-	-
Stage 2	465	266	-	190	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	288	-	~ 7	455	348	-	-	594	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	54	68	-	208	268	-	-	-	-	-	-	-
Stage 2	281	266	-	48	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	348	-	-	-	-	594	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.267	-	-
HCM Control Delay (s)	0	-	-	-	-	13.3	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	296	8	2	179	2	0
Future Vol, veh/h	296	8	2	179	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	9	2	195	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	525	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1229	-	513	715
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	512	715
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	1229	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	12.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	151	0	0	191	0	0
Future Vol, veh/h	151	0	0	191	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	164	0	0	208	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	164	0	372	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1414	-	629	881
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1414	-	629	881
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1414	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	180	86	97	268	39	47	61	31	18	70	4
Future Vol, veh/h	8	180	86	97	268	39	47	61	31	18	70	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	196	93	105	291	42	51	66	34	20	76	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	289	0	0	824	805	242	833	830	313
Stage 1	-	-	-	-	-	-	260	260	-	523	523	-
Stage 2	-	-	-	-	-	-	564	545	-	310	307	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1225	-	-	1273	-	-	292	316	797	288	306	727
Stage 1	-	-	-	-	-	-	745	693	-	537	530	-
Stage 2	-	-	-	-	-	-	510	519	-	700	661	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1273	-	-	209	281	797	207	272	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	281	-	207	272	-
Stage 1	-	-	-	-	-	-	738	687	-	532	476	-
Stage 2	-	-	-	-	-	-	382	466	-	600	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	30.3	26.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	1225	-	-	1273	-	-	263
HCM Lane V/C Ratio	0.523	0.007	-	-	0.083	-	-	0.38
HCM Control Delay (s)	30.3	8	0	-	8.1	0	-	26.8
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.8	0	-	-	0.3	-	-	1.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	207	8	22	337	17	47
Future Vol, veh/h	207	8	22	337	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	9	24	366	18	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	643	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1333	-	438	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	428	810
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1333	-
HCM Lane V/C Ratio	0.106	-	-	0.018	-
HCM Control Delay (s)	11.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	126	37	36	195	78	19
Future Vol, veh/h	126	37	36	195	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	40	39	212	85	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	177	0	447	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1399	-	569	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	551	889
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1399	-
HCM Lane V/C Ratio	0.177	-	-	0.028	-
HCM Control Delay (s)	12.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	10.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	221	0	14	377	4	32
Future Vol, veh/h	221	0	14	377	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	0	15	410	4	35

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	258	240	445	240
Stage 1	-	-	0	0	240	-
Stage 2	-	-	258	240	205	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	731	661	571	799
Stage 1	-	-	-	-	800	-
Stage 2	-	-	785	707	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	731	0	571	799
Mov Cap-2 Maneuver	-	-	731	0	571	-
Stage 1	-	-	-	0	800	-
Stage 2	-	-	785	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	16.5	10
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	765	-	-	731
HCM Lane V/C Ratio	0.051	-	-	0.581
HCM Control Delay (s)	10	-	-	16.5
HCM Lane LOS	B	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	3.8

Intersection	
Int Delay, s/veh	201

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	225	63	122	199	333	438
Future Vol, veh/h	225	63	122	199	333	438
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	68	133	216	362	476

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	313	0	761	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1247	-	373	760
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1247	-	~ 328	760
Mov Cap-2 Maneuver	-	-	-	-	~ 328	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	$ 358.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	1247	-
HCM Lane V/C Ratio	1.731	-	-	0.106	-
HCM Control Delay (s)	$ 358.4	-	-	8.2	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	50.5	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	14.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	68	168	177	447	383	150
Future Vol, veh/h	68	168	177	447	383	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	183	192	486	416	163

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1369	498	579	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	162	572	995	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	572	995	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	80.5	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	995	-	273	-	-
HCM Lane V/C Ratio	0.193	-	0.94	-	-
HCM Control Delay (s)	9.5	0	80.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	8.8	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	5	102	35	4	151
Future Vol, veh/h	62	5	102	35	4	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	5	111	38	4	164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	303	130	0	0	149	0
Stage 1	130	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	689	920	-	-	1432	-
Stage 1	896	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	687	920	-	-	1432	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	700	1432	-
HCM Lane V/C Ratio	-	-	0.104	0.003	-
HCM Control Delay (s)	-	-	10.7	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	130	91	98
Demand Flow Rate, veh/h	104	133	93	100
Vehicles Circulating, veh/h	128	65	123	112
Vehicles Exiting, veh/h	84	151	109	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	4.6	4.5	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	104	133	93	100
Cap Entry Lane, veh/h	994	1059	999	1010
Entry HV Adj Factor	0.979	0.977	0.983	0.982
Flow Entry, veh/h	102	130	91	98
Cap Entry, veh/h	973	1034	982	991
V/C Ratio	0.105	0.126	0.093	0.099
Control Delay, s/veh	4.7	4.6	4.5	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	181	158	90	165
Demand Flow Rate, veh/h	185	161	91	169
Vehicles Circulating, veh/h	140	156	235	101
Vehicles Exiting, veh/h	130	170	90	216
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.5	5.4	5.1	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	185	161	91	169
Cap Entry Lane, veh/h	982	967	893	1021
Entry HV Adj Factor	0.981	0.979	0.986	0.977
Flow Entry, veh/h	181	158	90	165
Cap Entry, veh/h	963	946	881	997
V/C Ratio	0.188	0.167	0.102	0.166
Control Delay, s/veh	5.5	5.4	5.1	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	102	55	54
Demand Flow Rate, veh/h	186	104	56	55
Vehicles Circulating, veh/h	75	49	164	131
Vehicles Exiting, veh/h	111	171	97	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	4.2	4.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	186	104	56	55
Cap Entry Lane, veh/h	1048	1076	959	991
Entry HV Adj Factor	0.981	0.985	0.978	0.989
Flow Entry, veh/h	182	102	55	54
Cap Entry, veh/h	1027	1059	938	980
V/C Ratio	0.178	0.097	0.058	0.056
Control Delay, s/veh	5.1	4.2	4.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	170	96	281	141	7
Future Vol, veh/h	15	170	96	281	141	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	104	305	153	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	518	80	161	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	487	964	1416	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	964	1416	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	880	-	-
HCM Lane V/C Ratio	0.074	-	0.229	-	-
HCM Control Delay (s)	7.7	0.2	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	110	166	533	62	85	396
Future Vol, veh/h	110	166	533	62	85	396
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	180	579	67	92	430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1194	579	0	0	579	0
Stage 1	579	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	206	515	-	-	995	-
Stage 1	560	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	515	-	-	995	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	515	995	-
HCM Lane V/C Ratio	-	-	0.661	0.35	0.093	-
HCM Control Delay (s)	-	-	56.9	15.7	9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	3.9	1.6	0.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	126	19	5	196
Future Vol, veh/h	35	9	126	19	5	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	137	21	5	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	371	147	0	0	158	0
Stage 1	147	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	630	900	-	-	1422	-
Stage 1	880	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	900	-	-	1422	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	1422	-
HCM Lane V/C Ratio	-	-	0.072	0.004	-
HCM Control Delay (s)	-	-	10.8	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Future Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	41	0	0	0	34	4	0	0	16	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%	19%
Vol Thru, %	100%	78%	89%	47%
Vol Right, %	0%	0%	11%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	49	35	58
LT Vol	0	11	0	11
Through Vol	15	38	31	27
RT Vol	0	0	4	20
Lane Flow Rate	16	53	38	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.043	0.069
Departure Headway (Hd)	4.14	4.145	4.043	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	860	881	905
Service Time	2.197	2.188	2.09	1.984
HCM Lane V/C Ratio	0.019	0.062	0.043	0.07
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	27	20
Future Vol, veh/h	0	11	27	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	29	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	77	167	128
Demand Flow Rate, veh/h	47	79	170	131
Vehicles Circulating, veh/h	179	115	49	89
Vehicles Exiting, veh/h	41	104	177	105
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	79	170	131
Cap Entry Lane, veh/h	945	1007	1076	1034
Entry HV Adj Factor	0.977	0.974	0.979	0.979
Flow Entry, veh/h	46	77	167	128
Cap Entry, veh/h	922	981	1053	1012
V/C Ratio	0.050	0.078	0.158	0.127
Control Delay, s/veh	4.4	4.4	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	59	94	18	40	35
Future Vol, veh/h	22	59	94	18	40	35
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	64	102	20	43	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	229	122
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	759	929
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	740	921
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	815
HCM Lane V/C Ratio	0.016	-	-	-	0.1
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	29	99	0	41	17	32	0	53	275	91
Future Vol, veh/h	0	8	29	99	0	41	17	32	0	53	275	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	32	108	0	45	18	35	0	58	299	99
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	11.4	10.8	11.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	50%	0%	23%	0%	35%	0%	100%	96%
Vol Right, %	0%	0%	50%	0%	77%	0%	65%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	183	183	8	128	41	49	35	181	94
LT Vol	53	0	0	8	0	41	0	35	0	0
Through Vol	0	183	92	0	29	0	17	0	181	90
RT Vol	0	0	91	0	99	0	32	0	0	4
Lane Flow Rate	58	199	199	9	139	45	53	38	196	103
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.109	0.348	0.327	0.018	0.252	0.095	0.1	0.074	0.354	0.184
Departure Headway (Hd)	6.794	6.288	5.936	7.562	6.517	7.688	6.726	6.993	6.487	6.457
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	570	604	471	548	464	529	511	552	554
Service Time	4.554	4.049	3.696	5.337	4.292	5.469	4.507	4.759	4.253	4.223
HCM Lane V/C Ratio	0.11	0.349	0.329	0.019	0.254	0.097	0.1	0.074	0.355	0.186
HCM Control Delay	10.4	12.4	11.6	10.5	11.5	11.3	10.3	10.3	12.8	10.7
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	1.5	1.4	0.1	1	0.3	0.3	0.2	1.6	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	35	271	4
Future Vol, veh/h	0	35	271	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	38	295	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.9
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	512	0	0	0	577	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	512	0	0	0	577	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	557	0	0	0	627	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	22.4	30.1
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	512	0	0	0	0	577	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	512	0	0	0	0	577	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	557	0	0	0	0	627	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.77	0	0	0	0	0.86	0
Departure Headway (Hd)	4.984	4.984	4.984	7.214	7.214	4.936	4.936	4.936
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	729	0	0	0	0	740	0
Service Time	2.697	2.697	2.697	4.981	4.981	2.648	2.648	2.648
HCM Lane V/C Ratio	0	0.764	0	0	0	0	0.847	0
HCM Control Delay	7.7	22.4	7.7	10	10	7.6	30.1	7.6
HCM Lane LOS	N	C	N	N	N	N	D	N
HCM 95th-tile Q	0	7.4	0	0	0	0	10.2	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	15	17	95	13	5	14	129	101	5	190	18
Future Vol, veh/h	13	15	17	95	13	5	14	129	101	5	190	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	16	18	103	14	5	15	140	110	5	207	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	395	388	207	397	388	140	207	0	0	140	0	0
Stage 1	217	217	-	171	171	-	-	-	-	-	-	-
Stage 2	178	171	-	226	217	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	565	547	833	563	547	908	1364	-	-	1443	-	-
Stage 1	785	723	-	831	757	-	-	-	-	-	-	-
Stage 2	824	757	-	777	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	544	539	833	532	539	908	1364	-	-	1443	-	-
Mov Cap-2 Maneuver	544	539	-	532	539	-	-	-	-	-	-	-
Stage 1	776	720	-	822	749	-	-	-	-	-	-	-
Stage 2	795	749	-	740	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	13	0.4	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	544	539	833	532	539	908	1443	-	-
HCM Lane V/C Ratio	0.011	-	-	0.026	0.03	0.022	0.194	0.026	0.006	0.004	-	-
HCM Control Delay (s)	7.7	-	-	11.8	11.9	9.4	13.4	11.9	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0.7	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Future Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	3	0	1	3	9	0	0	12	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	6.9	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	8%	35%
Vol Thru, %	92%	0%	25%	51%
Vol Right, %	8%	43%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	7	12	37
LT Vol	0	4	1	13
Through Vol	11	0	3	19
RT Vol	1	3	8	5
Lane Flow Rate	13	8	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.008	0.013	0.044
Departure Headway (Hd)	3.951	3.895	3.65	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	920	981	906
Service Time	1.962	1.915	1.67	1.976
HCM Lane V/C Ratio	0.014	0.009	0.013	0.044
HCM Control Delay	7	6.9	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	19	5
Future Vol, veh/h	0	13	19	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	114	102	130
Demand Flow Rate, veh/h	135	117	104	132
Vehicles Circulating, veh/h	116	167	188	34
Vehicles Exiting, veh/h	50	125	63	250
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.0	5.0	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	135	117	104	132
Cap Entry Lane, veh/h	1006	956	936	1092
Entry HV Adj Factor	0.984	0.978	0.981	0.985
Flow Entry, veh/h	133	114	102	130
Cap Entry, veh/h	990	935	919	1076
V/C Ratio	0.134	0.122	0.111	0.121
Control Delay, s/veh	4.9	5.0	5.0	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	150	64	0
Demand Flow Rate, veh/h	70	153	65	0
Vehicles Circulating, veh/h	30	49	50	202
Vehicles Exiting, veh/h	172	66	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	4.7	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	70	153	65	0
Cap Entry Lane, veh/h	1097	1076	1075	923
Entry HV Adj Factor	0.986	0.978	0.985	1.000
Flow Entry, veh/h	69	150	64	0
Cap Entry, veh/h	1080	1051	1058	923
V/C Ratio	0.064	0.142	0.061	0.000
Control Delay, s/veh	3.9	4.7	3.9	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	73	152	420	402	10
Future Vol, veh/h	8	73	152	420	402	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	79	165	457	437	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1001	224	448	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	239	779	1109	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	779	1109	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	597	-	-
HCM Lane V/C Ratio	0.149	-	0.147	-	-
HCM Control Delay (s)	8.8	0.5	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1297	253	164	1491	29	148	0	57	24	16	112
Future Volume (veh/h)	453	1297	253	164	1491	29	148	0	57	24	16	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	492	1410	275	178	1621	32	161	0	62	26	17	122
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1124	22	383	0	148	32	21	150
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.31	0.00	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3550	70	1239	0	477	258	169	1210
Grp Volume(v), veh/h	492	1410	275	178	807	846	223	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1850	1717	0	0	1636	0	0
Q Serve(g_s), s	14.0	44.0	17.7	8.0	38.0	38.0	12.4	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	17.7	8.0	38.0	38.0	12.4	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.72		0.28	0.16		0.74
Lane Grp Cap(c), veh/h	191	1298	535	109	560	586	531	0	0	203	0	0
V/C Ratio(X)	2.58	1.09	0.51	1.63	1.44	1.44	0.42	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	586	531	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	29.7	56.0	41.0	41.0	33.0	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	724.8	50.8	0.8	308.7	203.9	205.7	2.4	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	30.6	7.2	12.9	50.3	52.9	6.3	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	777.8	88.8	30.4	364.7	244.9	246.7	35.4	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	D			E		
Approach Vol, veh/h		2177			1831			223			165	
Approach Delay, s/veh		237.1			257.4			35.4			59.0	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.1	12.0	48.0		18.9	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		14.4	10.0	46.0		13.8	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	228.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1429	135	22	1083	14	164	7	16	9	4	115
Future Volume (veh/h)	78	1429	135	22	1083	14	164	7	16	9	4	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	85	1553	147	24	1177	15	178	8	17	10	4	125
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1646	154	57	1342	17	342	166	354	26	6	181
Arrive On Green	0.16	0.50	0.49	0.04	0.38	0.36	0.21	0.31	0.31	0.01	0.12	0.11
Sat Flow, veh/h	1774	3270	307	1634	3578	46	1634	530	1127	1774	49	1522
Grp Volume(v), veh/h	85	834	866	24	582	610	178	0	25	10	0	129
Grp Sat Flow(s),veh/h/ln	1774	1770	1807	1634	1770	1854	1634	0	1657	1774	0	1570
Q Serve(g_s), s	5.1	53.1	54.9	1.7	36.7	36.8	11.6	0.0	1.3	0.7	0.0	9.5
Cycle Q Clear(g_c), s	5.1	53.1	54.9	1.7	36.7	36.8	11.6	0.0	1.3	0.7	0.0	9.5
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.68	1.00		0.97
Lane Grp Cap(c), veh/h	290	891	909	57	664	696	342	0	520	26	0	187
V/C Ratio(X)	0.29	0.94	0.95	0.42	0.88	0.88	0.52	0.00	0.05	0.39	0.00	0.69
Avail Cap(c_a), veh/h	290	900	918	82	811	850	342	0	520	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.1	28.0	28.6	56.7	34.9	34.9	42.1	0.0	28.8	58.6	0.0	51.0
Incr Delay (d2), s/veh	0.3	9.3	11.1	4.8	9.2	8.9	1.4	0.0	0.2	9.4	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	28.0	30.0	0.9	19.6	20.5	5.4	0.0	0.6	0.4	0.0	5.1
LnGrp Delay(d),s/veh	44.4	37.3	39.7	61.5	44.1	43.8	43.5	0.0	29.0	68.0	0.0	69.9
LnGrp LOS	D	D	D	E	D	D	D		C	E		E
Approach Vol, veh/h		1785			1216			203			139	
Approach Delay, s/veh		38.8			44.3			41.7			69.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	41.7	8.2	64.4	29.1	18.3	23.6	49.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.7	3.3	3.7	56.9	13.6	11.5	7.1	38.8
Green Ext Time (p_c), s	0.0	0.7	0.0	1.5	0.0	0.3	2.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	21

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	747	66	49	844	102	139
Future Vol, veh/h	747	66	49	844	102	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	2	9
Mvmt Flow	812	72	53	917	111	151

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1413	442
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	565	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	761	-	129	563
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	761	-	120	563
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	167.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	-	-	761	-
HCM Lane V/C Ratio	1.191	-	-	0.07	-
HCM Control Delay (s)	167.3	-	-	10.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	12.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	709	10	25	976	20	43
Future Vol, veh/h	709	10	25	976	20	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	771	11	27	1061	22	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	782	0	1361	391
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	832	-	139	608
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	832	-	134	608
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	503	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	832	-
HCM Lane V/C Ratio	0.162	-	-	0.033	-
HCM Control Delay (s)	15.2	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	299	148	113	479	58	69	391	59	37	587	232
Future Volume (veh/h)	307	299	148	113	479	58	69	391	59	37	587	232
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	334	325	161	123	521	63	75	425	64	40	638	252
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	983	405	325	829	342	129	1040	429	84	661	261
Arrive On Green	0.24	0.28	0.28	0.20	0.23	0.23	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	979
Grp Volume(v), veh/h	334	325	161	123	521	63	75	425	64	40	455	435
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	17.5	6.6	5.7	5.9	11.9	3.1	4.0	8.7	1.5	2.1	22.8	22.9
Cycle Q Clear(g_c), s	17.5	6.6	5.7	5.9	11.9	3.1	4.0	8.7	1.5	2.1	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	396	983	405	325	829	342	129	1040	429	84	472	451
V/C Ratio(X)	0.84	0.33	0.40	0.38	0.63	0.18	0.58	0.41	0.15	0.48	0.96	0.97
Avail Cap(c_a), veh/h	436	983	405	325	829	342	163	1040	429	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	25.8	13.2	31.2	30.9	27.6	40.0	25.5	6.6	41.5	32.6	33.2
Incr Delay (d2), s/veh	13.0	0.9	2.9	0.7	3.6	1.2	2.5	0.2	0.1	4.1	32.3	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	3.3	2.6	2.7	6.2	1.4	1.9	4.3	0.6	1.1	15.4	14.8
LnGrp Delay(d),s/veh	45.5	26.7	16.1	31.9	34.5	28.8	42.6	25.6	6.7	45.6	64.9	66.5
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		820			707			564			930	
Approach Delay, s/veh		32.3			33.6			25.7			64.8	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	30.5	21.9	29.0	11.1	28.0	25.8	25.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.1	10.7	7.9	8.6	6.0	24.9	19.5	13.9
Green Ext Time (p_c), s	0.0	4.5	1.6	1.7	0.0	0.0	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	626	54	26	952	3	11	2	10	8	0	0
Future Vol, veh/h	0	626	54	26	952	3	11	2	10	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	680	59	28	1035	3	12	2	11	9	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1038	0	0	680	0	0	1773	1775	680	1780	1773	1036
Stage 1	-	-	-	-	-	-	680	680	-	1093	1093	-
Stage 2	-	-	-	-	-	-	1093	1095	-	687	680	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	670	-	-	912	-	-	65	83	451	64	83	281
Stage 1	-	-	-	-	-	-	441	451	-	260	290	-
Stage 2	-	-	-	-	-	-	260	290	-	437	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	912	-	-	61	77	451	58	77	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	77	-	58	77	-
Stage 1	-	-	-	-	-	-	441	451	-	260	269	-
Stage 2	-	-	-	-	-	-	241	269	-	424	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	52	77.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	670	-	-	912	-	-	58
HCM Lane V/C Ratio	0.248	-	-	-	0.031	-	-	0.15
HCM Control Delay (s)	52	0	-	-	9.1	0	-	77.7
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	42	0	4	79	2	0	0	3	1	0	0
Future Vol, veh/h	0	42	0	4	79	2	0	0	3	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	0	4	86	2	0	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	46	0	0	142	143	46	143	142	87
Stage 1	-	-	-	-	-	-	46	46	-	96	96	-
Stage 2	-	-	-	-	-	-	96	97	-	47	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1508	-	-	1562	-	-	828	748	1023	826	749	971
Stage 1	-	-	-	-	-	-	968	857	-	911	815	-
Stage 2	-	-	-	-	-	-	911	815	-	967	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1562	-	-	826	746	1023	821	747	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	746	-	821	747	-
Stage 1	-	-	-	-	-	-	968	857	-	911	813	-
Stage 2	-	-	-	-	-	-	908	813	-	964	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.5	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1023	1508	-	-	1562	-	-	821
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	0.001
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	70
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	43	380	147	0	277	967	69	0	175	139	78
Future Vol, veh/h	0	43	380	147	0	277	967	69	0	175	139	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	47	413	160	0	301	1051	75	0	190	151	85
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	75.9	76.6	51.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	0%	8%	21%	10%
Vol Thru, %	44%	0%	67%	74%	79%
Vol Right, %	0%	100%	26%	5%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	314	78	570	1313	313
LT Vol	175	0	43	277	30
Through Vol	139	0	380	967	247
RT Vol	0	78	147	69	36
Lane Flow Rate	341	85	620	1427	340
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.922	0.206	1	1	0.892
Departure Headway (Hd)	9.722	8.744	9.066	9.217	9.439
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	372	410	409	414	384
Service Time	7.483	6.505	7.066	7.217	7.515
HCM Lane V/C Ratio	0.917	0.207	1.516	3.447	0.885
HCM Control Delay	61	13.8	75.9	76.6	54.6
HCM Lane LOS	F	B	F	F	F
HCM 95th-tile Q	9.6	0.8	12.2	12.1	9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	30	247	36
Future Vol, veh/h	0	30	247	36
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	33	268	39
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	54.6
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	54	468	13	10	358	96	5	7	3	97	6	60
Future Vol, veh/h	54	468	13	10	358	96	5	7	3	97	6	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	509	14	11	389	104	5	8	3	105	7	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	493	0	0	523	0	0	1132	1148	516	1102	1103	441
Stage 1	-	-	-	-	-	-	633	633	-	463	463	-
Stage 2	-	-	-	-	-	-	499	515	-	639	640	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1071	-	-	1043	-	-	180	199	559	189	211	616
Stage 1	-	-	-	-	-	-	468	473	-	579	564	-
Stage 2	-	-	-	-	-	-	554	535	-	464	470	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1071	-	-	1043	-	-	146	181	559	169	192	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	181	-	169	192	-
Stage 1	-	-	-	-	-	-	431	436	-	534	556	-
Stage 2	-	-	-	-	-	-	482	527	-	418	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	25.5	57.7
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	192	1071	-	-	1043	-	-	232
HCM Lane V/C Ratio	0.085	0.055	-	-	0.01	-	-	0.764
HCM Control Delay (s)	25.5	8.6	0	-	8.5	0	-	57.7
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	5.4

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	359	113	832	386	96	46	21	29	81	35	19
Future Vol, veh/h	10	359	113	832	386	96	46	21	29	81	35	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	390	123	904	420	104	50	23	32	88	38	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	513	0	0	2783	2806	452	2781	2815	472
Stage 1	-	-	-	-	-	-	473	473	-	2280	2280	-
Stage 2	-	-	-	-	-	-	2310	2333	-	501	535	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1043	-	-	1052	-	-	~ 12	~ 18	608	~ 12	~ 18	592
Stage 1	-	-	-	-	-	-	572	558	-	~ 53	75	-
Stage 2	-	-	-	-	-	-	51	70	-	552	524	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	1052	-	-	-	~ 18	608	-	~ 18	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 18	-	-	~ 18	-
Stage 1	-	-	-	-	-	-	563	550	-	~ 52	75	-
Stage 2	-	-	-	-	-	-	~ 24	70	-	494	516	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	15.8		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1043	-	-	1052	-	-	-
HCM Lane V/C Ratio	-	0.01	-	-	0.86	-	-	-
HCM Control Delay (s)	-	8.5	0	-	25	0	-	-
HCM Lane LOS	-	A	A	-	D	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	11.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

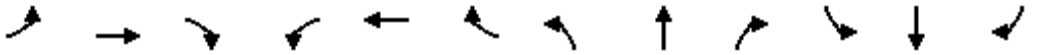
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	431	1215	67	0	36
Future Vol, veh/h	13	431	1215	67	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	468	1321	73	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1393	0	-	0	1854	1357
Stage 1	-	-	-	-	1357	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	491	-	-	-	81	182
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	491	-	-	-	78	182
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	491	-	-	-	182
HCM Lane V/C Ratio	0.029	-	-	-	0.215
HCM Control Delay (s)	12.5	0	-	-	30.1
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	560	212	419	1160	241	256	258	140	175	348	93
Future Volume (veh/h)	111	560	212	419	1160	241	256	258	140	175	348	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	121	609	230	455	1261	262	278	280	152	190	378	101
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	674	525	267	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.36	0.36	0.16	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1452	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	121	609	230	455	1261	262	278	280	152	190	378	101
Grp Sat Flow(s),veh/h/ln	1634	1863	1452	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	37.2	9.7	19.6	57.0	13.9	13.0	8.9	7.6	8.0	11.0	6.9
Cycle Q Clear(g_c), s	6.0	37.2	9.7	19.6	57.0	13.9	13.0	8.9	7.6	8.0	11.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	674	525	267	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.48	0.90	0.44	1.71	1.43	0.38	1.57	0.29	0.38	1.74	0.46	0.30
Avail Cap(c_a), veh/h	82	761	593	267	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	36.3	13.2	50.2	31.5	20.2	57.9	43.6	18.2	56.0	39.5	37.9
Incr Delay (d2), s/veh	270.7	13.2	0.6	333.5	197.9	0.3	277.9	0.6	2.3	369.9	1.8	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	21.6	4.0	33.5	77.9	5.6	19.5	4.4	3.3	14.8	5.6	3.0
LnGrp Delay(d),s/veh	327.7	49.5	13.7	383.7	229.4	20.5	335.7	44.2	20.5	425.9	41.3	40.2
LnGrp LOS	F	D	B	F	F	C	F	D	C	F	D	D
Approach Vol, veh/h		960			1978			710			669	
Approach Delay, s/veh		76.0			237.2			153.3			150.4	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	23.6	47.4	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	10.9	21.6	39.2	15.0	13.0	8.0	59.0
Green Ext Time (p_c), s	0.0	3.7	0.0	2.2	0.0	3.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	174.1
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	155.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	988	109	49	1797	88	32
Future Vol, veh/h	988	109	49	1797	88	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1074	118	53	1953	96	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1192	0	3193	1133
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	2060	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	586	-	~ 11	247
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	107	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	586	-	~ 11	247
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	107	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 3960.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	15	-	-	586	-
HCM Lane V/C Ratio	8.696	-	-	0.091	-
HCM Control Delay (s)	$ 3960.8	-	-	11.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	17.3	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	673	261	574	1322	122	155	549	129	81	936	352
Future Volume (veh/h)	238	673	261	574	1322	122	155	549	129	81	936	352
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	259	732	284	624	1437	133	168	597	140	88	1017	383
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1016	418	608	1032	425	136	872	204	134	770	286
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.11	0.41	0.38	0.08	0.30	0.29
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2848	666	1634	2526	940
Grp Volume(v), veh/h	259	732	284	624	1437	133	168	370	367	88	709	691
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1745	1634	1770	1697
Q Serve(g_s), s	18.4	22.3	20.7	23.0	35.0	8.5	10.0	20.6	20.9	6.3	36.6	36.6
Cycle Q Clear(g_c), s	18.4	22.3	20.7	23.0	35.0	8.5	10.0	20.6	20.9	6.3	36.6	36.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.55
Lane Grp Cap(c), veh/h	305	1016	418	608	1032	425	136	542	534	134	539	517
V/C Ratio(X)	0.85	0.72	0.68	1.03	1.39	0.31	1.23	0.68	0.69	0.66	1.31	1.34
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	542	534	136	539	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	38.5	37.9	48.5	42.5	33.1	53.3	30.8	31.3	53.5	41.7	42.3
Incr Delay (d2), s/veh	18.8	2.4	4.2	38.8	181.0	0.3	136.7	4.1	4.2	10.7	154.2	164.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	11.2	8.8	13.3	43.0	3.5	9.7	10.6	10.6	3.2	40.9	40.7
LnGrp Delay(d),s/veh	65.9	40.9	42.1	87.3	223.5	33.4	190.1	34.9	35.5	64.2	195.9	206.7
LnGrp LOS	E	D	D	F	F	C	F	C	D	E	F	F
Approach Vol, veh/h		1275			2194			905			1488	
Approach Delay, s/veh		46.3			173.2			64.0			193.1	
Approach LOS		D			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	40.7	27.0	38.4	14.0	40.6	26.4	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	8.3	22.9	25.0	24.3	12.0	38.6	20.4	37.0
Green Ext Time (p_c), s	0.0	6.8	0.0	6.8	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	133.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	549	203	222	578	91	117	415	61	91	393	66
Future Volume (veh/h)	186	549	203	222	578	91	117	415	61	91	393	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	597	221	241	628	99	127	451	66	99	427	72
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	715	295	333	880	363	952	1455	599	158	568	234
Arrive On Green	0.16	0.20	0.20	0.20	0.25	0.25	0.30	0.41	0.41	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	597	221	241	628	99	127	451	66	99	427	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	19.4	17.1	16.5	19.4	6.6	3.5	10.3	1.6	3.7	13.8	3.6
Cycle Q Clear(g_c), s	14.3	19.4	17.1	16.5	19.4	6.6	3.5	10.3	1.6	3.7	13.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	715	295	333	880	363	952	1455	599	158	568	234
V/C Ratio(X)	0.79	0.83	0.75	0.72	0.71	0.27	0.13	0.31	0.11	0.62	0.75	0.31
Avail Cap(c_a), veh/h	490	752	310	558	900	371	952	1455	599	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	46.0	45.0	44.6	41.2	36.3	30.6	23.9	5.1	55.9	48.1	21.4
Incr Delay (d2), s/veh	3.5	5.2	6.2	3.0	2.6	0.4	0.1	0.6	0.4	7.4	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	10.1	7.4	7.7	9.8	2.7	1.5	5.1	0.7	1.8	7.5	1.7
LnGrp Delay(d),s/veh	52.1	51.1	51.2	47.6	43.8	36.7	30.7	24.4	5.5	63.3	56.9	24.8
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		1020			968			644			598	
Approach Delay, s/veh		51.4			44.0			23.7			54.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	53.3	28.4	28.2	40.0	23.3	22.8	33.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.7	12.3	18.5	21.4	5.5	15.8	16.3	21.4
Green Ext Time (p_c), s	0.0	2.4	3.9	0.8	0.7	1.5	0.6	2.4

Intersection Summary		
HCM 2010 Ctrl Delay		44.2
HCM 2010 LOS		D

Intersection	
Intersection Delay, s/veh	45.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	9	67	0	354	60	144	0	78	182	103	0	36	382	54
Future Vol, veh/h	0	15	9	67	0	354	60	144	0	78	182	103	0	36	382	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	10	73	0	385	65	157	0	85	198	112	0	39	415	59
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	14.5	39	36	67.8
HCM LOS	B	E	E	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	16%	100%	0%	8%
Vol Thru, %	50%	10%	0%	29%	81%
Vol Right, %	28%	74%	0%	71%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	91	354	204	472
LT Vol	78	15	354	0	36
Through Vol	182	9	0	60	382
RT Vol	103	67	0	144	54
Lane Flow Rate	395	99	385	222	513
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.819	0.242	0.906	0.459	1
Departure Headway (Hd)	7.473	8.8	8.478	7.452	7.341
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	489	413	435	490	498
Service Time	5.419	6.735	6.084	5.09	5.341
HCM Lane V/C Ratio	0.808	0.24	0.885	0.453	1.03
HCM Control Delay	36	14.5	52.1	16.2	67.8
HCM Lane LOS	E	B	F	C	F
HCM 95th-tile Q	7.9	0.9	9.8	2.4	13.6

Intersection	
Int Delay, s/veh	117.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	37	305	18	101	484	44	9	270	78	57	24	51
Future Vol, veh/h	37	305	18	101	484	44	9	270	78	57	24	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	332	20	110	526	48	10	293	85	62	26	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	574	0	0	351	0	0	918	1215	176	1163	1202	287
Stage 1	-	-	-	-	-	-	422	422	-	770	770	-
Stage 2	-	-	-	-	-	-	496	793	-	393	432	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	995	-	-	1204	-	-	227	~ 180	837	150	183	710
Stage 1	-	-	-	-	-	-	580	587	-	359	408	-
Stage 2	-	-	-	-	-	-	524	398	-	603	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	1204	-	-	166	~ 157	837	-	160	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	~ 157	-	-	160	-
Stage 1	-	-	-	-	-	-	557	563	-	345	371	-
Stage 2	-	-	-	-	-	-	408	362	-	249	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	$ 483.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	166	192	995	-	-	1204	-	-	-
HCM Lane V/C Ratio	0.059	1.97	0.04	-	-	0.091	-	-	-
HCM Control Delay (s)	28	$ 495.5	8.8	-	-	8.3	-	-	-
HCM Lane LOS	D	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.2	28.3	0.1	-	-	0.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	132	471	500	378	76	186	452	178	44	1331	91
Future Volume (veh/h)	44	132	471	500	378	76	186	452	178	44	1331	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	143	512	543	411	83	202	491	193	48	1447	99
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	92	331	177	476	96	204	838	656	82	699	547
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.30	0.25	0.90	0.90	0.03	0.25	0.25
Sat Flow, veh/h	1634	357	1280	1634	1505	304	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	48	0	655	543	0	494	202	491	193	48	1447	99
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1809	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.4	0.0	31.0	13.0	0.0	30.8	14.8	6.7	1.3	3.5	45.0	6.4
Cycle Q Clear(g_c), s	3.4	0.0	31.0	13.0	0.0	30.8	14.8	6.7	1.3	3.5	45.0	6.4
Prop In Lane	1.00		0.78	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	423	177	0	572	204	838	656	82	699	547
V/C Ratio(X)	0.58	0.00	1.55	3.07	0.00	0.86	0.99	0.59	0.29	0.59	2.07	0.18
Avail Cap(c_a), veh/h	144	0	423	177	0	572	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.37	0.37	0.37
Uniform Delay (d), s/veh	55.7	0.0	45.2	53.5	0.0	38.7	44.9	3.6	1.3	56.8	44.9	30.5
Incr Delay (d2), s/veh	6.3	0.0	258.5	945.2	0.0	13.0	57.4	2.8	1.1	4.0	484.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	44.3	52.3	0.0	17.4	9.9	3.6	0.6	1.7	117.1	2.6
LnGrp Delay(d),s/veh	62.0	0.0	303.7	998.7	0.0	51.7	102.3	6.4	2.4	60.8	528.9	30.7
LnGrp LOS	E		F	F		D	F	A	A	E	F	C
Approach Vol, veh/h		703			1037			886			1594	
Approach Delay, s/veh		287.2			547.6			27.4			483.9	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	10.1	41.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.5	8.7	15.0	33.0	16.8	47.0	5.4	32.8
Green Ext Time (p_c), s	0.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		370.9
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	51.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	385	186	0	31	556	31	0	130	27	30	0	148	341	328
Future Vol, veh/h	0	32	385	186	0	31	556	31	0	130	27	30	0	148	341	328
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	418	202	0	34	604	34	0	141	29	33	0	161	371	357
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	31.8	48.7	24.2	75.3
HCM LOS	D	E	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	70%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	14%	0%	100%	41%	0%	100%	86%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	14%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	32	257	314	31	371	216	817
LT Vol	130	32	0	0	31	0	0	148
Through Vol	27	0	257	128	0	371	185	341
RT Vol	30	0	0	186	0	0	31	328
Lane Flow Rate	203	35	279	342	34	403	235	888
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.554	0.09	0.68	0.793	0.086	0.972	0.561	1
Departure Headway (Hd)	9.818	9.27	8.771	8.357	9.189	8.689	8.589	8.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	385	410	430	389	415	419	417
Service Time	7.611	7.05	6.55	6.136	6.966	6.467	6.367	6.694
HCM Lane V/C Ratio	0.555	0.091	0.68	0.795	0.087	0.971	0.561	2.129
HCM Control Delay	24.2	13	28.4	36.5	12.8	67.4	21.9	75.3
HCM Lane LOS	C	B	D	E	B	F	C	F
HCM 95th-tile Q	3.2	0.3	4.9	7	0.3	11.5	3.3	12.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	58	194	181	46	110	1048	198	60	1025	62
Future Volume (veh/h)	44	111	58	194	181	46	110	1048	198	60	1025	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	121	63	211	197	50	120	1139	215	65	1114	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	194	152	142	261	204	170	1862	350	82	1941	117
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.10	0.63	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2975	559	1634	3392	204
Grp Volume(v), veh/h	48	121	63	211	197	50	120	675	679	65	581	600
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1764	1634	1770	1827
Q Serve(g_s), s	3.4	7.5	4.9	10.4	12.2	3.7	8.5	27.7	28.3	4.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	7.5	4.9	10.4	12.2	3.7	8.5	27.7	28.3	4.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	82	194	152	142	261	204	170	1108	1104	82	1012	1045
V/C Ratio(X)	0.58	0.62	0.42	1.49	0.75	0.24	0.71	0.61	0.61	0.80	0.57	0.57
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1108	1104	82	1012	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.7	51.5	50.3	54.8	49.6	45.9	52.0	13.6	13.9	53.4	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.3	1.8	254.0	5.8	0.6	2.7	1.2	1.3	5.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	2.0	14.7	6.7	1.5	4.0	13.7	14.0	2.2	0.1	0.1
LnGrp Delay(d),s/veh	62.1	54.8	52.2	308.8	55.4	46.5	54.7	14.8	15.2	58.4	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	D	B	B	E	A	A
Approach Vol, veh/h		232			458			1474			1246	
Approach Delay, s/veh		55.6			171.2			18.2			3.2	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.1	14.4	16.5	16.5	72.7	10.1	20.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	16.7	30.3	12.4	9.5	10.5	2.0	5.4	14.2
Green Ext Time (p_c), s	0.0	15.1	0.0	1.1	0.1	16.9	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	118	161	95	107	89	314	1056	184	267	1191	150
Future Volume (veh/h)	47	118	161	95	107	89	314	1056	184	267	1191	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	128	175	103	116	97	341	1148	200	290	1295	163
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	569	234	95	579	239	300	1732	713	259	1643	677
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.46	0.46
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	128	175	103	116	97	341	1148	200	290	1295	163
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.1	8.1
Cycle Q Clear(g_c), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.1	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	569	234	95	579	239	300	1732	713	259	1643	677
V/C Ratio(X)	0.56	0.22	0.75	1.08	0.20	0.41	1.14	0.66	0.28	1.12	0.79	0.24
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1732	713	259	1643	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	55.3	43.8	48.0	56.5	43.4	45.0	49.0	23.2	18.1	50.5	27.2	19.4
Incr Delay (d2), s/veh	5.4	0.2	4.9	52.1	0.0	0.1	94.7	2.0	1.0	77.8	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	4.5	1.7	2.9	17.8	14.8	4.1	14.1	18.5	3.3
LnGrp Delay(d),s/veh	60.7	44.0	52.9	108.9	43.4	45.1	143.7	25.2	19.1	128.3	29.2	19.8
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		354			316			1689			1748	
Approach Delay, s/veh		50.8			65.3			48.4			44.8	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	62.7	11.0	23.3	26.0	59.7	10.6	23.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.0	31.4	9.0	15.7	24.0	39.1	5.7	9.2
Green Ext Time (p_c), s	0.0	11.7	0.0	1.6	0.0	4.6	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	48.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	127	112	113	300	97	369	1001	156	105	1308	222
Future Volume (veh/h)	41	127	112	113	300	97	369	1001	156	105	1308	222
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	45	138	122	123	326	105	401	1088	170	114	1422	241
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	253	207	82	483	199	123	855	670	360	1127	882
Arrive On Green	0.05	0.14	0.12	0.05	0.14	0.14	0.08	0.46	0.46	0.22	0.60	0.60
Sat Flow, veh/h	1634	1850	1515	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	45	132	128	123	326	105	401	1088	170	114	1422	241
Grp Sat Flow(s),veh/h/ln	1634	1770	1595	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	8.3	9.1	6.0	10.5	5.1	9.0	55.1	6.2	7.0	72.6	9.4
Cycle Q Clear(g_c), s	3.2	8.3	9.1	6.0	10.5	5.1	9.0	55.1	6.2	7.0	72.6	9.4
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	242	218	82	483	199	123	855	670	360	1127	882
V/C Ratio(X)	0.54	0.54	0.59	1.51	0.68	0.53	3.27	1.27	0.25	0.32	1.26	0.27
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	360	1127	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	48.3	49.5	57.0	49.3	19.1	55.5	32.5	10.4	39.2	23.7	11.2
Incr Delay (d2), s/veh	4.8	1.7	2.2	275.5	1.5	1.9	1024.4	123.3	0.1	0.5	125.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.2	4.2	9.0	5.3	2.1	38.9	57.6	2.5	3.2	76.1	4.0
LnGrp Delay(d),s/veh	60.4	49.9	51.7	332.5	50.8	21.0	1079.9	155.8	10.5	39.7	149.0	12.0
LnGrp LOS	E	D	D	F	D	C	F	F	B	D	F	B
Approach Vol, veh/h		305			554			1659			1777	
Approach Delay, s/veh		52.2			107.7			364.2			123.4	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.5	59.1	10.0	20.4	13.0	76.6	10.1	20.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	19.3	57.1	8.0	11.1	11.0	74.6	5.2	12.5
Green Ext Time (p_c), s	5.2	0.0	0.0	2.2	0.0	0.0	0.0	1.8

Intersection Summary		
HCM 2010 Ctrl Delay		209.3
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	194	55	135	281	116	186	389	86	358	725	151
Future Volume (veh/h)	54	194	55	135	281	116	186	389	86	358	725	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	211	60	147	305	126	202	423	93	389	788	164
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	345	142	177	513	212	253	1572	648	354	1791	738
Arrive On Green	0.06	0.10	0.10	0.11	0.15	0.15	0.15	0.44	0.44	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	59	211	60	147	305	126	202	423	93	389	788	164
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.1	6.9	3.3	10.6	9.7	9.7	14.3	9.1	2.8	26.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	6.9	3.3	10.6	9.7	9.7	14.3	9.1	2.8	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	345	142	177	513	212	253	1572	648	354	1791	738
V/C Ratio(X)	0.37	0.61	0.42	0.83	0.59	0.60	0.80	0.27	0.14	1.10	0.44	0.22
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1572	648	354	1791	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	0.45	0.45	0.45	0.91	0.91	0.91	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.6	52.0	26.2	52.4	48.0	48.0	48.9	21.1	7.7	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.7	1.9	13.9	0.5	1.2	9.3	0.4	0.4	49.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	1.4	5.5	4.8	4.0	7.1	4.5	1.2	16.4	0.0	0.0
LnGrp Delay(d),s/veh	54.0	53.6	28.1	66.4	48.5	49.2	58.2	21.4	8.2	83.1	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	E	C	A	F	A	A
Approach Vol, veh/h		330			578			718			1341	
Approach Delay, s/veh		49.0			53.2			30.1			24.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.3	17.0	15.7	22.6	64.7	11.3	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	11.1	12.6	8.9	16.3	2.0	6.1	11.7
Green Ext Time (p_c), s	0.0	7.0	0.0	0.8	0.3	7.4	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	480	152	115	338	98	119	1186	114	262	2366	677
Future Volume (veh/h)	254	480	152	115	338	98	119	1186	114	262	2366	677
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	276	522	165	125	367	107	129	1289	124	285	2572	736
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	754	311	227	588	242	150	1824	752	109	1736	715
Arrive On Green	0.12	0.21	0.21	0.07	0.17	0.17	0.09	0.52	0.52	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	276	522	165	125	367	107	129	1289	124	285	2572	736
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	10.1	16.3	12.0	4.6	11.6	7.9	9.3	33.3	5.4	8.0	58.9	58.9
Cycle Q Clear(g_c), s	10.1	16.3	12.0	4.6	11.6	7.9	9.3	33.3	5.4	8.0	58.9	58.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	754	311	227	588	242	150	1824	752	109	1736	715
V/C Ratio(X)	0.74	0.69	0.53	0.55	0.62	0.44	0.86	0.71	0.16	2.62	1.48	1.03
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1824	752	109	1736	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.88	0.88	0.88	0.60	0.60	0.60
Uniform Delay (d), s/veh	51.1	43.6	41.9	53.8	46.5	45.0	53.7	22.2	15.4	56.0	30.6	30.6
Incr Delay (d2), s/veh	5.2	1.1	1.1	2.1	1.1	1.3	33.4	2.1	0.4	743.1	218.7	33.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.1	4.9	2.1	5.7	3.3	5.6	16.6	2.3	26.1	81.4	30.2
LnGrp Delay(d),s/veh	56.3	44.7	43.0	55.9	47.6	46.3	87.2	24.2	15.8	799.1	249.2	64.4
LnGrp LOS	E	D	D	E	D	D	F	C	B	F	F	F
Approach Vol, veh/h		963			599			1542			3593	
Approach Delay, s/veh		47.7			49.1			28.8			255.0	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.9	12.6	29.6	15.0	62.9	18.2	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.0	35.3	6.6	18.3	11.3	60.9	12.1	13.6
Green Ext Time (p_c), s	0.0	12.8	0.1	4.1	0.0	0.0	0.1	4.4

Intersection Summary		
HCM 2010 Ctrl Delay	154.7	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	32	71	0	15	32	2273	159	34	1986	58
Future Volume (veh/h)	112	0	32	71	0	15	32	2273	159	34	1986	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	122	0	35	77	0	16	35	2471	173	37	2159	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	122	0	35	77	0	16	35	2471	173	37	2159	63
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.5	2.1	2.7	26.5	1.6
Cycle Q Clear(g_c), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.5	2.1	2.7	26.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
V/C Ratio(X)	1.00	0.00	0.47	0.65	0.00	0.21	0.50	1.00	0.17	0.51	0.61	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2474	1020	82	3563	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	0.0	40.4	54.2	0.0	55.7	56.2	18.0	1.1	56.1	9.3	5.6
Incr Delay (d2), s/veh	79.8	0.0	4.5	8.7	0.0	1.3	5.5	17.8	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.1	2.8	0.0	0.5	1.2	46.3	0.9	1.3	12.4	0.7
LnGrp Delay(d),s/veh	135.3	0.0	44.9	62.9	0.0	57.1	61.7	35.8	1.5	61.6	10.1	5.7
LnGrp LOS	F		D	E		E	E	D	A	E	B	A
Approach Vol, veh/h		157			93			2679			2259	
Approach Delay, s/veh		115.2			61.9			33.9			10.8	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	87.9	12.6	10.2	9.1	88.1	13.0	9.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	85.5	7.5	4.4	4.5	28.5	11.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	24.4	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	733	349	2284	162	117	1584
Future Volume (veh/h)	733	349	2284	162	117	1584
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	797	379	2483	176	127	1722
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	797	379	2483	176	127	1722
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	5.9	9.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	5.9	9.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	2.97	1.58	2.07	0.19	0.85	1.20
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.6	48.2	0.0
Incr Delay (d2), s/veh	892.7	273.5	484.1	0.4	4.3	91.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	75.4	26.1	200.7	2.5	4.2	36.4
LnGrp Delay(d),s/veh	942.9	323.6	505.4	9.1	52.5	91.5
LnGrp LOS	F	F	F	A	D	F
Approach Vol, veh/h	1176		2659			1849
Approach Delay, s/veh	743.3		472.6			88.8
Approach LOS	F		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.3	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	403.8
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	91	245	182	148	144	78	487	31	58	988	47
Future Volume (veh/h)	138	91	245	182	148	144	78	487	31	58	988	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	150	99	266	198	161	157	85	529	34	63	1074	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	110	297	144	184	179	129	1581	101	104	1557	74
Arrive On Green	0.12	0.25	0.23	0.09	0.21	0.20	0.16	0.94	0.90	0.13	0.91	0.87
Sat Flow, veh/h	1634	448	1203	1634	868	846	1634	3377	217	1634	3440	163
Grp Volume(v), veh/h	150	0	365	198	0	318	85	277	286	63	552	573
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	10.6	0.0	25.7	10.6	0.0	21.6	5.9	1.7	1.9	4.4	9.4	9.7
Cycle Q Clear(g_c), s	10.6	0.0	25.7	10.6	0.0	21.6	5.9	1.7	1.9	4.4	9.4	9.7
Prop In Lane	1.00		0.73	1.00		0.49	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	201	0	407	144	0	363	129	829	854	104	801	830
V/C Ratio(X)	0.75	0.00	0.90	1.37	0.00	0.88	0.66	0.33	0.34	0.61	0.69	0.69
Avail Cap(c_a), veh/h	201	0	418	144	0	380	218	829	854	163	801	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.88	0.00	0.88	1.00	0.00	1.00	0.90	0.90	0.90	0.84	0.84	0.84
Uniform Delay (d), s/veh	50.8	0.0	44.3	54.7	0.0	46.2	49.0	2.1	2.2	51.0	3.6	3.7
Incr Delay (d2), s/veh	12.7	0.0	19.2	204.9	0.0	19.3	5.0	1.0	1.0	4.7	4.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	13.9	13.0	0.0	12.1	2.8	1.0	1.0	2.1	4.9	5.1
LnGrp Delay(d),s/veh	63.6	0.0	63.6	259.6	0.0	65.4	54.0	3.1	3.2	55.7	7.6	7.6
LnGrp LOS	E		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		515			516			648			1188	
Approach Delay, s/veh		63.6			139.9			9.8			10.2	
Approach LOS		E			F			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	60.2	14.6	33.6	13.5	58.3	18.7	29.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.4	3.9	12.6	27.7	7.9	11.7	12.6	23.6
Green Ext Time (p_c), s	0.0	8.0	0.0	0.2	0.1	7.7	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	69.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	74	2	864	0	391	964	0	0	0	1565	1053
Future Vol, veh/h	0	0	0	0	0	74	2	864	0	391	964	0	0	0	1565	1053
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	2	939	0	425	1048	0	0	0	1701	1145
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	67.7	71.8	69.7
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	964	76	864	1565	1053
LT Vol	391	0	74	0	0	0
Through Vol	0	964	2	0	1565	0
RT Vol	0	0	0	864	0	1053
Lane Flow Rate	425	1048	83	939	1701	1145
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	1	0.217	1	1	1
Departure Headway (Hd)	8.567	8.067	9.47	8.284	8.046	7.348
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	461	379	451	476	504
Service Time	6.287	5.788	7.217	6.031	5.788	5.088
HCM Lane V/C Ratio	1	2.273	0.219	2.082	3.574	2.272
HCM Control Delay	73.4	71.1	14.8	72.3	71.1	67.7
HCM Lane LOS	F	F	B	F	F	F
HCM 95th-tile Q	12.5	12.9	0.8	12.7	12.9	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	203	390	156	580	0	0	771	227
Future Volume (veh/h)	0	0	0	552	203	390	156	580	0	0	771	227
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				600	221	424	170	630	0	0	838	247
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1057	602	472	507	2129	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.16	0.60	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				600	221	424	170	630	0	0	838	247
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.3	10.9	33.3	5.7	10.4	0.0	0.0	10.3	5.9
Cycle Q Clear(g_c), s				18.3	10.9	33.3	5.7	10.4	0.0	0.0	10.3	5.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1057	602	472	507	2129	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.90	0.34	0.30	0.00	0.00	0.59	0.42
Avail Cap(c_a), veh/h				1185	675	529	507	2129	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.93	0.93	0.00	0.00	0.54	0.54
Uniform Delay (d), s/veh				33.6	31.2	38.7	44.7	11.6	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.0	0.0	2.0	0.4	0.3	0.0	0.0	1.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	5.6	13.7	2.5	5.2	0.0	0.0	4.8	2.4
LnGrp Delay(d),s/veh				33.7	31.2	40.8	45.1	11.9	0.0	0.0	8.8	8.6
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1245			800			1085	
Approach Delay, s/veh					35.7			19.0			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.7			23.7	53.0		43.3
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.4			7.7	12.3		35.3
Green Ext Time (p_c), s		3.6			2.0	5.2		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	473	188	434	1095	0	0	2200	857
Future Volume (veh/h)	0	0	0	265	473	188	434	1095	0	0	2200	857
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				288	514	204	472	1190	0	0	2391	932
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				597	667	275	340	2636	0	0	1781	734
Arrive On Green				0.19	0.19	0.19	0.42	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				288	514	204	472	1190	0	0	2391	932
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	667	275	340	2636	0	0	1781	734
V/C Ratio(X)				0.48	0.77	0.74	1.39	0.45	0.00	0.00	1.34	1.27
Avail Cap(c_a), veh/h				822	917	378	340	2636	0	0	1781	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.2	45.9	35.0	0.0	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	186.1	0.4	0.0	0.0	154.5	122.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	28.8	0.1	0.0	0.0	67.6	49.2
LnGrp Delay(d),s/veh				44.1	49.0	51.0	221.1	0.4	0.0	0.0	184.3	152.3
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1006			1662			3323	
Approach Delay, s/veh					48.0			63.1			175.3	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.4			29.0	64.4		26.6
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	62.4		18.5
Green Ext Time (p_c), s		64.8			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		122.8
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	57.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	239	2	102	0	0	0	0	0	0	726	142	0	573	484	0
Future Vol, veh/h	0	239	2	102	0	0	0	0	0	0	726	142	0	573	484	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	2	111	0	0	0	0	0	0	789	154	0	623	526	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	21.3	59.4	67.7
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	726	142	241	102	573	484
LT Vol	0	0	239	0	573	0
Through Vol	726	0	2	0	0	484
RT Vol	0	142	0	102	0	0
Lane Flow Rate	789	154	262	111	623	526
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.293	0.63	0.23	1	1
Departure Headway (Hd)	7.534	6.834	8.662	7.467	7.582	7.081
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	528	419	483	480	516
Service Time	5.255	4.554	6.374	5.179	5.312	4.811
HCM Lane V/C Ratio	1.613	0.292	0.625	0.23	1.298	1.019
HCM Control Delay	68.6	12.4	25	12.4	68.8	66.4
HCM Lane LOS	F	B	C	B	F	F
HCM 95th-tile Q	13.4	1.2	4.2	0.9	13.3	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	130	245	0	0	0	0	688	547	354	945	0
Future Volume (veh/h)	206	130	245	0	0	0	0	688	547	354	945	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	141	266				0	748	595	385	1027	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	347	751	310				0	2720	780	485	2552	0
Arrive On Green	0.21	0.21	0.21				0.00	0.53	0.53	0.31	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	224	141	266				0	748	595	385	1027	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.0	3.9	21.1				0.0	9.6	38.5	13.4	0.0	0.0
Cycle Q Clear(g_c), s	15.0	3.9	21.1				0.0	9.6	38.5	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	751	310				0	2720	780	485	2552	0
V/C Ratio(X)	0.65	0.19	0.86				0.00	0.28	0.76	0.79	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2720	780	660	2552	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	43.1	38.8	45.5				0.0	15.2	21.9	39.9	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	13.8				0.0	0.3	7.0	3.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.9	9.7				0.0	4.6	16.9	6.0	0.1	0.0
LnGrp Delay(d),s/veh	45.2	38.9	59.3				0.0	15.5	28.9	43.7	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		631						1343			1412	
Approach Delay, s/veh		49.7						21.4			12.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.3	68.2		29.5		90.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.4	40.5		23.1		2.0		
Green Ext Time (p_c), s	1.0	5.7		1.8		18.4		

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	473	127	0	0	0	0	1101	673	996	1645	0
Future Volume (veh/h)	177	473	127	0	0	0	0	1101	673	996	1645	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	192	514	138				0	1197	732	1083	1788	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	540	602	248				0	1698	700	792	2701	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	192	514	138				0	1197	732	1083	1788	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	540	602	248				0	1698	700	792	2701	0
V/C Ratio(X)	0.36	0.85	0.56				0.00	0.70	1.05	1.37	0.66	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1698	700	792	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.0	48.3	45.6				0.0	24.5	31.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.2	1.7				0.0	2.5	46.7	165.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	4.3				0.0	16.0	32.2	31.2	0.0	0.0
LnGrp Delay(d),s/veh	44.3	56.6	47.4				0.0	27.0	77.9	195.7	0.1	0.0
LnGrp LOS	D	E	D					C	F	F	A	
Approach Vol, veh/h		844						1929			2871	
Approach Delay, s/veh		52.3						46.3			73.9	
Approach LOS		D						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.6		24.4		95.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	59.6		18.9		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.9		51.3		

Intersection Summary	
HCM 2010 Ctrl Delay	61.2
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	24	102	77	27	77
Future Vol, veh/h	66	24	102	77	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	26	111	84	29	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	942	-	-	1479	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1479	-
HCM Lane V/C Ratio	-	-	0.127	0.02	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	83	27	0	66	0	34
Future Vol, veh/h	83	27	0	66	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	29	0	72	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	177	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	813	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	813	949
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1468	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	9	269	15	0	310
Future Vol, veh/h	0	9	269	15	0	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	292	16	0	337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	638	301	0	0	309	0
Stage 1	301	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	441	739	-	-	1252	-
Stage 1	751	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	441	739	-	-	1252	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	739	1252	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	444	328	32	0	24
Future Vol, veh/h	0	444	328	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	357	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	391	0	-	0	857	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1168	-	-	-	328	672
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	328	672
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	672
HCM Lane V/C Ratio	-	-	-	-	0.039
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	34	239	117	131	257
Future Vol, veh/h	26	34	239	117	131	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	37	260	127	142	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	824	260	0	0	260	0
Stage 1	260	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	343	779	-	-	1304	-
Stage 1	783	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	779	-	-	1304	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	306	779	1304	-
HCM Lane V/C Ratio	-	-	0.092	0.047	0.109	-
HCM Control Delay (s)	-	-	18	9.9	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	35	319	129	131	244
Future Vol, veh/h	31	35	319	129	131	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	38	347	140	142	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	897	347	0	0	347	0
Stage 1	347	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	310	696	-	-	1212	-
Stage 1	716	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	696	-	-	1212	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	274	696	1212	-
HCM Lane V/C Ratio	-	-	0.123	0.055	0.117	-
HCM Control Delay (s)	-	-	20	10.5	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	62	240	163	0	268
Future Vol, veh/h	0	62	240	163	0	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	261	177	0	291

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	552	261	0	0	261	0
Stage 1	261	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	495	778	-	-	1303	-
Stage 1	783	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	778	-	-	1303	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	778	1303	-
HCM Lane V/C Ratio	-	-	-	0.087	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	114	154	158	89	31	33
Future Vol, veh/h	114	154	158	89	31	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	167	172	97	34	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	172	0	-	0	587	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1405	-	-	-	472	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1405	-	-	-	430	872
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1405	-	-	-	430	872
HCM Lane V/C Ratio	0.088	-	-	-	0.078	0.041
HCM Control Delay (s)	7.8	-	-	-	14.1	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	113	129	166	105	27	27
Future Vol, veh/h	113	129	166	105	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	140	180	114	29	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	566	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1396	-	-	-	486	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	443	863
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1396	-	-	-	443	863
HCM Lane V/C Ratio	0.088	-	-	-	0.066	0.034
HCM Control Delay (s)	7.8	-	-	-	13.7	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	83	131	200	80	16	19
Future Vol, veh/h	83	131	200	80	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	142	217	87	17	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	540	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	323	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1353	-	-	-	503	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1353	-	-	-	470	823
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1353	-	-	-	470	823
HCM Lane V/C Ratio	0.067	-	-	-	0.037	0.025
HCM Control Delay (s)	7.9	-	-	-	13	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

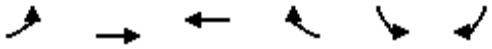
Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	134	57	72	115	21	25
Future Vol, veh/h	134	57	72	115	21	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	62	78	125	23	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	428	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1436	-	584	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	552	901
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	901	-	-	1436	-
HCM Lane V/C Ratio	0.041	0.03	-	-	0.054	-
HCM Control Delay (s)	11.8	9.1	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	214	235	0	300	66
Future Volume (veh/h)	0	214	235	0	300	66
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	233	255	0	326	72
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	388	388	0	2505	1152
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	233	255	0	326	72
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.5	8.3	0.0	2.9	1.3
Cycle Q Clear(g_c), s	0.0	7.5	8.3	0.0	2.9	1.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	388	388	0	2505	1152
V/C Ratio(X)	0.00	0.60	0.66	0.00	0.13	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2505	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.9	51.2	0.0	2.9	2.8
Incr Delay (d2), s/veh	0.0	1.5	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	4.1	0.0	1.3	0.6
LnGrp Delay(d),s/veh	0.0	52.4	52.5	0.0	3.0	2.9
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		233	255		398	
Approach Delay, s/veh		52.4	52.5		3.0	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.2		100.8		19.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.5		4.9		10.3
Green Ext Time (p_c), s				2.9		1.3		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	492	0	0	560	389	40	0	356	0	0	0
Future Volume (veh/h)	30	492	0	0	560	389	40	0	356	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	33	535	0	0	609	423	43	0	387			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	40	1468	0	0	1217	502	1562	0	719			
Arrive On Green	0.02	0.41	0.00	0.00	0.34	0.34	0.49	0.00	0.49			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	33	535	0	0	609	423	43	0	387			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.6	13.5	0.0	0.0	17.7	34.8	0.9	0.0	23.8			
Cycle Q Clear(g_c), s	2.6	13.5	0.0	0.0	17.7	34.8	0.9	0.0	23.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	40	1468	0	0	1217	502	1562	0	719			
V/C Ratio(X)	0.82	0.36	0.00	0.00	0.50	0.84	0.03	0.00	0.54			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1562	0	719			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.1	26.2	0.0	0.0	33.8	39.4	16.9	0.0	22.8			
Incr Delay (d2), s/veh	53.5	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.6	0.0	0.0	8.6	14.1	0.4	0.0	9.7			
LnGrp Delay(d),s/veh	116.6	26.4	0.0	0.0	33.8	40.3	17.0	0.0	23.6			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		568			1032			430				
Approach Delay, s/veh		31.6			36.5			22.9				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		70.1		59.9			9.2	50.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		25.8		15.5			4.6	36.8
Green Ext Time (p_c), s		0.0		10.3			0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	83	223	14	0	8	331	30	0	63	10	19	0	84	11	189
Future Vol, veh/h	0	83	223	14	0	8	331	30	0	63	10	19	0	84	11	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	242	15	0	9	360	33	0	68	11	21	0	91	12	205
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.3	14.2	11.8	13
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	79%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	21%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	83	149	88	8	221	140	84	7	193
LT Vol	63	0	83	0	0	8	0	0	84	0	0
Through Vol	0	10	0	149	74	0	221	110	0	7	4
RT Vol	0	19	0	0	14	0	0	30	0	0	189
Lane Flow Rate	68	32	90	162	96	9	240	153	91	8	209
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.155	0.063	0.19	0.317	0.186	0.018	0.464	0.284	0.197	0.016	0.381
Departure Headway (Hd)	8.163	7.205	7.579	7.073	6.961	7.464	6.959	6.84	7.748	7.245	6.556
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	498	475	509	517	480	518	529	464	495	551
Service Time	5.898	4.939	5.308	4.803	4.69	5.197	4.692	4.54	5.477	4.974	4.284
HCM Lane V/C Ratio	0.155	0.064	0.189	0.318	0.186	0.019	0.463	0.289	0.196	0.016	0.379
HCM Control Delay	12.4	10.4	12.1	13.1	11.3	10.3	15.6	12.2	12.4	10.1	13.3
HCM Lane LOS	B	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	0.5	0.2	0.7	1.4	0.7	0.1	2.4	1.2	0.7	0	1.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	444	318	33	0	30
Future Vol, veh/h	0	444	318	33	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	346	36	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	847	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1176	-	-	-	332	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	332	681
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1176	-	-	-	681
HCM Lane V/C Ratio	-	-	-	-	0.048
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	3	243	35	4	274
Future Vol, veh/h	39	3	243	35	4	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3	264	38	4	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	571	264	0	0	264	0
Stage 1	264	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	482	775	-	-	1300	-
Stage 1	780	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	775	-	-	1300	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	481	775	1300	-
HCM Lane V/C Ratio	-	-	0.088	0.004	0.003	-
HCM Control Delay (s)	-	-	13.2	9.7	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	33	35	21
Future Vol, veh/h	0	12	0	33	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	36	38	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	30	61	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	930	1038	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1038	1540	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1038	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	58	24	59	71	22	46
Future Vol, veh/h	58	24	59	71	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	26	64	77	24	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	103	0	0	141	0
Stage 1	103	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	952	-	-	1442	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1442	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	775	952	1442	-
HCM Lane V/C Ratio	-	-	0.081	0.027	0.017	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	38	116	118	65	55	28
Future Vol, veh/h	38	116	118	65	55	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	128	71	60	30

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	164	334	-	0	199	0
Stage 1	0	135	-	-	-	-
Stage 2	164	199	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	827	586	-	-	1373	-
Stage 1	-	-	-	-	-	-
Stage 2	865	736	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	0	-	-	1373	-
Mov Cap-2 Maneuver	791	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.8	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	791	-	-	1373	-
HCM Lane V/C Ratio	0.212	-	-	0.044	-
HCM Control Delay (s)	10.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	43	22	78	37	85	29	1510	133	171	1638	8
Future Volume (veh/h)	10	43	22	78	37	85	29	1510	133	171	1638	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	11	47	24	85	40	92	32	1641	145	186	1780	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	200	222	114	251	96	221	46	1897	166	217	2459	12
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.58	0.57	0.13	0.68	0.68
Sat Flow, veh/h	1154	1164	594	1219	503	1156	1634	3293	288	1634	3611	18
Grp Volume(v), veh/h	11	0	71	85	0	132	32	874	912	186	872	917
Grp Sat Flow(s),veh/h/ln	1154	0	1758	1219	0	1659	1634	1770	1812	1634	1770	1860
Q Serve(g_s), s	1.0	0.0	4.1	7.6	0.0	8.4	2.3	49.6	51.6	13.4	37.2	37.3
Cycle Q Clear(g_c), s	9.4	0.0	4.1	11.7	0.0	8.4	2.3	49.6	51.6	13.4	37.2	37.3
Prop In Lane	1.00		0.34	1.00		0.70	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	200	0	336	251	0	317	46	1019	1044	217	1205	1266
V/C Ratio(X)	0.06	0.00	0.21	0.34	0.00	0.42	0.70	0.86	0.87	0.86	0.72	0.72
Avail Cap(c_a), veh/h	200	0	336	251	0	317	101	1062	1087	245	1218	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	41.0	45.8	0.0	42.8	57.8	21.3	21.8	50.9	12.0	12.0
Incr Delay (d2), s/veh	0.5	0.0	1.4	3.6	0.0	4.0	17.8	6.9	7.9	22.7	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.1	2.8	0.0	4.2	1.3	26.0	27.9	7.4	18.6	19.6
LnGrp Delay(d),s/veh	47.3	0.0	42.4	49.4	0.0	46.8	75.6	28.2	29.6	73.6	14.2	14.1
LnGrp LOS	D		D	D		D	E	C	C	E	B	B
Approach Vol, veh/h		82			217			1818			1975	
Approach Delay, s/veh		43.1			47.8			29.8			19.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	73.1		26.9	7.3	85.7		26.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	15.4	53.6		11.4	4.3	39.3		13.7
Green Ext Time (p_c), s	0.1	15.0		0.6	0.0	29.6		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	322	18	83	440	47	40
Future Vol, veh/h	322	18	83	440	47	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	350	20	90	478	51	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	370	0	1019	360
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1189	-	263	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	236	684
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	462	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	1189	-
HCM Lane V/C Ratio	0.28	-	-	0.076	-
HCM Control Delay (s)	19.7	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	50.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	277	86	0	528	424	24	0	98	34	484
Future Vol, veh/h	0	12	277	86	0	528	424	24	0	98	34	484
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	13	301	93	0	574	461	26	0	107	37	526
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	17.1	57.6	63.4
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	8%	0%	71%	0%	9%
Vol Thru, %	6%	92%	62%	29%	90%	76%
Vol Right, %	79%	0%	38%	0%	10%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	616	151	225	740	236	46
LT Vol	98	12	0	528	0	4
Through Vol	34	139	139	212	212	35
RT Vol	484	0	86	0	24	7
Lane Flow Rate	670	164	244	804	257	50
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	1	0.361	0.518	1	0.53	0.121
Departure Headway (Hd)	6.466	7.943	7.636	7.86	7.433	8.747
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	452	471	467	487	413
Service Time	4.472	5.715	5.407	5.566	5.138	6.747
HCM Lane V/C Ratio	1.178	0.363	0.518	1.722	0.528	0.121
HCM Control Delay	63.4	15.2	18.4	70.1	18.2	12.9
HCM Lane LOS	F	C	C	F	C	B
HCM 95th-tile Q	14.4	1.6	2.9	13.1	3.1	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	35	7
Future Vol, veh/h	0	4	35	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	38	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.9
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	304

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	376	534	610	69	79	261
Future Vol, veh/h	376	534	610	69	79	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	409	580	663	75	86	284

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	738	0	-	0	1809	369
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	1108	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	864	-	-	-	~ 70	628
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	864	-	-	-	~ 21	628
Mov Cap-2 Maneuver	-	-	-	-	~ 21	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	~ 84	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	$ 1707.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	864	-	-	-	81
HCM Lane V/C Ratio	0.473	-	-	-	4.563
HCM Control Delay (s)	12.8	1.9	-	$	1707.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.6	-	-	-	39.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	41	0	26	10	155	0	1062	12	146	1624	5
Future Vol, veh/h	0	41	0	26	10	155	0	1062	12	146	1624	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	28	11	168	0	1154	13	159	1765	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2668	3252	885	2383	3249	584	1771	0	0	1167	0	0
Stage 1	2085	2085	-	1161	1161	-	-	-	-	-	-	-
Stage 2	583	1167	-	1222	2088	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	~ 9	288	~ 18	~ 9	455	348	-	-	594	-	-
Stage 1	54	93	-	208	268	-	-	-	-	-	-	-
Stage 2	465	266	-	190	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	288	-	~ 7	455	348	-	-	594	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	54	68	-	208	268	-	-	-	-	-	-	-
Stage 2	281	266	-	48	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	348	-	-	-	-	594	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.267	-	-
HCM Control Delay (s)	0	-	-	-	-	13.3	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	296	8	2	179	2	0
Future Vol, veh/h	296	8	2	179	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	9	2	195	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	525	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1229	-	513	715
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	512	715
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	1229	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	12.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	151	0	0	191	0	0
Future Vol, veh/h	151	0	0	191	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	164	0	0	208	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	164	0	372	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1414	-	629	881
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1414	-	629	881
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1414	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	180	86	97	268	39	47	61	31	18	70	4
Future Vol, veh/h	8	180	86	97	268	39	47	61	31	18	70	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	196	93	105	291	42	51	66	34	20	76	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	289	0	0	824	805	242	833	830	313
Stage 1	-	-	-	-	-	-	260	260	-	523	523	-
Stage 2	-	-	-	-	-	-	564	545	-	310	307	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1225	-	-	1273	-	-	292	316	797	288	306	727
Stage 1	-	-	-	-	-	-	745	693	-	537	530	-
Stage 2	-	-	-	-	-	-	510	519	-	700	661	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1273	-	-	209	281	797	207	272	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	281	-	207	272	-
Stage 1	-	-	-	-	-	-	738	687	-	532	476	-
Stage 2	-	-	-	-	-	-	382	466	-	600	655	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	30.3	26.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	1225	-	-	1273	-	-	263
HCM Lane V/C Ratio	0.523	0.007	-	-	0.083	-	-	0.38
HCM Control Delay (s)	30.3	8	0	-	8.1	0	-	26.8
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.8	0	-	-	0.3	-	-	1.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	207	8	22	337	17	47
Future Vol, veh/h	207	8	22	337	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	9	24	366	18	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	643	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1333	-	438	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	428	810
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1333	-
HCM Lane V/C Ratio	0.106	-	-	0.018	-
HCM Control Delay (s)	11.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	126	37	36	195	78	19
Future Vol, veh/h	126	37	36	195	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	40	39	212	85	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	177	0	447	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1399	-	569	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	551	889
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1399	-
HCM Lane V/C Ratio	0.177	-	-	0.028	-
HCM Control Delay (s)	12.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	10.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	221	0	14	377	4	32
Future Vol, veh/h	221	0	14	377	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	0	15	410	4	35

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	258	240	445	240
Stage 1	-	-	0	0	240	-
Stage 2	-	-	258	240	205	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	731	661	571	799
Stage 1	-	-	-	-	800	-
Stage 2	-	-	785	707	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	731	0	571	799
Mov Cap-2 Maneuver	-	-	731	0	571	-
Stage 1	-	-	-	0	800	-
Stage 2	-	-	785	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	16.5	10
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	765	-	-	731
HCM Lane V/C Ratio	0.051	-	-	0.581
HCM Control Delay (s)	10	-	-	16.5
HCM Lane LOS	B	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	3.8

Intersection	
Intersection Delay, s/veh	41.6
Intersection LOS	E

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	225	63	0	122	199	0	333	438
Future Vol, veh/h	0	225	63	0	122	199	0	333	438
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	245	68	0	133	216	0	362	476
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.2	20.1	59.6
HCM LOS	C	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	43%	0%	38%
Vol Thru, %	0%	78%	62%
Vol Right, %	57%	22%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	771	288	321
LT Vol	333	0	122
Through Vol	0	225	199
RT Vol	438	63	0
Lane Flow Rate	838	313	349
Geometry Grp	1	1	1
Degree of Util (X)	1	0.554	0.629
Departure Headway (Hd)	5.748	6.373	6.491
Convergence, Y/N	Yes	Yes	Yes
Cap	637	563	555
Service Time	3.748	4.454	4.57
HCM Lane V/C Ratio	1.316	0.556	0.629
HCM Control Delay	59.6	17.2	20.1
HCM Lane LOS	F	C	C
HCM 95th-tile Q	15.3	3.4	4.3

Intersection	
Intersection Delay, s/veh	44.6
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	68	168	0	177	447	0	383	150
Future Vol, veh/h	0	68	168	0	177	447	0	383	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	183	0	192	486	0	416	163
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	15.1	60.1	39.4
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	28%	29%	0%
Vol Thru, %	72%	0%	72%
Vol Right, %	0%	71%	28%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	624	236	533
LT Vol	177	68	0
Through Vol	447	0	383
RT Vol	0	168	150
Lane Flow Rate	678	257	579
Geometry Grp	1	1	1
Degree of Util (X)	1	0.465	0.903
Departure Headway (Hd)	5.793	6.52	5.613
Convergence, Y/N	Yes	Yes	Yes
Cap	624	554	649
Service Time	3.84	4.548	3.636
HCM Lane V/C Ratio	1.087	0.464	0.892
HCM Control Delay	60.1	15.1	39.4
HCM Lane LOS	F	C	E
HCM 95th-tile Q	15.2	2.4	11.3

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	5	102	35	4	151
Future Vol, veh/h	62	5	102	35	4	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	5	111	38	4	164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	303	130	0	0	149	0
Stage 1	130	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	689	920	-	-	1432	-
Stage 1	896	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	687	920	-	-	1432	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	700	1432	-
HCM Lane V/C Ratio	-	-	0.104	0.003	-
HCM Control Delay (s)	-	-	10.7	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	130	91	98
Demand Flow Rate, veh/h	104	133	93	100
Vehicles Circulating, veh/h	128	65	123	112
Vehicles Exiting, veh/h	84	151	109	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.7	4.6	4.5	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	104	133	93	100
Cap Entry Lane, veh/h	994	1059	999	1010
Entry HV Adj Factor	0.979	0.977	0.983	0.982
Flow Entry, veh/h	102	130	91	98
Cap Entry, veh/h	973	1034	982	991
V/C Ratio	0.105	0.126	0.093	0.099
Control Delay, s/veh	4.7	4.6	4.5	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	181	158	90	165
Demand Flow Rate, veh/h	185	161	91	169
Vehicles Circulating, veh/h	140	156	235	101
Vehicles Exiting, veh/h	130	170	90	216
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.5	5.4	5.1	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	185	161	91	169
Cap Entry Lane, veh/h	982	967	893	1021
Entry HV Adj Factor	0.981	0.979	0.986	0.977
Flow Entry, veh/h	181	158	90	165
Cap Entry, veh/h	963	946	881	997
V/C Ratio	0.188	0.167	0.102	0.166
Control Delay, s/veh	5.5	5.4	5.1	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	102	55	54
Demand Flow Rate, veh/h	186	104	56	55
Vehicles Circulating, veh/h	75	49	164	131
Vehicles Exiting, veh/h	111	171	97	22
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	5.1	4.2	4.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	186	104	56	55
Cap Entry Lane, veh/h	1048	1076	959	991
Entry HV Adj Factor	0.981	0.985	0.978	0.989
Flow Entry, veh/h	182	102	55	54
Cap Entry, veh/h	1027	1059	938	980
V/C Ratio	0.178	0.097	0.058	0.056
Control Delay, s/veh	5.1	4.2	4.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	170	96	281	141	7
Future Vol, veh/h	15	170	96	281	141	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	104	305	153	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	518	80	161	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	487	964	1416	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	964	1416	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	880	-	-
HCM Lane V/C Ratio	0.074	-	0.229	-	-
HCM Control Delay (s)	7.7	0.2	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	110	166	533	62	85	396
Future Vol, veh/h	110	166	533	62	85	396
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	180	579	67	92	430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1194	579	0	0	579	0
Stage 1	579	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	206	515	-	-	995	-
Stage 1	560	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	515	-	-	995	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	515	995	-
HCM Lane V/C Ratio	-	-	0.661	0.35	0.093	-
HCM Control Delay (s)	-	-	56.9	15.7	9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	3.9	1.6	0.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	35	9	126	19	5	196
Future Vol, veh/h	35	9	126	19	5	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	137	21	5	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	371	147	0	0	158	0
Stage 1	147	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	630	900	-	-	1422	-
Stage 1	880	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	900	-	-	1422	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	1422	-
HCM Lane V/C Ratio	-	-	0.072	0.004	-
HCM Control Delay (s)	-	-	10.8	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Future Vol, veh/h	0	11	38	0	0	0	31	4	0	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	41	0	0	0	34	4	0	0	16	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%	19%
Vol Thru, %	100%	78%	89%	47%
Vol Right, %	0%	0%	11%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	49	35	58
LT Vol	0	11	0	11
Through Vol	15	38	31	27
RT Vol	0	0	4	20
Lane Flow Rate	16	53	38	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.061	0.043	0.069
Departure Headway (Hd)	4.14	4.145	4.043	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	860	881	905
Service Time	2.197	2.188	2.09	1.984
HCM Lane V/C Ratio	0.019	0.062	0.043	0.07
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	27	20
Future Vol, veh/h	0	11	27	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	12	29	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	46	77	167	128
Demand Flow Rate, veh/h	47	79	170	131
Vehicles Circulating, veh/h	179	115	49	89
Vehicles Exiting, veh/h	41	104	177	105
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.4	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	47	79	170	131
Cap Entry Lane, veh/h	945	1007	1076	1034
Entry HV Adj Factor	0.977	0.974	0.979	0.979
Flow Entry, veh/h	46	77	167	128
Cap Entry, veh/h	922	981	1053	1012
V/C Ratio	0.050	0.078	0.158	0.127
Control Delay, s/veh	4.4	4.4	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	22	59	94	18	40	35
Future Vol, veh/h	22	59	94	18	40	35
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	64	102	20	43	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	127	0	-	0	229	122
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1459	-	-	-	759	929
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	740	921
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	815
HCM Lane V/C Ratio	0.016	-	-	-	0.1
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	29	99	0	41	17	32	0	53	275	91
Future Vol, veh/h	0	8	29	99	0	41	17	32	0	53	275	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	32	108	0	45	18	35	0	58	299	99
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	11.4	10.8	11.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	50%	0%	23%	0%	35%	0%	100%	96%
Vol Right, %	0%	0%	50%	0%	77%	0%	65%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	183	183	8	128	41	49	35	181	94
LT Vol	53	0	0	8	0	41	0	35	0	0
Through Vol	0	183	92	0	29	0	17	0	181	90
RT Vol	0	0	91	0	99	0	32	0	0	4
Lane Flow Rate	58	199	199	9	139	45	53	38	196	103
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.109	0.348	0.327	0.018	0.252	0.095	0.1	0.074	0.354	0.184
Departure Headway (Hd)	6.794	6.288	5.936	7.562	6.517	7.688	6.726	6.993	6.487	6.457
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	570	604	471	548	464	529	511	552	554
Service Time	4.554	4.049	3.696	5.337	4.292	5.469	4.507	4.759	4.253	4.223
HCM Lane V/C Ratio	0.11	0.349	0.329	0.019	0.254	0.097	0.1	0.074	0.355	0.186
HCM Control Delay	10.4	12.4	11.6	10.5	11.5	11.3	10.3	10.3	12.8	10.7
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.4	1.5	1.4	0.1	1	0.3	0.3	0.2	1.6	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	35	271	4
Future Vol, veh/h	0	35	271	4
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	38	295	4
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.9
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	512	0	0	0	577	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	512	0	0	0	577	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	557	0	0	0	627	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	22.4	30.1
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	512	0	0	0	0	577	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	512	0	0	0	0	577	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	557	0	0	0	0	627	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.77	0	0	0	0	0.86	0
Departure Headway (Hd)	4.984	4.984	4.984	7.214	7.214	4.936	4.936	4.936
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	729	0	0	0	0	740	0
Service Time	2.697	2.697	2.697	4.981	4.981	2.648	2.648	2.648
HCM Lane V/C Ratio	0	0.764	0	0	0	0	0.847	0
HCM Control Delay	7.7	22.4	7.7	10	10	7.6	30.1	7.6
HCM Lane LOS	N	C	N	N	N	N	D	N
HCM 95th-tile Q	0	7.4	0	0	0	0	10.2	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	13	15	17	95	13	5	14	129	101	5	190	18
Future Vol, veh/h	13	15	17	95	13	5	14	129	101	5	190	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	16	18	103	14	5	15	140	110	5	207	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	395	388	207	397	388	140	207	0	0	140	0	0
Stage 1	217	217	-	171	171	-	-	-	-	-	-	-
Stage 2	178	171	-	226	217	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	565	547	833	563	547	908	1364	-	-	1443	-	-
Stage 1	785	723	-	831	757	-	-	-	-	-	-	-
Stage 2	824	757	-	777	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	544	539	833	532	539	908	1364	-	-	1443	-	-
Mov Cap-2 Maneuver	544	539	-	532	539	-	-	-	-	-	-	-
Stage 1	776	720	-	822	749	-	-	-	-	-	-	-
Stage 2	795	749	-	740	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	13	0.4	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	544	539	833	532	539	908	1443	-	-
HCM Lane V/C Ratio	0.011	-	-	0.026	0.03	0.022	0.194	0.026	0.006	0.004	-	-
HCM Control Delay (s)	7.7	-	-	11.8	11.9	9.4	13.4	11.9	9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0.7	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Future Vol, veh/h	0	4	0	3	0	1	3	8	0	0	11	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	3	0	1	3	9	0	0	12	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	6.9	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	8%	35%
Vol Thru, %	92%	0%	25%	51%
Vol Right, %	8%	43%	67%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	7	12	37
LT Vol	0	4	1	13
Through Vol	11	0	3	19
RT Vol	1	3	8	5
Lane Flow Rate	13	8	13	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.008	0.013	0.044
Departure Headway (Hd)	3.951	3.895	3.65	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	920	981	906
Service Time	1.962	1.915	1.67	1.976
HCM Lane V/C Ratio	0.014	0.009	0.013	0.044
HCM Control Delay	7	6.9	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	19	5
Future Vol, veh/h	0	13	19	5
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	133	114	102	130
Demand Flow Rate, veh/h	135	117	104	132
Vehicles Circulating, veh/h	116	167	188	34
Vehicles Exiting, veh/h	50	125	63	250
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.0	5.0	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	135	117	104	132
Cap Entry Lane, veh/h	1006	956	936	1092
Entry HV Adj Factor	0.984	0.978	0.981	0.985
Flow Entry, veh/h	133	114	102	130
Cap Entry, veh/h	990	935	919	1076
V/C Ratio	0.134	0.122	0.111	0.121
Control Delay, s/veh	4.9	5.0	5.0	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	69	150	64	0
Demand Flow Rate, veh/h	70	153	65	0
Vehicles Circulating, veh/h	30	49	50	202
Vehicles Exiting, veh/h	172	66	50	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	4.7	3.9	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	70	153	65	0
Cap Entry Lane, veh/h	1097	1076	1075	923
Entry HV Adj Factor	0.986	0.978	0.985	1.000
Flow Entry, veh/h	69	150	64	0
Cap Entry, veh/h	1080	1051	1058	923
V/C Ratio	0.064	0.142	0.061	0.000
Control Delay, s/veh	3.9	4.7	3.9	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	73	152	420	402	10
Future Vol, veh/h	8	73	152	420	402	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	79	165	457	437	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1001	224	448	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	239	779	1109	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	779	1109	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	597	-	-
HCM Lane V/C Ratio	0.149	-	0.147	-	-
HCM Control Delay (s)	8.8	0.5	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1297	253	164	1491	29	148	0	57	24	16	112
Future Volume (veh/h)	453	1297	253	164	1491	29	148	0	57	24	16	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	492	1410	275	178	1621	32	161	0	62	26	17	122
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1124	22	383	0	148	32	21	150
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.31	0.00	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1634	3539	2567	1634	3550	70	1239	0	477	258	169	1210
Grp Volume(v), veh/h	492	1410	275	178	807	846	223	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1850	1717	0	0	1636	0	0
Q Serve(g_s), s	14.0	44.0	9.1	8.0	38.0	38.0	12.4	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	9.1	8.0	38.0	38.0	12.4	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.72		0.28	0.16		0.74
Lane Grp Cap(c), veh/h	191	1298	941	109	560	586	531	0	0	203	0	0
V/C Ratio(X)	2.58	1.09	0.29	1.63	1.44	1.44	0.42	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	586	531	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	27.0	56.0	41.0	41.0	33.0	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	724.8	50.8	0.2	307.9	203.7	205.5	2.4	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	30.6	3.3	12.9	50.2	52.8	6.3	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	777.8	88.8	27.1	363.9	244.7	246.5	35.4	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	D			E		
Approach Vol, veh/h		2177			1831			223			165	
Approach Delay, s/veh		236.7			257.1			35.4			59.0	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.1	12.0	48.0		18.9	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		14.4	10.0	46.0		13.8	16.0	40.0
Green Ext Time (p_c), s		0.3	0.0	0.0		0.5	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		228.3
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1429	135	22	1083	14	164	7	16	9	4	115
Future Volume (veh/h)	78	1429	135	22	1083	14	164	7	16	9	4	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1716	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	85	1553	147	24	1177	15	178	8	17	10	4	125
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	1702	673	57	1342	17	379	178	379	26	6	181
Arrive On Green	0.14	0.48	0.46	0.04	0.38	0.36	0.23	0.34	0.33	0.01	0.12	0.11
Sat Flow, veh/h	1774	3539	1450	1634	3578	46	1634	530	1127	1774	49	1522
Grp Volume(v), veh/h	85	1553	147	24	582	610	178	0	25	10	0	129
Grp Sat Flow(s),veh/h/ln	1774	1770	1450	1634	1770	1854	1634	0	1658	1774	0	1570
Q Serve(g_s), s	5.2	48.7	3.0	1.7	36.7	36.8	11.3	0.0	1.2	0.7	0.0	9.5
Cycle Q Clear(g_c), s	5.2	48.7	3.0	1.7	36.7	36.8	11.3	0.0	1.2	0.7	0.0	9.5
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.68	1.00		0.97
Lane Grp Cap(c), veh/h	250	1702	673	57	664	696	379	0	558	26	0	187
V/C Ratio(X)	0.34	0.91	0.22	0.42	0.88	0.88	0.47	0.00	0.04	0.39	0.00	0.69
Avail Cap(c_a), veh/h	250	1799	713	82	811	850	379	0	558	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	28.8	3.3	56.7	34.9	34.9	39.7	0.0	27.0	58.6	0.0	51.0
Incr Delay (d2), s/veh	0.4	3.7	0.1	4.8	9.2	8.9	0.9	0.0	0.2	9.4	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	24.6	1.2	0.9	19.6	20.5	5.2	0.0	0.6	0.4	0.0	5.1
LnGrp Delay(d),s/veh	46.9	32.6	3.3	61.5	44.1	43.8	40.6	0.0	27.1	68.0	0.0	69.9
LnGrp LOS	D	C	A	E	D	D	D		C	E		E
Approach Vol, veh/h		1785			1216			203			139	
Approach Delay, s/veh		30.8			44.3			39.0			69.8	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	44.4	8.2	61.7	31.8	18.3	20.9	49.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.7	3.2	3.7	50.7	13.3	11.5	7.2	38.8
Green Ext Time (p_c), s	0.0	0.7	0.0	5.0	0.0	0.3	2.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	747	66	49	844	102	139
Future Vol, veh/h	747	66	49	844	102	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	2	9
Mvmt Flow	812	72	53	917	111	151

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1413	442
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	565	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	761	-	129	563
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	761	-	120	563
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	63.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	120	563	-	-	761	-
HCM Lane V/C Ratio	0.924	0.268	-	-	0.07	-
HCM Control Delay (s)	130.9	13.7	-	-	10.1	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	5.9	1.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	709	10	25	976	20	43
Future Vol, veh/h	709	10	25	976	20	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	771	11	27	1061	22	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	782	0	1361	391
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	832	-	139	608
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	832	-	134	608
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	503	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	832	-
HCM Lane V/C Ratio	0.162	-	-	0.033	-
HCM Control Delay (s)	15.2	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	299	148	113	479	58	69	391	59	37	587	232
Future Volume (veh/h)	307	299	148	113	479	58	69	391	59	37	587	232
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	334	325	161	123	521	63	75	425	64	40	638	252
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	983	405	325	829	342	129	1040	429	84	661	261
Arrive On Green	0.24	0.28	0.28	0.20	0.23	0.23	0.08	0.29	0.29	0.05	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	979
Grp Volume(v), veh/h	334	325	161	123	521	63	75	425	64	40	455	435
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	17.5	6.6	5.7	5.9	11.9	3.1	4.0	8.7	1.5	2.1	22.8	22.9
Cycle Q Clear(g_c), s	17.5	6.6	5.7	5.9	11.9	3.1	4.0	8.7	1.5	2.1	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	396	983	405	325	829	342	129	1040	429	84	472	451
V/C Ratio(X)	0.84	0.33	0.40	0.38	0.63	0.18	0.58	0.41	0.15	0.48	0.96	0.97
Avail Cap(c_a), veh/h	436	983	405	325	829	342	163	1040	429	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	25.8	13.2	31.2	30.9	27.6	40.0	25.5	6.6	41.5	32.6	33.2
Incr Delay (d2), s/veh	13.0	0.9	2.9	0.7	3.6	1.2	2.5	0.2	0.1	4.1	32.3	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	3.3	2.6	2.7	6.2	1.4	1.9	4.3	0.6	1.1	15.4	14.8
LnGrp Delay(d),s/veh	45.5	26.7	16.1	31.9	34.5	28.8	42.6	25.6	6.7	45.6	64.9	66.5
LnGrp LOS	D	C	B	C	C	C	D	C	A	D	E	E
Approach Vol, veh/h		820			707			564			930	
Approach Delay, s/veh		32.3			33.6			25.7			64.8	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	30.5	21.9	29.0	11.1	28.0	25.8	25.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.1	10.7	7.9	8.6	6.0	24.9	19.5	13.9
Green Ext Time (p_c), s	0.0	4.5	1.6	1.7	0.0	0.0	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	626	54	26	952	3	11	2	10	8	0	0
Future Vol, veh/h	0	626	54	26	952	3	11	2	10	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	680	59	28	1035	3	12	2	11	9	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1038	0	0	680	0	0	1773	1775	680	1780	1773	1036
Stage 1	-	-	-	-	-	-	680	680	-	1093	1093	-
Stage 2	-	-	-	-	-	-	1093	1095	-	687	680	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	670	-	-	912	-	-	65	83	451	64	83	281
Stage 1	-	-	-	-	-	-	441	451	-	260	290	-
Stage 2	-	-	-	-	-	-	260	290	-	437	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	670	-	-	912	-	-	61	77	451	58	77	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	77	-	58	77	-
Stage 1	-	-	-	-	-	-	441	451	-	260	269	-
Stage 2	-	-	-	-	-	-	241	269	-	424	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	52	77.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	670	-	-	912	-	-	58
HCM Lane V/C Ratio	0.248	-	-	-	0.031	-	-	0.15
HCM Control Delay (s)	52	0	-	-	9.1	0	-	77.7
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	42	0	4	79	2	0	0	3	1	0	0
Future Volume (veh/h)	0	42	0	4	79	2	0	0	3	1	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	46	0	4	86	2	0	0	3	1	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	90	71	7	186	4	2	1390	1088	2	1485	1163
Arrive On Green	0.00	0.05	0.00	0.00	0.03	0.03	0.00	0.00	0.75	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1813	42	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	46	0	4	0	88	0	0	3	1	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1855	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	2.2	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	90	71	7	0	190	2	1390	1088	2	1485	1163
V/C Ratio(X)	0.00	0.51	0.00	0.58	0.00	0.46	0.00	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	825	73	1390	1088	73	1485	1163
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.00	0.09	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	41.8	0.0	44.9	0.0	41.0	0.0	0.0	2.9	44.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	6.7	0.0	0.2	0.0	0.0	0.0	150.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.1	0.0	2.2	0.0	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	46.2	0.0	51.6	0.0	41.2	0.0	0.0	2.9	195.5	0.0	0.0
LnGrp LOS		D		D		D			A	F		
Approach Vol, veh/h		46			92			3			1	
Approach Delay, s/veh		46.2			41.6			2.9			195.4	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	71.7	4.9	8.9	0.0	76.3	0.0	13.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	2.2	4.2	0.0	0.0	0.0	6.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	43.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	380	147	277	967	69	175	139	78	30	247	36
Future Volume (veh/h)	43	380	147	277	967	69	175	139	78	30	247	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	47	413	160	301	1051	75	190	151	85	33	268	39
Adj No. of Lanes	1	2	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	832	343	281	693	543	223	685	536	41	477	373
Arrive On Green	0.04	0.24	0.24	0.17	0.37	0.37	0.05	0.12	0.12	0.02	0.26	0.26
Sat Flow, veh/h	1634	3539	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	47	413	160	301	1051	75	190	151	85	33	268	39
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.6	9.1	8.5	15.5	33.5	3.1	10.4	6.6	4.7	1.8	11.3	1.8
Cycle Q Clear(g_c), s	2.6	9.1	8.5	15.5	33.5	3.1	10.4	6.6	4.7	1.8	11.3	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	832	343	281	693	543	223	685	536	41	477	373
V/C Ratio(X)	0.82	0.50	0.47	1.07	1.52	0.14	0.85	0.22	0.16	0.81	0.56	0.10
Avail Cap(c_a), veh/h	82	885	365	281	693	543	227	685	536	82	477	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	29.8	29.6	37.3	28.3	18.7	42.1	27.9	27.1	43.7	29.1	25.6
Incr Delay (d2), s/veh	33.2	0.5	1.0	73.3	239.5	0.1	24.6	0.7	0.6	29.9	4.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.5	3.5	12.7	63.3	1.3	6.2	3.5	2.0	1.2	6.4	0.8
LnGrp Delay(d),s/veh	76.3	30.3	30.5	110.6	267.8	18.8	66.6	28.6	27.7	73.6	33.8	26.1
LnGrp LOS	E	C	C	F	F	B	E	C	C	E	C	C
Approach Vol, veh/h		620			1427			426			340	
Approach Delay, s/veh		33.8			221.5			45.4			36.8	
Approach LOS		C			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	37.6	20.0	25.7	16.8	27.5	7.7	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	13.3	8.6	17.5	11.1	12.4	13.3	4.6	35.5
Green Ext Time (p_c), s	0.0	1.8	0.0	6.2	0.0	1.3	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		131.1
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	468	13	10	358	96	5	7	3	97	6	60
Future Volume (veh/h)	54	468	13	10	358	96	5	7	3	97	6	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	509	14	11	389	104	5	8	3	105	7	65
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	549	430	17	485	380	593	772	604	132	912	714
Arrive On Green	0.09	0.59	0.59	0.00	0.09	0.09	0.01	0.41	0.41	0.08	0.49	0.49
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	59	509	14	11	389	104	5	8	3	105	7	65
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.2	22.3	0.4	0.6	18.5	6.0	0.2	0.2	0.1	5.7	0.2	2.1
Cycle Q Clear(g_c), s	3.2	22.3	0.4	0.6	18.5	6.0	0.2	0.2	0.1	5.7	0.2	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	549	430	17	485	380	593	772	604	132	912	714
V/C Ratio(X)	0.80	0.93	0.03	0.63	0.80	0.27	0.01	0.01	0.00	0.80	0.01	0.09
Avail Cap(c_a), veh/h	209	631	494	118	528	413	703	772	604	263	912	714
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	17.6	13.1	44.7	38.9	33.2	15.2	15.5	15.5	40.7	11.8	12.3
Incr Delay (d2), s/veh	18.1	18.6	0.0	31.3	8.0	0.4	0.0	0.0	0.0	10.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.9	0.1	0.4	10.6	2.5	0.1	0.1	0.0	2.9	0.1	0.9
LnGrp Delay(d),s/veh	58.6	36.3	13.2	76.0	46.8	33.6	15.2	15.5	15.5	51.1	11.8	12.5
LnGrp LOS	E	D	B	E	D	C	B	B	B	D	B	B
Approach Vol, veh/h		582			504			16			177	
Approach Delay, s/veh		38.0			44.7			15.4			35.4	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	41.8	5.5	31.0	5.0	48.6	8.5	27.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	7.3	2.2	2.6	24.3	2.2	4.1	5.2	20.5
Green Ext Time (p_c), s	0.1	0.2	0.0	2.2	0.0	0.2	0.1	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	359	113	832	386	96	46	21	29	81	35	19
Future Volume (veh/h)	10	359	113	832	386	96	46	21	29	81	35	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	11	390	123	904	420	104	50	23	32	88	38	21
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	532	219	536	1654	682	61	517	405	73	530	415
Arrive On Green	0.02	0.30	0.30	0.33	0.47	0.47	0.04	0.28	0.28	0.04	0.28	0.28
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	11	390	123	904	420	104	50	23	32	88	38	21
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.6	8.9	6.4	29.5	6.5	3.7	2.7	0.8	1.5	4.0	1.3	0.9
Cycle Q Clear(g_c), s	0.6	8.9	6.4	29.5	6.5	3.7	2.7	0.8	1.5	4.0	1.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	532	219	536	1654	682	61	517	405	73	530	415
V/C Ratio(X)	0.63	0.73	0.56	1.69	0.25	0.15	0.81	0.04	0.08	1.21	0.07	0.05
Avail Cap(c_a), veh/h	73	708	292	536	1711	705	107	517	405	73	530	415
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	29.9	29.0	30.3	14.5	13.7	43.0	23.8	24.0	43.0	23.5	23.4
Incr Delay (d2), s/veh	21.4	1.7	1.4	317.6	0.1	0.1	21.0	0.2	0.4	173.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.5	2.6	60.5	3.2	1.5	1.6	0.4	0.6	5.3	0.7	0.4
LnGrp Delay(d),s/veh	65.2	31.6	30.4	347.8	14.6	13.8	64.0	23.9	24.4	216.3	23.8	23.6
LnGrp LOS	E	C	C	F	B	B	E	C	C	F	C	C
Approach Vol, veh/h		524			1428			105			147	
Approach Delay, s/veh		32.0			225.5			43.2			139.0	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	29.5	34.0	18.0	7.9	30.1	5.5	46.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	6.5	3.5	31.5	10.9	4.7	3.3	2.6	8.5
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.0	0.3	0.0	4.6

Intersection Summary		
HCM 2010 Ctrl Delay	165.0	
HCM 2010 LOS	F	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	431	1215	67	0	36
Future Vol, veh/h	13	431	1215	67	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	468	1321	73	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1393	0	-	0	1854	1357
Stage 1	-	-	-	-	1357	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	491	-	-	-	81	182
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	491	-	-	-	78	182
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	491	-	-	-	182
HCM Lane V/C Ratio	0.029	-	-	-	0.215
HCM Control Delay (s)	12.5	0	-	-	30.1
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	560	212	419	1160	241	256	258	140	175	348	93
Future Volume (veh/h)	111	560	212	419	1160	241	256	258	140	175	348	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	121	609	230	455	1261	262	278	280	152	190	378	101
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	814	301	386	1449	595	177	1206	495	109	1058	432
Arrive On Green	0.05	0.22	0.22	0.24	0.41	0.41	0.04	0.11	0.11	0.07	0.30	0.30
Sat Flow, veh/h	1634	3655	1349	1634	3539	1453	1634	3539	1452	1634	3539	1446
Grp Volume(v), veh/h	121	564	275	455	1261	262	278	280	152	190	378	101
Grp Sat Flow(s),veh/h/ln	1634	1695	1614	1634	1770	1453	1634	1770	1452	1634	1770	1446
Q Serve(g_s), s	6.0	18.6	19.2	28.4	39.2	15.6	13.0	8.7	5.7	8.0	10.1	6.3
Cycle Q Clear(g_c), s	6.0	18.6	19.2	28.4	39.2	15.6	13.0	8.7	5.7	8.0	10.1	6.3
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	756	360	386	1449	595	177	1206	495	109	1058	432
V/C Ratio(X)	1.48	0.75	0.76	1.18	0.87	0.44	1.57	0.23	0.31	1.74	0.36	0.23
Avail Cap(c_a), veh/h	82	1384	659	386	1681	690	177	1206	495	109	1058	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	43.5	43.7	45.8	32.5	25.5	57.9	39.0	9.6	56.0	33.0	31.7
Incr Delay (d2), s/veh	270.7	1.5	3.4	87.2	1.3	0.1	280.1	0.4	1.5	369.9	0.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	8.9	8.9	22.1	19.4	6.3	19.7	4.3	2.5	14.8	5.1	2.7
LnGrp Delay(d),s/veh	327.7	45.0	47.1	133.0	33.8	25.7	337.9	39.4	11.1	425.9	34.0	33.0
LnGrp LOS	F	D	D	F	C	C	F	D	B	F	C	C
Approach Vol, veh/h		960			1978			710			669	
Approach Delay, s/veh		81.2			55.5			150.2			145.1	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.9	32.4	30.7	17.0	39.9	10.0	53.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	10.7	30.4	21.2	15.0	12.1	8.0	41.2
Green Ext Time (p_c), s	0.0	3.7	0.0	3.6	0.0	3.3	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	90.7
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	988	109	49	1797	88	32
Future Volume (veh/h)	988	109	49	1797	88	32
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	1074	118	53	1953	96	35
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2352	969	79	2161	385	344
Arrive On Green	0.66	0.66	0.66	0.66	0.24	0.24
Sat Flow, veh/h	3632	1458	55	3337	1634	1458
Grp Volume(v), veh/h	1074	118	1077	929	96	35
Grp Sat Flow(s),veh/h/ln	1770	1458	1697	1610	1634	1458
Q Serve(g_s), s	13.2	2.7	33.1	41.2	4.3	1.7
Cycle Q Clear(g_c), s	13.2	2.7	51.4	41.2	4.3	1.7
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	2352	969	1170	1070	385	344
V/C Ratio(X)	0.46	0.12	0.92	0.87	0.25	0.10
Avail Cap(c_a), veh/h	2379	980	1182	1083	385	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.22	0.22	0.99	0.99
Uniform Delay (d), s/veh	7.3	5.5	12.9	12.0	27.9	26.9
Incr Delay (d2), s/veh	0.1	0.0	3.1	1.8	1.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	1.1	24.6	18.6	2.1	0.7
LnGrp Delay(d),s/veh	7.3	5.5	16.0	13.8	29.5	27.5
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h	1192			2006	131	
Approach Delay, s/veh	7.2			15.0	28.9	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.7		64.3				64.3
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		6.3		15.2				53.4
Green Ext Time (p_c), s		0.3		28.8				6.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	673	261	574	1322	122	155	549	129	81	936	352
Future Volume (veh/h)	238	673	261	574	1322	122	155	549	129	81	936	352
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	259	732	284	624	1437	133	168	597	140	88	1017	383
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	892	342	608	1518	140	136	988	231	134	872	325
Arrive On Green	0.12	0.25	0.25	0.19	0.32	0.32	0.11	0.46	0.44	0.08	0.35	0.33
Sat Flow, veh/h	3170	3620	1388	3170	4737	438	1634	2848	666	1634	2526	940
Grp Volume(v), veh/h	259	685	331	624	1028	542	168	370	367	88	709	691
Grp Sat Flow(s),veh/h/ln	1585	1695	1618	1585	1695	1785	1634	1770	1745	1634	1770	1697
Q Serve(g_s), s	9.4	22.9	23.3	23.0	35.5	35.5	10.0	18.8	19.0	6.3	41.4	41.4
Cycle Q Clear(g_c), s	9.4	22.9	23.3	23.0	35.5	35.5	10.0	18.8	19.0	6.3	41.4	41.4
Prop In Lane	1.00		0.86	1.00		0.25	1.00		0.38	1.00		0.55
Lane Grp Cap(c), veh/h	373	835	398	608	1086	572	136	614	605	134	611	586
V/C Ratio(X)	0.70	0.82	0.83	1.03	0.95	0.95	1.23	0.60	0.61	0.66	1.16	1.18
Avail Cap(c_a), veh/h	608	989	472	608	1086	572	136	614	605	136	611	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.75	0.75	0.75	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	42.7	42.8	48.5	39.8	39.8	53.3	26.2	26.7	53.5	39.3	39.8
Incr Delay (d2), s/veh	2.1	4.4	9.4	38.8	13.1	20.7	136.7	2.6	2.6	10.7	89.1	97.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	11.3	11.4	13.3	18.5	20.7	9.7	9.5	9.6	3.2	35.3	35.3
LnGrp Delay(d),s/veh	53.0	47.1	52.3	87.3	52.9	60.5	190.1	28.8	29.3	64.2	128.3	137.4
LnGrp LOS	D	D	D	F	D	E	F	C	C	E	F	F
Approach Vol, veh/h		1275			2194			905			1488	
Approach Delay, s/veh		49.6			64.5			58.9			128.8	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	45.6	27.0	33.6	14.0	45.4	18.1	42.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	12.3	21.0	25.0	25.3	12.0	43.4	11.4	37.5
Green Ext Time (p_c), s	0.0	7.5	0.0	2.3	0.0	0.0	0.7	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.7
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	549	203	222	578	91	117	415	61	91	393	66
Future Volume (veh/h)	186	549	203	222	578	91	117	415	61	91	393	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	597	221	241	628	99	127	451	66	99	427	72
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	715	295	333	880	363	952	1455	599	158	568	234
Arrive On Green	0.16	0.20	0.20	0.20	0.25	0.25	0.30	0.41	0.41	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	597	221	241	628	99	127	451	66	99	427	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	19.4	17.1	16.5	19.4	6.6	3.5	10.3	1.6	3.7	13.8	3.6
Cycle Q Clear(g_c), s	14.3	19.4	17.1	16.5	19.4	6.6	3.5	10.3	1.6	3.7	13.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	715	295	333	880	363	952	1455	599	158	568	234
V/C Ratio(X)	0.79	0.83	0.75	0.72	0.71	0.27	0.13	0.31	0.11	0.62	0.75	0.31
Avail Cap(c_a), veh/h	490	752	310	558	900	371	952	1455	599	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	46.0	45.0	44.6	41.2	36.3	30.6	23.9	5.1	55.9	48.1	21.4
Incr Delay (d2), s/veh	3.6	5.4	6.4	3.0	2.6	0.4	0.1	0.6	0.4	7.4	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	10.1	7.4	7.7	9.8	2.7	1.5	5.1	0.7	1.8	7.5	1.7
LnGrp Delay(d),s/veh	52.3	51.3	51.4	47.6	43.8	36.7	30.7	24.4	5.5	63.3	56.9	24.8
LnGrp LOS	D	D	D	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		1020			968			644			598	
Approach Delay, s/veh		51.5			44.0			23.7			54.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	53.3	28.4	28.2	40.0	23.3	22.8	33.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.7	12.3	18.5	21.4	5.5	15.8	16.3	21.4
Green Ext Time (p_c), s	0.0	2.4	3.9	0.8	0.7	1.5	0.6	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	9	67	354	60	144	78	182	103	36	382	54
Future Volume (veh/h)	15	9	67	354	60	144	78	182	103	36	382	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	16	10	73	385	65	157	85	198	112	39	415	59
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	149	117	318	484	379	109	925	725	47	864	734
Arrive On Green	0.01	0.08	0.08	0.06	0.09	0.09	0.06	0.50	0.50	0.06	0.93	0.93
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	16	10	73	385	65	157	85	198	112	39	415	59
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.9	0.4	4.4	17.5	2.9	9.2	4.2	5.4	3.8	2.1	2.6	0.3
Cycle Q Clear(g_c), s	0.9	0.4	4.4	17.5	2.9	9.2	4.2	5.4	3.8	2.1	2.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	149	117	318	484	379	109	925	725	47	864	734
V/C Ratio(X)	0.67	0.07	0.62	1.21	0.13	0.41	0.78	0.21	0.15	0.83	0.48	0.08
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	925	725	118	864	734
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.09	0.09	0.09	0.61	0.61	0.61
Uniform Delay (d), s/veh	44.1	38.3	40.1	42.1	31.8	34.6	41.6	12.7	12.3	42.2	1.8	1.8
Incr Delay (d2), s/veh	27.6	0.2	5.4	115.3	0.1	0.5	1.1	0.0	0.0	20.1	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.9	18.1	1.5	3.8	2.1	2.8	1.5	1.2	1.4	0.1
LnGrp Delay(d),s/veh	71.7	38.5	45.5	157.4	31.9	35.2	42.7	12.8	12.4	62.3	3.0	1.9
LnGrp LOS	E	D	D	F	C	D	D	B	B	E	A	A
Approach Vol, veh/h		99			607			395			513	
Approach Delay, s/veh		49.0			112.4			19.1			7.4	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	49.2	22.0	11.7	10.0	46.2	5.8	27.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	4.1	7.4	19.5	6.4	6.2	4.6	2.9	11.2
Green Ext Time (p_c), s	0.0	2.8	0.0	0.8	0.1	2.8	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	305	18	101	484	44	9	270	78	57	24	51
Future Volume (veh/h)	37	305	18	101	484	44	9	270	78	57	24	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	40	332	20	110	526	48	10	293	85	62	26	55
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	500	30	137	661	60	16	971	760	78	1042	815
Arrive On Green	0.01	0.05	0.05	0.08	0.20	0.20	0.01	0.52	0.52	0.05	0.56	0.56
Sat Flow, veh/h	1634	3393	204	1634	3281	299	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	40	173	179	110	283	291	10	293	85	62	26	55
Grp Sat Flow(s),veh/h/ln	1634	1770	1827	1634	1770	1810	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.2	8.6	8.7	6.0	13.7	13.8	0.5	8.0	2.7	3.4	0.6	1.6
Cycle Q Clear(g_c), s	2.2	8.6	8.7	6.0	13.7	13.8	0.5	8.0	2.7	3.4	0.6	1.6
Prop In Lane	1.00		0.11	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	261	269	137	356	365	16	971	760	78	1042	815
V/C Ratio(X)	0.83	0.66	0.67	0.81	0.79	0.80	0.62	0.30	0.11	0.80	0.02	0.07
Avail Cap(c_a), veh/h	118	383	396	209	482	493	118	971	760	209	1042	815
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.3	40.6	40.6	40.5	34.2	34.2	44.4	12.2	10.9	42.4	8.9	9.1
Incr Delay (d2), s/veh	28.2	2.8	2.8	12.3	6.4	6.5	33.4	0.8	0.3	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.4	4.6	3.2	7.3	7.5	0.4	4.3	1.1	1.6	0.3	0.6
LnGrp Delay(d),s/veh	72.5	43.4	43.4	52.9	40.6	40.7	77.8	13.0	11.2	44.2	8.9	9.1
LnGrp LOS	E	D	D	D	D	D	E	B	B	D	A	A
Approach Vol, veh/h		392			684			388			143	
Approach Delay, s/veh		46.4			42.6			14.3			24.3	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	51.4	12.0	17.8	5.4	54.8	7.2	22.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	5.4	10.0	8.0	10.7	2.5	3.6	4.2	15.8
Green Ext Time (p_c), s	0.1	1.5	0.1	2.4	0.0	1.6	0.0	2.4

Intersection Summary		
HCM 2010 Ctrl Delay		35.1
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	132	471	500	378	76	186	452	178	44	1331	91
Future Volume (veh/h)	44	132	471	500	378	76	186	452	178	44	1331	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	143	512	543	411	83	202	491	193	48	1447	99
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	457	409	177	929	186	204	1120	438	82	1261	86
Arrive On Green	0.05	0.26	0.24	0.11	0.32	0.30	0.25	0.90	0.90	0.07	0.50	0.50
Sat Flow, veh/h	1634	1770	1583	1634	2940	589	1634	2488	972	1634	3363	229
Grp Volume(v), veh/h	48	143	512	543	246	248	202	348	336	48	759	787
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1759	1634	1770	1691	1634	1770	1822
Q Serve(g_s), s	3.4	7.8	31.0	13.0	13.3	13.5	14.8	3.9	3.9	3.4	45.0	45.0
Cycle Q Clear(g_c), s	3.4	7.8	31.0	13.0	13.3	13.5	14.8	3.9	3.9	3.4	45.0	45.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.58	1.00		0.13
Lane Grp Cap(c), veh/h	83	457	409	177	559	556	204	796	761	82	664	683
V/C Ratio(X)	0.58	0.31	1.25	3.07	0.44	0.45	0.99	0.44	0.44	0.59	1.14	1.15
Avail Cap(c_a), veh/h	144	457	409	177	559	556	204	796	761	82	664	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	0.93	0.93	0.93	0.64	0.64	0.64
Uniform Delay (d), s/veh	55.7	35.9	45.4	53.5	32.6	32.9	44.9	3.5	3.5	54.8	30.1	30.1
Incr Delay (d2), s/veh	6.3	0.4	132.1	941.0	0.4	0.4	57.4	1.6	1.7	6.8	76.2	79.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.9	28.5	52.1	6.6	6.6	9.9	2.1	2.0	1.7	35.9	37.6
LnGrp Delay(d),s/veh	62.0	36.3	177.4	994.5	33.0	33.3	102.3	5.1	5.2	61.6	106.3	109.5
LnGrp LOS	E	D	F	F	C	C	F	A	A	E	F	F
Approach Vol, veh/h		703			1037			886			1594	
Approach Delay, s/veh		140.8			536.6			27.3			106.5	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	10.1	41.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.4	5.9	15.0	33.0	16.8	47.0	5.4	15.5
Green Ext Time (p_c), s	0.0	13.7	0.0	0.0	0.0	0.0	0.0	3.7

Intersection Summary		
HCM 2010 Ctrl Delay		201.3
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	385	186	31	556	31	130	27	30	148	341	328
Future Volume (veh/h)	32	385	186	31	556	31	130	27	30	148	341	328
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	418	202	34	604	34	141	29	33	161	371	357
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	560	268	47	818	46	105	700	548	105	700	548
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1634	2325	1112	1634	3407	192	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	35	317	303	34	313	325	141	29	33	161	371	357
Grp Sat Flow(s),veh/h/ln	1634	1770	1667	1634	1770	1829	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.3	10.3	10.5	1.3	10.1	10.2	4.0	0.6	0.9	4.0	9.6	12.5
Cycle Q Clear(g_c), s	1.3	10.3	10.5	1.3	10.1	10.2	4.0	0.6	0.9	4.0	9.6	12.5
Prop In Lane	1.00		0.67	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	426	401	47	425	439	105	700	548	105	700	548
V/C Ratio(X)	0.73	0.74	0.75	0.73	0.74	0.74	1.34	0.04	0.06	1.53	0.53	0.65
Avail Cap(c_a), veh/h	105	514	484	105	514	531	105	700	548	105	700	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	21.8	21.8	29.9	21.7	21.8	29.0	12.3	12.4	29.0	15.1	16.0
Incr Delay (d2), s/veh	10.4	2.4	2.8	16.8	3.8	3.8	202.6	0.1	0.2	279.2	2.9	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.3	5.1	0.8	5.4	5.6	7.7	0.3	0.4	10.0	5.5	5.9
LnGrp Delay(d),s/veh	40.2	24.2	24.6	46.7	25.6	25.5	231.6	12.4	12.6	308.2	17.9	21.9
LnGrp LOS	D	C	C	D	C	C	F	B	B	F	B	C
Approach Vol, veh/h		655			672			203			889	
Approach Delay, s/veh		25.3			26.6			164.7			72.1	
Approach LOS		C			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	27.8	6.3	19.4	8.5	27.8	6.3	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	4.0	18.0	4.0	18.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	2.9	3.3	12.5	6.0	14.5	3.3	12.2
Green Ext Time (p_c), s	0.0	2.8	0.0	2.5	0.0	1.2	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	58	194	181	46	110	1048	198	60	1025	62
Future Volume (veh/h)	44	111	58	194	181	46	110	1048	198	60	1025	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	121	63	211	197	50	120	1139	215	65	1114	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	194	152	142	261	204	170	1862	350	82	1941	117
Arrive On Green	0.05	0.10	0.10	0.09	0.14	0.14	0.10	0.63	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2975	559	1634	3392	204
Grp Volume(v), veh/h	48	121	63	211	197	50	120	675	679	65	581	600
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1764	1634	1770	1827
Q Serve(g_s), s	3.4	7.5	4.9	10.4	12.2	3.7	8.5	27.7	28.3	4.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	7.5	4.9	10.4	12.2	3.7	8.5	27.7	28.3	4.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	82	194	152	142	261	204	170	1108	1104	82	1012	1045
V/C Ratio(X)	0.58	0.62	0.42	1.49	0.75	0.24	0.71	0.61	0.61	0.80	0.57	0.57
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1108	1104	82	1012	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.7	51.5	50.3	54.8	49.6	45.9	52.0	13.6	13.9	53.4	0.0	0.0
Incr Delay (d2), s/veh	4.9	2.5	1.4	254.0	5.8	0.6	3.8	1.8	1.8	5.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	2.0	14.7	6.7	1.5	4.0	13.9	14.2	2.2	0.1	0.1
LnGrp Delay(d),s/veh	60.6	54.0	51.7	308.8	55.4	46.5	55.8	15.4	15.7	58.4	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		232			458			1474			1246	
Approach Delay, s/veh		54.8			171.2			18.8			3.2	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.1	14.4	16.5	16.5	72.7	10.1	20.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.7	30.3	12.4	9.5	10.5	2.0	5.4	14.2
Green Ext Time (p_c), s	0.0	15.1	0.0	1.1	0.1	16.9	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	118	161	95	107	89	314	1056	184	267	1191	150
Future Volume (veh/h)	47	118	161	95	107	89	314	1056	184	267	1191	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	128	175	103	116	97	341	1148	200	290	1295	163
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	569	234	95	579	239	300	1732	713	259	1643	677
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.46	0.46
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	51	128	175	103	116	97	341	1148	200	290	1295	163
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.1	8.1
Cycle Q Clear(g_c), s	3.7	3.8	13.7	7.0	3.4	7.2	22.0	29.4	9.7	19.0	37.1	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	569	234	95	579	239	300	1732	713	259	1643	677
V/C Ratio(X)	0.56	0.22	0.75	1.08	0.20	0.41	1.14	0.66	0.28	1.12	0.79	0.24
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1732	713	259	1643	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	55.3	43.8	48.0	56.5	43.4	45.0	49.0	23.2	18.1	50.5	27.2	19.4
Incr Delay (d2), s/veh	5.4	0.2	4.9	52.1	0.0	0.1	94.7	2.0	1.0	77.8	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.9	5.8	4.5	1.7	2.9	17.8	14.8	4.1	14.1	18.5	3.3
LnGrp Delay(d),s/veh	60.7	44.0	52.9	108.9	43.4	45.1	143.7	25.2	19.1	128.3	29.2	19.8
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	B
Approach Vol, veh/h		354			316			1689			1748	
Approach Delay, s/veh		50.8			65.3			48.4			44.8	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	62.7	11.0	23.3	26.0	59.7	10.6	23.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.7	31.4	9.0	15.7	24.0	39.1	5.7	9.2
Green Ext Time (p_c), s	0.0	11.7	0.0	1.6	0.0	4.6	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	48.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	127	112	113	300	97	369	1001	156	105	1308	222
Future Volume (veh/h)	41	127	112	113	300	97	369	1001	156	105	1308	222
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	45	138	122	123	326	105	401	1088	170	114	1422	241
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	253	207	82	483	199	123	855	670	360	2140	882
Arrive On Green	0.05	0.14	0.12	0.05	0.14	0.14	0.10	0.61	0.61	0.22	0.60	0.60
Sat Flow, veh/h	1634	1850	1515	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	45	132	128	123	326	105	401	1088	170	114	1422	241
Grp Sat Flow(s),veh/h/ln	1634	1770	1595	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	3.2	8.3	9.1	6.0	10.5	5.1	9.0	55.1	4.7	7.0	31.9	9.4
Cycle Q Clear(g_c), s	3.2	8.3	9.1	6.0	10.5	5.1	9.0	55.1	4.7	7.0	31.9	9.4
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	242	218	82	483	199	123	855	670	360	2140	882
V/C Ratio(X)	0.54	0.54	0.59	1.51	0.68	0.53	3.27	1.27	0.25	0.32	0.66	0.27
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	360	2140	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.89	0.89	0.89	0.09	0.09	0.09	0.53	0.53	0.53
Uniform Delay (d), s/veh	55.6	48.3	49.5	57.0	49.3	19.1	54.0	23.4	7.3	39.2	15.7	11.2
Incr Delay (d2), s/veh	4.8	1.7	2.2	275.5	1.5	1.9	1024.4	123.3	0.1	0.3	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.2	4.2	9.0	5.3	2.1	38.9	57.2	1.9	3.2	15.7	3.9
LnGrp Delay(d),s/veh	60.4	49.9	51.7	332.5	50.8	21.0	1078.4	146.7	7.3	39.4	16.5	11.6
LnGrp LOS	E	D	D	F	D	C	F	F	A	D	B	B
Approach Vol, veh/h		305			554			1659			1777	
Approach Delay, s/veh		52.2			107.7			357.6			17.3	
Approach LOS		D			F			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.5	59.1	10.0	20.4	13.0	76.6	10.1	20.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.6	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	19.3	57.1	8.0	11.1	11.0	33.9	5.2	12.5
Green Ext Time (p_c), s	4.5	0.0	0.0	2.2	0.0	10.0	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	162.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	194	55	135	281	116	186	389	86	358	725	151
Future Volume (veh/h)	54	194	55	135	281	116	186	389	86	358	725	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	211	60	147	305	126	202	423	93	389	788	164
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	345	142	177	513	212	253	1572	648	354	1791	738
Arrive On Green	0.06	0.10	0.10	0.11	0.15	0.15	0.15	0.44	0.44	0.43	1.00	1.00
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	59	211	60	147	305	126	202	423	93	389	788	164
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.1	6.9	3.3	10.6	9.7	9.7	14.3	9.1	2.8	26.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	6.9	3.3	10.6	9.7	9.7	14.3	9.1	2.8	26.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	345	142	177	513	212	253	1572	648	354	1791	738
V/C Ratio(X)	0.37	0.61	0.42	0.83	0.59	0.60	0.80	0.27	0.14	1.10	0.44	0.22
Avail Cap(c_a), veh/h	196	728	300	177	817	337	327	1572	648	354	1791	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.45	0.45	0.45	0.91	0.91	0.91	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.6	52.0	26.2	52.4	48.0	48.0	48.9	21.1	7.7	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	1.8	13.9	0.5	1.2	9.3	0.4	0.4	49.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	1.4	5.5	4.8	4.0	7.1	4.5	1.2	16.4	0.0	0.0
LnGrp Delay(d),s/veh	53.9	53.6	28.1	66.4	48.5	49.2	58.2	21.4	8.2	83.1	0.1	0.1
LnGrp LOS	D	D	C	E	D	D	E	C	A	F	A	A
Approach Vol, veh/h		330			578			718			1341	
Approach Delay, s/veh		49.0			53.2			30.1			24.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.3	17.0	15.7	22.6	64.7	11.3	21.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	11.1	12.6	8.9	16.3	2.0	6.1	11.7
Green Ext Time (p_c), s	0.0	7.0	0.0	0.8	0.3	7.4	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	480	152	115	338	98	119	1186	114	262	2366	677
Future Volume (veh/h)	254	480	152	115	338	98	119	1186	114	262	2366	677
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	276	522	165	125	367	107	129	1289	124	285	2572	736
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	754	311	227	588	242	150	2432	234	109	1736	715
Arrive On Green	0.12	0.21	0.21	0.07	0.17	0.17	0.09	0.52	0.52	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4719	454	1634	3539	1458
Grp Volume(v), veh/h	276	522	165	125	367	107	129	926	487	285	2572	736
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1783	1634	1770	1458
Q Serve(g_s), s	10.1	16.3	12.0	4.6	11.6	7.9	9.3	21.9	21.9	8.0	58.9	58.9
Cycle Q Clear(g_c), s	10.1	16.3	12.0	4.6	11.6	7.9	9.3	21.9	21.9	8.0	58.9	58.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	375	754	311	227	588	242	150	1748	919	109	1736	715
V/C Ratio(X)	0.74	0.69	0.53	0.55	0.62	0.44	0.86	0.53	0.53	2.62	1.48	1.03
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1748	919	109	1736	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.88	0.88	0.88	0.60	0.60	0.60
Uniform Delay (d), s/veh	51.1	43.6	41.9	53.8	46.5	45.0	53.7	19.4	19.4	56.0	30.6	30.6
Incr Delay (d2), s/veh	5.2	1.1	1.1	2.1	1.1	1.3	33.4	1.0	1.9	743.1	218.7	33.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.1	4.9	2.1	5.7	3.3	5.6	10.4	11.2	26.1	81.4	30.2
LnGrp Delay(d),s/veh	56.3	44.7	43.0	55.9	47.6	46.3	87.2	20.4	21.3	799.1	249.2	64.4
LnGrp LOS	E	D	D	E	D	D	F	C	C	F	F	F
Approach Vol, veh/h		963			599			1542			3593	
Approach Delay, s/veh		47.7			49.1			26.3			255.0	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.9	12.6	29.6	15.0	62.9	18.2	23.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	23.9	6.6	18.3	11.3	60.9	12.1	13.6
Green Ext Time (p_c), s	0.0	23.4	0.1	4.1	0.0	0.0	0.1	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	154.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	32	71	0	15	32	2273	159	34	1986	58
Future Volume (veh/h)	112	0	32	71	0	15	32	2273	159	34	1986	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	122	0	35	77	0	16	35	2471	173	37	2159	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	122	0	35	77	0	16	35	2471	173	37	2159	63
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.5	2.1	2.7	26.5	1.6
Cycle Q Clear(g_c), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.5	2.1	2.7	26.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
V/C Ratio(X)	1.00	0.00	0.47	0.65	0.00	0.21	0.50	1.00	0.17	0.51	0.61	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2474	1020	82	3563	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	0.0	40.4	54.2	0.0	55.7	56.2	18.0	1.1	56.1	9.3	5.6
Incr Delay (d2), s/veh	79.8	0.0	4.5	8.7	0.0	1.3	5.5	17.8	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.1	2.8	0.0	0.5	1.2	46.3	0.9	1.3	12.4	0.7
LnGrp Delay(d),s/veh	135.3	0.0	44.9	62.9	0.0	57.1	61.7	35.8	1.5	61.6	10.1	5.7
LnGrp LOS	F		D	E		E	E	D	A	E	B	A
Approach Vol, veh/h		157			93			2679			2259	
Approach Delay, s/veh		115.2			61.9			33.9			10.8	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	87.9	12.6	10.2	9.1	88.1	13.0	9.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	85.5	7.5	4.4	4.5	28.5	11.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	24.4	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	733	349	2284	162	117	1584
Future Volume (veh/h)	733	349	2284	162	117	1584
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	797	379	2483	176	127	1722
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	797	379	2483	176	127	1722
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	19.7	77.3	5.9	9.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	5.9	9.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	2.97	1.58	1.09	0.19	0.85	0.63
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	0.49	0.49
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.6	48.2	0.0
Incr Delay (d2), s/veh	892.7	273.5	48.1	0.4	19.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	75.4	26.1	52.6	2.5	4.8	0.2
LnGrp Delay(d),s/veh	942.9	323.6	69.5	9.1	67.6	0.6
LnGrp LOS	F	F	F	A	E	A
Approach Vol, veh/h	1176		2659			1849
Approach Delay, s/veh	743.3		65.5			5.2
Approach LOS	F		E			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	11.9	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				71.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	186.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	91	245	182	148	144	78	487	31	58	988	47
Future Volume (veh/h)	138	91	245	182	148	144	78	487	31	58	988	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	150	99	266	198	161	157	85	529	34	63	1074	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	110	297	144	184	179	129	1581	101	104	1557	74
Arrive On Green	0.12	0.25	0.23	0.09	0.21	0.20	0.16	0.94	0.90	0.13	0.91	0.87
Sat Flow, veh/h	1634	448	1203	1634	868	846	1634	3377	217	1634	3440	163
Grp Volume(v), veh/h	150	0	365	198	0	318	85	277	286	63	552	573
Grp Sat Flow(s),veh/h/ln	1634	0	1650	1634	0	1713	1634	1770	1825	1634	1770	1834
Q Serve(g_s), s	10.6	0.0	25.7	10.6	0.0	21.6	5.9	1.7	1.9	4.4	9.4	9.7
Cycle Q Clear(g_c), s	10.6	0.0	25.7	10.6	0.0	21.6	5.9	1.7	1.9	4.4	9.4	9.7
Prop In Lane	1.00		0.73	1.00		0.49	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	201	0	407	144	0	363	129	829	854	104	801	830
V/C Ratio(X)	0.75	0.00	0.90	1.37	0.00	0.88	0.66	0.33	0.34	0.61	0.69	0.69
Avail Cap(c_a), veh/h	201	0	418	144	0	380	218	829	854	163	801	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	0.90	0.90	0.90	0.84	0.84	0.84
Uniform Delay (d), s/veh	50.8	0.0	44.3	54.7	0.0	46.2	49.0	2.1	2.2	51.0	3.6	3.7
Incr Delay (d2), s/veh	12.7	0.0	19.3	204.9	0.0	19.3	5.0	1.0	1.0	4.7	4.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	13.9	13.0	0.0	12.1	2.8	1.0	1.0	2.1	4.9	5.1
LnGrp Delay(d),s/veh	63.6	0.0	63.6	259.6	0.0	65.4	54.0	3.1	3.2	55.7	7.6	7.6
LnGrp LOS	E		E	F		E	D	A	A	E	A	A
Approach Vol, veh/h		515			516			648			1188	
Approach Delay, s/veh		63.6			139.9			9.8			10.2	
Approach LOS		E			F			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	60.2	14.6	33.6	13.5	58.3	18.7	29.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	12.4	3.9	12.6	27.7	7.9	11.7	12.6	23.6
Green Ext Time (p_c), s	0.0	8.0	0.0	0.2	0.1	7.7	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	78.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	74	2	864	0	391	964	0	0	0	1565	1053
Future Vol, veh/h	0	0	0	0	0	74	2	864	0	391	964	0	0	0	1565	1053
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	2	939	0	425	1048	0	0	0	1701	1145
Number of Lanes	0	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	81.4	79.5	77.2
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	3%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	482	482	76	864	783	783	1053
LT Vol	391	0	0	74	0	0	0	0
Through Vol	0	482	482	2	0	783	783	0
RT Vol	0	0	0	0	864	0	0	1053
Lane Flow Rate	425	524	524	83	939	851	851	1145
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1	1	1	0.294	1	1	1	1
Departure Headway (Hd)	10.918	10.419	8.686	12.816	11.629	10.419	10.419	7.987
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	336	351	424	283	319	357	357	469
Service Time	8.618	8.119	6.386	10.516	9.329	8.119	8.119	5.687
HCM Lane V/C Ratio	1.265	1.493	1.236	0.293	2.944	2.384	2.384	2.441
HCM Control Delay	83.7	81.6	73.9	20.8	86.7	81.6	81.6	70.6
HCM Lane LOS	F	F	F	C	F	F	F	F
HCM 95th-tile Q	11.1	11.4	12.5	1.2	10.8	11.4	11.4	13



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	203	390	156	580	0	0	771	227
Future Volume (veh/h)	0	0	0	552	203	390	156	580	0	0	771	227
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				600	221	424	170	630	0	0	838	247
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1057	602	472	507	2129	0	0	1430	589
Arrive On Green				0.32	0.32	0.32	0.16	0.60	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				600	221	424	170	630	0	0	838	247
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.3	10.9	33.3	5.7	10.4	0.0	0.0	10.3	5.9
Cycle Q Clear(g_c), s				18.3	10.9	33.3	5.7	10.4	0.0	0.0	10.3	5.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1057	602	472	507	2129	0	0	1430	589
V/C Ratio(X)				0.57	0.37	0.90	0.34	0.30	0.00	0.00	0.59	0.42
Avail Cap(c_a), veh/h				1185	675	529	507	2129	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.93	0.93	0.00	0.00	0.54	0.54
Uniform Delay (d), s/veh				33.6	31.2	38.7	44.7	11.6	0.0	0.0	7.8	7.4
Incr Delay (d2), s/veh				0.0	0.0	2.0	0.4	0.3	0.0	0.0	1.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	5.6	13.7	2.5	5.2	0.0	0.0	4.8	2.4
LnGrp Delay(d),s/veh				33.7	31.2	40.8	45.1	11.9	0.0	0.0	8.8	8.6
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1245			800			1085	
Approach Delay, s/veh					35.7			19.0			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		76.7			23.7	53.0		43.3
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		12.4			7.7	12.3		35.3
Green Ext Time (p_c), s		3.6			2.0	5.2		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	473	188	434	1095	0	0	2200	857
Future Volume (veh/h)	0	0	0	265	473	188	434	1095	0	0	2200	857
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				288	514	204	472	1190	0	0	2391	932
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				597	667	275	340	2636	0	0	1781	734
Arrive On Green				0.19	0.19	0.19	0.42	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				288	514	204	472	1190	0	0	2391	932
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	667	275	340	2636	0	0	1781	734
V/C Ratio(X)				0.48	0.77	0.74	1.39	0.45	0.00	0.00	1.34	1.27
Avail Cap(c_a), veh/h				822	917	378	340	2636	0	0	1781	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.2	45.9	35.0	0.0	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	186.1	0.4	0.0	0.0	154.5	122.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	28.8	0.1	0.0	0.0	67.6	49.2
LnGrp Delay(d),s/veh				44.1	49.0	51.0	221.1	0.4	0.0	0.0	184.3	152.3
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1006			1662			3323	
Approach Delay, s/veh					48.0			63.1			175.3	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.4			29.0	64.4		26.6
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	62.4		18.5
Green Ext Time (p_c), s		64.8			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		122.8
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	2	102	0	0	0	0	726	142	573	484	0
Future Volume (veh/h)	239	2	102	0	0	0	0	726	142	573	484	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	260	2	111				0	789	154	623	526	0
Adj No. of Lanes	0	1	1				0	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	301	2	249				0	835	654	732	1359	0
Arrive On Green	0.17	0.17	0.17				0.00	0.45	0.45	0.23	0.73	0.00
Sat Flow, veh/h	1761	14	1458				0	1863	1458	3170	1863	0
Grp Volume(v), veh/h	262	0	111				0	789	154	623	526	0
Grp Sat Flow(s),veh/h/ln	1775	0	1458				0	1863	1458	1585	1863	0
Q Serve(g_s), s	12.9	0.0	6.1				0.0	36.5	5.9	16.9	9.6	0.0
Cycle Q Clear(g_c), s	12.9	0.0	6.1				0.0	36.5	5.9	16.9	9.6	0.0
Prop In Lane	0.99		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	303	0	249				0	835	654	732	1359	0
V/C Ratio(X)	0.87	0.00	0.45				0.00	0.94	0.24	0.85	0.39	0.00
Avail Cap(c_a), veh/h	355	0	292				0	835	654	969	1359	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	0.0	33.5				0.0	23.8	15.3	33.1	4.6	0.0
Incr Delay (d2), s/veh	17.4	0.0	1.3				0.0	20.3	0.8	5.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	2.6				0.0	23.3	2.5	8.0	5.1	0.0
LnGrp Delay(d),s/veh	53.8	0.0	34.8				0.0	44.0	16.2	38.8	5.4	0.0
LnGrp LOS	D		C					D	B	D	A	
Approach Vol, veh/h		373						943			1149	
Approach Delay, s/veh		48.1						39.5			23.5	
Approach LOS		D						D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.3	44.9		19.9		70.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	27.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	18.9	38.5		14.9		11.6		
Green Ext Time (p_c), s	1.9	0.0		0.4		7.3		

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	130	245	0	0	0	0	688	547	354	945	0
Future Volume (veh/h)	206	130	245	0	0	0	0	688	547	354	945	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	141	266				0	748	595	385	1027	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	347	751	310				0	2720	780	485	2552	0
Arrive On Green	0.21	0.21	0.21				0.00	0.53	0.53	0.31	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	224	141	266				0	748	595	385	1027	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.0	3.9	21.1				0.0	9.6	38.5	13.4	0.0	0.0
Cycle Q Clear(g_c), s	15.0	3.9	21.1				0.0	9.6	38.5	13.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	751	310				0	2720	780	485	2552	0
V/C Ratio(X)	0.65	0.19	0.86				0.00	0.28	0.76	0.79	0.40	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2720	780	660	2552	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	43.1	38.8	45.5				0.0	15.2	21.9	39.9	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	13.8				0.0	0.3	7.0	3.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.9	9.7				0.0	4.6	16.9	6.0	0.1	0.0
LnGrp Delay(d),s/veh	45.2	38.9	59.3				0.0	15.5	28.9	43.7	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		631						1343			1412	
Approach Delay, s/veh		49.7						21.4			12.2	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.3	68.2		29.5		90.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.6	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	15.4	40.5		23.1		2.0		
Green Ext Time (p_c), s	1.0	5.7		1.8		18.4		

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	473	127	0	0	0	0	1101	673	996	1645	0
Future Volume (veh/h)	177	473	127	0	0	0	0	1101	673	996	1645	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	192	514	138				0	1197	732	1083	1788	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	540	602	248				0	1698	700	792	2701	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	192	514	138				0	1197	732	1083	1788	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	540	602	248				0	1698	700	792	2701	0
V/C Ratio(X)	0.36	0.85	0.56				0.00	0.70	1.05	1.37	0.66	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1698	700	792	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.0	48.3	45.6				0.0	24.5	31.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.2	1.7				0.0	2.5	46.7	165.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	4.3				0.0	16.0	32.2	31.2	0.0	0.0
LnGrp Delay(d),s/veh	44.3	56.6	47.4				0.0	27.0	77.9	195.7	0.1	0.0
LnGrp LOS	D	E	D					C	F	F	A	
Approach Vol, veh/h		844						1929			2871	
Approach Delay, s/veh		52.3						46.3			73.9	
Approach LOS		D						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.6		24.4		95.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	59.6		18.9		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.9		51.3		

Intersection Summary	
HCM 2010 Ctrl Delay	61.2
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	66	24	102	77	27	77
Future Vol, veh/h	66	24	102	77	27	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	26	111	84	29	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	736	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	942	-	-	1479	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1479	-
HCM Lane V/C Ratio	-	-	0.127	0.02	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	83	27	0	66	0	34
Future Vol, veh/h	83	27	0	66	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	29	0	72	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	177	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	813	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	813	949
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1468	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	9	269	15	0	310
Future Vol, veh/h	0	9	269	15	0	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	292	16	0	337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	638	301	0	0	309	0
Stage 1	301	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	441	739	-	-	1252	-
Stage 1	751	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	441	739	-	-	1252	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	739	1252	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	444	328	32	0	24
Future Vol, veh/h	0	444	328	32	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	357	35	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	391	0	-	0	857	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1168	-	-	-	328	672
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1168	-	-	-	328	672
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	672
HCM Lane V/C Ratio	-	-	-	-	0.039
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	26	34	239	117	131	257
Future Vol, veh/h	26	34	239	117	131	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	37	260	127	142	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	824	260	0	0	260	0
Stage 1	260	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	343	779	-	-	1304	-
Stage 1	783	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	779	-	-	1304	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	306	779	1304	-
HCM Lane V/C Ratio	-	-	0.092	0.047	0.109	-
HCM Control Delay (s)	-	-	18	9.9	8.1	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	35	319	129	131	244
Future Vol, veh/h	31	35	319	129	131	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	38	347	140	142	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	897	347	0	0	347	0
Stage 1	347	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	310	696	-	-	1212	-
Stage 1	716	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	696	-	-	1212	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	274	696	1212	-
HCM Lane V/C Ratio	-	-	0.123	0.055	0.117	-
HCM Control Delay (s)	-	-	20	10.5	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.4	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	62	240	163	0	268
Future Vol, veh/h	0	62	240	163	0	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	261	177	0	291

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	552	261	0	0	261	0
Stage 1	261	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	495	778	-	-	1303	-
Stage 1	783	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	778	-	-	1303	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	778	1303	-
HCM Lane V/C Ratio	-	-	-	0.087	-	-
HCM Control Delay (s)	-	-	0	10.1	0	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	114	154	158	89	31	33
Future Vol, veh/h	114	154	158	89	31	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	167	172	97	34	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	172	0	-	0	587	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1405	-	-	-	472	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1405	-	-	-	430	872
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1405	-	-	-	430	872
HCM Lane V/C Ratio	0.088	-	-	-	0.078	0.041
HCM Control Delay (s)	7.8	-	-	-	14.1	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	113	129	166	105	27	27
Future Vol, veh/h	113	129	166	105	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	140	180	114	29	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	566	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1396	-	-	-	486	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	443	863
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1396	-	-	-	443	863
HCM Lane V/C Ratio	0.088	-	-	-	0.066	0.034
HCM Control Delay (s)	7.8	-	-	-	13.7	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	83	131	200	80	16	19
Future Vol, veh/h	83	131	200	80	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	142	217	87	17	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	540	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	323	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1353	-	-	-	503	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1353	-	-	-	470	823
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1353	-	-	-	470	823
HCM Lane V/C Ratio	0.067	-	-	-	0.037	0.025
HCM Control Delay (s)	7.9	-	-	-	13	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

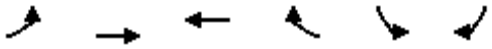
Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	134	57	72	115	21	25
Future Vol, veh/h	134	57	72	115	21	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	62	78	125	23	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	428	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1436	-	584	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	552	901
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	901	-	-	1436	-
HCM Lane V/C Ratio	0.041	0.03	-	-	0.054	-
HCM Control Delay (s)	11.8	9.1	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↑	↱
Traffic Volume (veh/h)	0	214	235	0	300	66
Future Volume (veh/h)	0	214	235	0	300	66
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	233	255	0	326	72
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	388	388	0	2505	1152
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	233	255	0	326	72
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.5	8.3	0.0	2.9	1.3
Cycle Q Clear(g_c), s	0.0	7.5	8.3	0.0	2.9	1.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	388	388	0	2505	1152
V/C Ratio(X)	0.00	0.60	0.66	0.00	0.13	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2505	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.9	51.2	0.0	2.9	2.8
Incr Delay (d2), s/veh	0.0	1.5	1.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	4.1	0.0	1.3	0.6
LnGrp Delay(d),s/veh	0.0	52.4	52.5	0.0	3.0	2.9
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		233	255		398	
Approach Delay, s/veh		52.4	52.5		3.0	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.2		100.8		19.2
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.5		4.9		10.3
Green Ext Time (p_c), s				2.9		1.3		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	492	0	0	560	389	40	0	356	0	0	0
Future Volume (veh/h)	30	492	0	0	560	389	40	0	356	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	33	535	0	0	609	423	43	0	387			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	40	1468	0	0	1217	502	1562	0	719			
Arrive On Green	0.02	0.41	0.00	0.00	0.34	0.34	0.49	0.00	0.49			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	33	535	0	0	609	423	43	0	387			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.6	13.5	0.0	0.0	17.7	34.8	0.9	0.0	23.8			
Cycle Q Clear(g_c), s	2.6	13.5	0.0	0.0	17.7	34.8	0.9	0.0	23.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	40	1468	0	0	1217	502	1562	0	719			
V/C Ratio(X)	0.82	0.36	0.00	0.00	0.50	0.84	0.03	0.00	0.54			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1562	0	719			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.1	26.2	0.0	0.0	33.8	39.4	16.9	0.0	22.8			
Incr Delay (d2), s/veh	53.5	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.6	0.0	0.0	8.6	14.1	0.4	0.0	9.7			
LnGrp Delay(d),s/veh	116.6	26.4	0.0	0.0	33.8	40.3	17.0	0.0	23.6			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		568			1032			430				
Approach Delay, s/veh		31.6			36.5			22.9				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		70.1		59.9			9.2	50.7
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		25.8		15.5			4.6	36.8
Green Ext Time (p_c), s		0.0		10.3			0.0	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	83	223	14	0	8	331	30	0	63	10	19	0	84	11	189
Future Vol, veh/h	0	83	223	14	0	8	331	30	0	63	10	19	0	84	11	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	242	15	0	9	360	33	0	68	11	21	0	91	12	205
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.3	14.2	11.8	13
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	79%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	21%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	83	149	88	8	221	140	84	7	193
LT Vol	63	0	83	0	0	8	0	0	84	0	0
Through Vol	0	10	0	149	74	0	221	110	0	7	4
RT Vol	0	19	0	0	14	0	0	30	0	0	189
Lane Flow Rate	68	32	90	162	96	9	240	153	91	8	209
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.155	0.063	0.19	0.317	0.186	0.018	0.464	0.284	0.197	0.016	0.381
Departure Headway (Hd)	8.163	7.205	7.579	7.073	6.961	7.464	6.959	6.84	7.748	7.245	6.556
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	498	475	509	517	480	518	529	464	495	551
Service Time	5.898	4.939	5.308	4.803	4.69	5.197	4.692	4.54	5.477	4.974	4.284
HCM Lane V/C Ratio	0.155	0.064	0.189	0.318	0.186	0.019	0.463	0.289	0.196	0.016	0.379
HCM Control Delay	12.4	10.4	12.1	13.1	11.3	10.3	15.6	12.2	12.4	10.1	13.3
HCM Lane LOS	B	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	0.5	0.2	0.7	1.4	0.7	0.1	2.4	1.2	0.7	0	1.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	444	318	33	0	30
Future Vol, veh/h	0	444	318	33	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	346	36	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	847	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1176	-	-	-	332	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	332	681
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1176	-	-	-	681
HCM Lane V/C Ratio	-	-	-	-	0.048
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	3	243	35	4	274
Future Vol, veh/h	39	3	243	35	4	274
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3	264	38	4	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	571	264	0	0	264	0
Stage 1	264	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	482	775	-	-	1300	-
Stage 1	780	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	775	-	-	1300	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	481	775	1300	-
HCM Lane V/C Ratio	-	-	0.088	0.004	0.003	-
HCM Control Delay (s)	-	-	13.2	9.7	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	12	0	33	35	21
Future Vol, veh/h	0	12	0	33	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	36	38	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	30	61	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	930	1038	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1038	1540	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	1038	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	58	24	59	71	22	46
Future Vol, veh/h	58	24	59	71	22	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	26	64	77	24	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	103	0	0	141	0
Stage 1	103	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	788	952	-	-	1442	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	952	-	-	1442	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	775	952	1442	-
HCM Lane V/C Ratio	-	-	0.081	0.027	0.017	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	38	116	118	65	55	28
Future Vol, veh/h	38	116	118	65	55	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	128	71	60	30

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	164	334	-	0	199	0
Stage 1	0	135	-	-	-	-
Stage 2	164	199	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	827	586	-	-	1373	-
Stage 1	-	-	-	-	-	-
Stage 2	865	736	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	0	-	-	1373	-
Mov Cap-2 Maneuver	791	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.8	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	791	-	-	1373	-
HCM Lane V/C Ratio	0.212	-	-	0.044	-
HCM Control Delay (s)	10.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	50	23	37	18	77	33	765	133	138	754	10
Future Volume (veh/h)	7	50	23	37	18	77	33	765	133	138	754	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	54	25	40	20	84	36	832	145	150	820	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	542	537	249	567	140	586	51	1035	180	182	1515	20
Arrive On Green	0.45	0.45	0.44	0.45	0.45	0.44	0.03	0.34	0.34	0.11	0.42	0.42
Sat Flow, veh/h	1184	1206	558	1211	314	1317	1634	3014	525	1634	3576	48
Grp Volume(v), veh/h	8	0	79	40	0	104	36	488	489	150	406	425
Grp Sat Flow(s),veh/h/ln	1184	0	1764	1211	0	1630	1634	1770	1770	1634	1770	1854
Q Serve(g_s), s	0.5	0.0	3.1	2.4	0.0	4.6	2.6	30.0	30.1	10.8	20.6	20.6
Cycle Q Clear(g_c), s	5.0	0.0	3.1	5.5	0.0	4.6	2.6	30.0	30.1	10.8	20.6	20.6
Prop In Lane	1.00		0.32	1.00		0.81	1.00		0.30	1.00		0.03
Lane Grp Cap(c), veh/h	542	0	785	567	0	726	51	608	608	182	750	786
V/C Ratio(X)	0.01	0.00	0.10	0.07	0.00	0.14	0.71	0.80	0.80	0.82	0.54	0.54
Avail Cap(c_a), veh/h	542	0	785	567	0	726	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	19.4	20.9	0.0	19.9	57.6	35.7	35.8	52.2	25.9	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	16.5	2.5	2.5	15.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.6	0.8	0.0	2.1	1.4	15.1	15.1	5.6	10.2	10.6
LnGrp Delay(d),s/veh	21.3	0.0	19.6	21.2	0.0	20.3	74.1	38.3	38.3	67.4	26.5	26.4
LnGrp LOS	C		B	C		C	E	D	D	E	C	C
Approach Vol, veh/h		87			144			1013			981	
Approach Delay, s/veh		19.8			20.5			39.6			32.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	45.2		57.4	7.7	54.8		57.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	12.8	32.1		7.0	4.6	22.6		7.5
Green Ext Time (p_c), s	0.2	8.7		0.6	0.0	8.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	322	18	82	440	49	45
Future Vol, veh/h	322	18	82	440	49	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	350	20	89	478	53	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	370	0	1017	360
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	657	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1189	-	263	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	236	684
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	1189	-
HCM Lane V/C Ratio	0.297	-	-	0.075	-
HCM Control Delay (s)	19.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	60.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	279	86	0	534	423	24	0	98	33	483
Future Vol, veh/h	0	15	279	86	0	534	423	24	0	98	33	483
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	16	303	93	0	580	460	26	0	107	36	525
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	37.8	69.1	64.7
HCM LOS	E	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	4%	56%	0%	8%
Vol Thru, %	5%	73%	44%	0%	78%
Vol Right, %	79%	23%	0%	100%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	614	380	957	24	51
LT Vol	98	15	534	0	4
Through Vol	33	279	423	0	40
RT Vol	483	86	0	24	7
Lane Flow Rate	667	413	1040	26	55
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.836	1	0.051	0.141
Departure Headway (Hd)	6.715	7.289	7.979	7.001	9.136
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	547	496	468	514	395
Service Time	4.727	5.367	5.689	4.71	7.136
HCM Lane V/C Ratio	1.219	0.833	2.222	0.051	0.139
HCM Control Delay	64.7	37.8	70.6	10.1	13.6
HCM Lane LOS	F	E	F	B	B
HCM 95th-tile Q	14.2	8.3	13	0.2	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	7
Future Vol, veh/h	0	4	40	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	43	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.6
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	404.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	377	535	611	69	79	265
Future Vol, veh/h	377	535	611	69	79	265
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	410	582	664	75	86	288

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	739	0	-	0	2103	702
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	1401	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	867	-	-	-	~ 57	438
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	228	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	867	-	-	-	~ 17	438
Mov Cap-2 Maneuver	-	-	-	-	~ 17	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	~ 69	-

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	$ 2264.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	-	-	65
HCM Lane V/C Ratio	0.473	-	-	-	5.753
HCM Control Delay (s)	12.8	0	-	$	2264.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.6	-	-	-	42

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	41	0	26	10	156	0	1064	13	146	1625	5
Future Vol, veh/h	0	41	0	26	10	156	0	1064	13	146	1625	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	28	11	170	0	1157	14	159	1766	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2670	3257	886	2387	3253	585	1772	0	0	1171	0	0
Stage 1	2086	2086	-	1164	1164	-	-	-	-	-	-	-
Stage 2	584	1171	-	1223	2089	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	~ 9	288	~ 18	~ 9	454	347	-	-	592	-	-
Stage 1	54	93	-	207	267	-	-	-	-	-	-	-
Stage 2	465	265	-	190	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	288	-	~ 7	454	347	-	-	592	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	54	68	-	207	267	-	-	-	-	-	-	-
Stage 2	279	265	-	48	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	347	-	-	-	-	592	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.268	-	-
HCM Control Delay (s)	0	-	-	-	-	13.3	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	297	8	2	179	2	1
Future Vol, veh/h	297	8	2	179	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	323	9	2	195	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	526	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1227	-	512	714
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1227	-	511	714
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	564	-	-	1227	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	11.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	152	0	1	192	0	1
Future Vol, veh/h	152	0	1	192	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	165	0	1	209	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	165	0	376	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1413	-	625	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1413	-	624	879
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	879	-	-	1413	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	237	1063	164	233	1227	21	184	27	112	17	13	15
Future Vol, veh/h	237	1063	164	233	1227	21	184	27	112	17	13	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	258	1155	178	253	1334	23	200	29	122	18	14	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1357	0	0	1334	0	0	3627	3623	1245	3687	3701	1345
Stage 1	-	-	-	-	-	-	1760	1760	-	1852	1852	-
Stage 2	-	-	-	-	-	-	1867	1863	-	1835	1849	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	507	-	-	517	-	-	~ 3	~ 5	212	~ 3	~ 5	185
Stage 1	-	-	-	-	-	-	~ 108	138	-	95	124	-
Stage 2	-	-	-	-	-	-	~ 93	122	-	97	124	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	507	-	-	517	-	-	-	~ 5	212	-	~ 5	185
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 5	-	-	~ 5	-
Stage 1	-	-	-	-	-	-	~ 108	138	-	95	124	-
Stage 2	-	-	-	-	-	-	~ 75	122	-	33	124	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	2.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	507	-	-	517	-	-	-
HCM Lane V/C Ratio	-	0.508	-	-	0.49	-	-	-
HCM Control Delay (s)	-	19.2	0	-	18.5	0	-	-
HCM Lane LOS	-	C	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	2.8	-	-	2.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	194	22	46	328	16	39
Future Vol, veh/h	194	22	46	328	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	24	50	357	17	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	680	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1332	-	417	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1332	-	397	817
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	625	-	-	1332	-
HCM Lane V/C Ratio	0.096	-	-	0.038	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	131	11	12	209	17	6
Future Vol, veh/h	131	11	12	209	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	12	13	227	18	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	401	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1426	-	605	899
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	599	899
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	1426	-
HCM Lane V/C Ratio	0.038	-	-	0.009	-
HCM Control Delay (s)	10.7	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	212	0	4	367	4	18
Future Vol, veh/h	212	0	4	367	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	0	4	399	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	240	230	429	230
Stage 1	-	-	0	0	230	-
Stage 2	-	-	240	230	199	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	748	670	583	809
Stage 1	-	-	-	-	808	-
Stage 2	-	-	800	714	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	748	0	583	809
Mov Cap-2 Maneuver	-	-	748	0	583	-
Stage 1	-	-	-	0	808	-
Stage 2	-	-	800	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	15.3	9.9
HCM LOS		C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	756	-	-	748
HCM Lane V/C Ratio	0.032	-	-	0.539
HCM Control Delay (s)	9.9	-	-	15.3
HCM Lane LOS	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	3.3

Intersection	
Int Delay, s/veh	207.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	204	76	144	191	333	428
Future Vol, veh/h	204	76	144	191	333	428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	222	83	157	208	362	465

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	784	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1257	-	362	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	~ 311	776
Mov Cap-2 Maneuver	-	-	-	-	~ 311	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	512	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	$ 373.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	469	-	-	1257	-
HCM Lane V/C Ratio	1.764	-	-	0.125	-
HCM Control Delay (s)	$ 373.2	-	-	8.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	50.9	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	12.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	66	139	180	447	383	161
Future Vol, veh/h	66	139	180	447	383	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	151	196	486	416	175

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1381	504	591	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	159	568	985	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	568	985	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	296	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	73	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	985	-	252	-	-
HCM Lane V/C Ratio	0.199	-	0.884	-	-
HCM Control Delay (s)	9.6	0	73	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	7.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	4	131	37	8	159
Future Vol, veh/h	36	4	131	37	8	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	142	40	9	173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	353	163	0	0	183	0
Stage 1	163	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	645	882	-	-	1392	-
Stage 1	866	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	640	882	-	-	1392	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	658	1392	-
HCM Lane V/C Ratio	-	-	0.066	0.006	-
HCM Control Delay (s)	-	-	10.9	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	102	107	99
Demand Flow Rate, veh/h	91	105	110	101
Vehicles Circulating, veh/h	108	99	93	103
Vehicles Exiting, veh/h	96	104	106	101
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.5	4.6	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	105	110	101
Cap Entry Lane, veh/h	1014	1023	1030	1019
Entry HV Adj Factor	0.981	0.974	0.975	0.982
Flow Entry, veh/h	89	102	107	99
Cap Entry, veh/h	995	996	1003	1000
V/C Ratio	0.090	0.103	0.107	0.099
Control Delay, s/veh	4.4	4.5	4.6	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	74	54	50	31
Demand Flow Rate, veh/h	76	55	51	31
Vehicles Circulating, veh/h	23	70	49	87
Vehicles Exiting, veh/h	95	30	50	38
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	3.9	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	76	55	51	31
Cap Entry Lane, veh/h	1104	1054	1076	1036
Entry HV Adj Factor	0.980	0.984	0.975	0.990
Flow Entry, veh/h	74	54	50	31
Cap Entry, veh/h	1081	1036	1048	1025
V/C Ratio	0.069	0.052	0.047	0.030
Control Delay, s/veh	3.9	3.9	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	58	24	14	39
Demand Flow Rate, veh/h	59	24	14	39
Vehicles Circulating, veh/h	42	15	65	32
Vehicles Exiting, veh/h	29	64	36	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	59	24	14	39
Cap Entry Lane, veh/h	1083	1113	1059	1094
Entry HV Adj Factor	0.986	0.983	0.994	0.991
Flow Entry, veh/h	58	24	14	39
Cap Entry, veh/h	1068	1093	1052	1084
V/C Ratio	0.054	0.022	0.013	0.036
Control Delay, s/veh	3.8	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	9	71	42	277	212	5
Future Vol, veh/h	9	71	42	277	212	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	77	46	301	230	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	118	236	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	519	912	1328	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	912	1328	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1328	-	834	-	-
HCM Lane V/C Ratio	0.034	-	0.104	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	110	174	543	62	79	389
Future Vol, veh/h	110	174	543	62	79	389
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	189	590	67	86	423

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1185	590	0	0	590	0
Stage 1	590	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	209	508	-	-	985	-
Stage 1	554	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	508	-	-	985	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31	0	1.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	185	508	985	-
HCM Lane V/C Ratio	-	-	0.646	0.372	0.087	-
HCM Control Delay (s)	-	-	54.4	16.2	9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	3.8	1.7	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	23	7	151	26	5	181
Future Vol, veh/h	23	7	151	26	5	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	164	28	5	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	386	178	0	0	192	0
Stage 1	178	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	617	865	-	-	1381	-
Stage 1	853	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	865	-	-	1381	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	659	1381	-
HCM Lane V/C Ratio	-	-	0.049	0.004	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Future Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	4	0	0	0	3	12	0	1	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	85%	0%	20%
Vol Thru, %	96%	15%	21%	40%
Vol Right, %	0%	0%	79%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	26	14	50
LT Vol	1	22	0	10
Through Vol	24	4	3	20
RT Vol	0	0	11	20
Lane Flow Rate	27	28	15	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.015	0.058
Departure Headway (Hd)	4.059	4.256	3.624	3.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	840	983	935
Service Time	2.085	2.29	1.664	1.854
HCM Lane V/C Ratio	0.031	0.033	0.015	0.058
HCM Control Delay	7.2	7.4	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	20
Future Vol, veh/h	0	10	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	26	40	45
Demand Flow Rate, veh/h	9	26	41	46
Vehicles Circulating, veh/h	47	40	22	9
Vehicles Exiting, veh/h	8	23	34	57
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	26	41	46
Cap Entry Lane, veh/h	1078	1086	1105	1120
Entry HV Adj Factor	0.991	0.998	0.983	0.988
Flow Entry, veh/h	9	26	40	45
Cap Entry, veh/h	1068	1082	1086	1106
V/C Ratio	0.008	0.024	0.037	0.041
Control Delay, s/veh	3.4	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	20	32	5	20	12
Future Vol, veh/h	6	20	32	5	20	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	35	5	22	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	78	48
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	925	1021
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	913	1013
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	948
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	15	53	0	58	7	24	0	27	227	98
Future Vol, veh/h	0	5	15	53	0	58	7	24	0	27	227	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	58	0	63	8	26	0	29	247	107
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	9.8	10.3	10.5
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	22%	0%	23%	0%	100%	97%
Vol Right, %	0%	0%	56%	0%	78%	0%	77%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	151	174	5	68	58	31	28	167	87
LT Vol	27	0	0	5	0	58	0	28	0	0
Through Vol	0	151	76	0	15	0	7	0	167	84
RT Vol	0	0	98	0	53	0	24	0	0	3
Lane Flow Rate	29	164	189	5	74	63	34	30	182	94
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.052	0.269	0.288	0.011	0.126	0.125	0.057	0.055	0.303	0.157
Departure Headway (Hd)	6.394	5.891	5.493	7.193	6.145	7.127	6.083	6.51	6.006	5.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	610	655	497	582	503	588	551	598	600
Service Time	4.126	3.623	3.225	4.939	3.891	4.87	3.826	4.244	3.74	3.716
HCM Lane V/C Ratio	0.052	0.269	0.289	0.01	0.127	0.125	0.058	0.054	0.304	0.157
HCM Control Delay	9.5	10.8	10.4	10	9.8	10.9	9.2	9.6	11.3	9.8
HCM Lane LOS	A	B	B	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	1.1	1.2	0	0.4	0.4	0.2	0.2	1.3	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	28	251	3
Future Vol, veh/h	0	28	251	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	273	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.7
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	26.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	522	0	0	0	570	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	522	0	0	0	570	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	567	0	0	0	620	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	23.4	29.1
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	522	0	0	0	0	570	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	522	0	0	0	0	570	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	567	0	0	0	0	620	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.785	0	0	0	0	0.851	0
Departure Headway (Hd)	4.979	4.979	4.979	7.221	7.221	4.944	4.944	4.944
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	732	0	0	0	0	737	0
Service Time	2.692	2.692	2.692	4.989	4.989	2.656	2.656	2.656
HCM Lane V/C Ratio	0	0.775	0	0	0	0	0.841	0
HCM Control Delay	7.7	23.4	7.7	10	10	7.7	29.1	7.7
HCM Lane LOS	N	C	N	N	N	N	D	N
HCM 95th-tile Q	0	7.8	0	0	0	0	9.9	0

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	35	0	309	35	19	28	167	304	18	174	10
Future Vol, veh/h	12	35	0	309	35	19	28	167	304	18	174	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	0	336	38	21	30	182	330	20	189	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	489	470	189	489	470	182	189	0	0	182	0	0
Stage 1	228	228	-	242	242	-	-	-	-	-	-	-
Stage 2	261	242	-	247	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	489	492	853	489	492	861	1385	-	-	1393	-	-
Stage 1	775	715	-	762	705	-	-	-	-	-	-	-
Stage 2	744	705	-	757	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	436	474	853	447	474	861	1385	-	-	1393	-	-
Mov Cap-2 Maneuver	436	474	-	447	474	-	-	-	-	-	-	-
Stage 1	758	705	-	745	690	-	-	-	-	-	-	-
Stage 2	671	690	-	706	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	30.4	0.4	0.7
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	436	474	-	447	474	861	1393	-	-
HCM Lane V/C Ratio	0.022	-	-	0.03	0.08	-	0.751	0.08	0.024	0.014	-	-
HCM Control Delay (s)	7.7	-	-	13.5	13.3	0	33.6	13.3	9.3	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	-	6.3	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Future Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	2	0	2	2	14	0	2	32	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	80%	12%	18%
Vol Thru, %	88%	12%	12%	50%
Vol Right, %	6%	8%	76%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	25	17	56
LT Vol	2	20	2	10
Through Vol	29	3	2	28
RT Vol	2	2	13	18
Lane Flow Rate	36	27	18	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.032	0.019	0.066
Departure Headway (Hd)	4.034	4.228	3.686	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	844	965	922
Service Time	2.066	2.269	1.732	1.91
HCM Lane V/C Ratio	0.041	0.032	0.019	0.066
HCM Control Delay	7.2	7.4	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	28	18
Future Vol, veh/h	0	10	28	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	30	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	12	36	29
Demand Flow Rate, veh/h	22	12	37	29
Vehicles Circulating, veh/h	24	38	16	21
Vehicles Exiting, veh/h	26	14	30	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	12	37	29
Cap Entry Lane, veh/h	1103	1088	1112	1106
Entry HV Adj Factor	0.990	0.984	0.986	0.986
Flow Entry, veh/h	22	12	36	29
Cap Entry, veh/h	1092	1070	1097	1091
V/C Ratio	0.020	0.011	0.033	0.026
Control Delay, s/veh	3.5	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	34	0
Demand Flow Rate, veh/h	6	32	35	0
Vehicles Circulating, veh/h	28	1	5	33
Vehicles Exiting, veh/h	5	39	29	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	32	35	0
Cap Entry Lane, veh/h	1099	1129	1124	1093
Entry HV Adj Factor	0.984	0.966	0.971	1.000
Flow Entry, veh/h	6	31	34	0
Cap Entry, veh/h	1080	1090	1091	1093
V/C Ratio	0.005	0.028	0.031	0.000
Control Delay, s/veh	3.4	3.5	3.6	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	32	48	352	353	10
Future Vol, veh/h	8	32	48	352	353	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	35	52	383	384	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	685	197	395	0	-	0
Stage 1	389	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	382	811	1160	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	360	811	1160	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	649	-	-
HCM Lane V/C Ratio	0.045	-	0.067	-	-
HCM Control Delay (s)	8.2	0.2	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1309	253	172	1500	29	148	0	68	24	16	112
Future Volume (veh/h)	453	1309	253	172	1500	29	148	0	68	24	16	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	492	1423	275	187	1630	32	161	0	74	26	17	122
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	535	109	1124	22	362	0	166	32	21	150
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.31	0.00	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1634	3539	1458	1634	3550	70	1171	0	538	258	169	1210
Grp Volume(v), veh/h	492	1423	275	187	811	851	235	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1850	1709	0	0	1636	0	0
Q Serve(g_s), s	14.0	44.0	17.7	8.0	38.0	38.0	13.2	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	17.7	8.0	38.0	38.0	13.2	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.69		0.31	0.16		0.74
Lane Grp Cap(c), veh/h	191	1298	535	109	560	586	528	0	0	203	0	0
V/C Ratio(X)	2.58	1.10	0.51	1.72	1.45	1.45	0.44	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	535	109	560	586	528	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	29.7	56.0	41.0	41.0	33.3	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	724.8	54.5	0.7	344.5	207.3	209.2	2.7	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	31.3	7.2	14.0	50.8	53.4	6.7	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	777.8	92.5	30.4	400.5	248.3	250.2	36.0	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	D			E		
Approach Vol, veh/h		2190			1849			235			165	
Approach Delay, s/veh		238.7			264.6			36.0			59.0	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.1	12.0	48.0		18.9	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		15.2	10.0	46.0		13.8	16.0	40.0
Green Ext Time (p_c), s		0.2	0.0	0.0		0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	232.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1429	135	22	1083	14	164	7	16	9	4	115
Future Volume (veh/h)	78	1429	135	22	1083	14	164	7	16	9	4	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1750	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	85	1553	147	24	1177	15	178	8	17	10	4	125
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1646	154	57	1342	17	342	166	354	26	6	181
Arrive On Green	0.16	0.50	0.49	0.04	0.38	0.36	0.21	0.31	0.31	0.01	0.12	0.11
Sat Flow, veh/h	1774	3270	307	1634	3578	46	1634	530	1127	1774	49	1522
Grp Volume(v), veh/h	85	834	866	24	582	610	178	0	25	10	0	129
Grp Sat Flow(s),veh/h/ln	1774	1770	1807	1634	1770	1854	1634	0	1657	1774	0	1570
Q Serve(g_s), s	5.1	53.1	54.9	1.7	36.7	36.8	11.6	0.0	1.3	0.7	0.0	9.5
Cycle Q Clear(g_c), s	5.1	53.1	54.9	1.7	36.7	36.8	11.6	0.0	1.3	0.7	0.0	9.5
Prop In Lane	1.00		0.17	1.00		0.02	1.00		0.68	1.00		0.97
Lane Grp Cap(c), veh/h	290	891	909	57	664	696	342	0	520	26	0	187
V/C Ratio(X)	0.29	0.94	0.95	0.42	0.88	0.88	0.52	0.00	0.05	0.39	0.00	0.69
Avail Cap(c_a), veh/h	290	900	918	82	811	850	342	0	520	136	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.1	28.0	28.6	56.7	34.9	34.9	42.1	0.0	28.8	58.6	0.0	51.0
Incr Delay (d2), s/veh	0.3	9.6	11.4	4.8	9.2	8.9	1.4	0.0	0.2	9.4	0.0	18.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	28.1	30.1	0.9	19.6	20.5	5.4	0.0	0.6	0.4	0.0	5.1
LnGrp Delay(d),s/veh	44.4	37.6	40.0	61.5	44.1	43.8	43.5	0.0	29.0	68.0	0.0	69.9
LnGrp LOS	D	D	D	E	D	D	D		C	E		E
Approach Vol, veh/h		1785			1216			203			139	
Approach Delay, s/veh		39.1			44.3			41.7			69.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	41.7	8.2	64.4	29.1	18.3	23.6	49.0
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.7	3.3	3.7	56.9	13.6	11.5	7.1	38.8
Green Ext Time (p_c), s	0.0	0.7	0.0	1.5	0.0	0.3	2.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	28

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	782	66	56	869	102	146
Future Vol, veh/h	782	66	56	869	102	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	2	9
Mvmt Flow	850	72	61	945	111	159

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	922	0	1480	461
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	594	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	736	-	116	547
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	~ 106	547
Mov Cap-2 Maneuver	-	-	-	-	~ 106	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	226
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	-	-	736	-
HCM Lane V/C Ratio	1.334	-	-	0.083	-
HCM Control Delay (s)	226	-	-	10.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	15.1	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	751	10	28	1008	20	47
Future Vol, veh/h	751	10	28	1008	20	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	816	11	30	1096	22	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	827	0	1431	414
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	800	-	125	587
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	800	-	120	587
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	800	-
HCM Lane V/C Ratio	0.181	-	-	0.038	-
HCM Control Delay (s)	15.9	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	344	148	126	513	63	69	391	74	42	587	232
Future Volume (veh/h)	308	344	148	126	513	63	69	391	74	42	587	232
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	335	374	161	137	558	68	75	425	80	46	638	252
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	983	405	325	828	341	129	1023	422	92	661	261
Arrive On Green	0.24	0.28	0.28	0.20	0.23	0.23	0.08	0.29	0.29	0.06	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	979
Grp Volume(v), veh/h	335	374	161	137	558	68	75	425	80	46	455	435
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	17.6	7.7	5.7	6.6	12.9	3.4	4.0	8.7	2.0	2.5	22.8	22.9
Cycle Q Clear(g_c), s	17.6	7.7	5.7	6.6	12.9	3.4	4.0	8.7	2.0	2.5	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	397	983	405	325	828	341	129	1023	422	92	472	451
V/C Ratio(X)	0.84	0.38	0.40	0.42	0.67	0.20	0.58	0.42	0.19	0.50	0.96	0.97
Avail Cap(c_a), veh/h	436	983	405	325	828	341	163	1023	422	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	26.2	13.2	31.5	31.4	27.7	40.0	25.8	6.8	41.2	32.6	33.2
Incr Delay (d2), s/veh	13.1	1.1	2.9	0.9	4.4	1.3	2.5	0.2	0.1	4.2	32.3	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	3.9	2.6	3.0	6.8	1.5	1.9	4.3	0.8	1.2	15.4	14.8
LnGrp Delay(d),s/veh	45.6	27.4	16.1	32.4	35.7	29.0	42.5	26.0	6.9	45.4	64.9	66.5
LnGrp LOS	D	C	B	C	D	C	D	C	A	D	E	E
Approach Vol, veh/h		870			763			580			936	
Approach Delay, s/veh		32.3			34.5			25.5			64.7	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	30.0	21.9	29.0	11.1	28.0	25.9	25.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.5	10.7	8.6	9.7	6.0	24.9	19.6	14.9
Green Ext Time (p_c), s	0.0	4.5	1.6	1.8	0.0	0.0	0.3	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	693	54	30	1003	7	11	2	13	11	0	0
Future Vol, veh/h	0	693	54	30	1003	7	11	2	13	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	753	59	33	1090	8	12	2	14	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1098	0	0	753	0	0	1912	1916	753	1920	1912	1094
Stage 1	-	-	-	-	-	-	753	753	-	1159	1159	-
Stage 2	-	-	-	-	-	-	1159	1163	-	761	753	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	636	-	-	857	-	-	52	68	410	51	68	260
Stage 1	-	-	-	-	-	-	402	417	-	238	270	-
Stage 2	-	-	-	-	-	-	238	269	-	398	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	636	-	-	857	-	-	48	61	410	44	61	260
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	61	-	44	61	-
Stage 1	-	-	-	-	-	-	402	417	-	238	243	-
Stage 2	-	-	-	-	-	-	214	242	-	382	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	63.2	114.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	636	-	-	857	-	-	44
HCM Lane V/C Ratio	0.318	-	-	-	0.038	-	-	0.272
HCM Control Delay (s)	63.2	0	-	-	9.4	0	-	114.9
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	115	0	7	137	5	0	0	7	4	0	0
Future Vol, veh/h	0	115	0	7	137	5	0	0	7	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	125	0	8	149	5	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	125	0	0	292	295	125	296	292	152
Stage 1	-	-	-	-	-	-	125	125	-	167	167	-
Stage 2	-	-	-	-	-	-	167	170	-	129	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1462	-	-	660	616	926	656	619	894
Stage 1	-	-	-	-	-	-	879	792	-	835	760	-
Stage 2	-	-	-	-	-	-	835	758	-	875	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1462	-	-	657	612	926	648	615	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	612	-	648	615	-
Stage 1	-	-	-	-	-	-	879	792	-	835	755	-
Stage 2	-	-	-	-	-	-	830	753	-	868	792	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.9	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	926	1426	-	-	1462	-	-	648
HCM Lane V/C Ratio	0.008	-	-	-	0.005	-	-	0.007
HCM Control Delay (s)	8.9	0	-	-	7.5	0	-	10.6
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	76.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	59	444	147	0	380	1018	223	0	175	373	138
Future Vol, veh/h	0	59	444	147	0	380	1018	223	0	175	373	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	483	160	0	413	1107	242	0	190	405	150
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	77.9	78.3	66.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	0%	9%	23%	21%
Vol Thru, %	68%	0%	68%	63%	71%
Vol Right, %	0%	100%	23%	14%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	548	138	650	1621	584
LT Vol	175	0	59	380	122
Through Vol	373	0	444	1018	415
RT Vol	0	138	147	223	47
Lane Flow Rate	596	150	707	1762	635
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1	0.376	1	1	1
Departure Headway (Hd)	9.891	9.031	9.511	9.593	9.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	375	401	389	405	381
Service Time	7.591	6.731	7.511	7.593	7.722
HCM Lane V/C Ratio	1.589	0.374	1.817	4.351	1.667
HCM Control Delay	79.3	17.1	77.9	78.3	78.9
HCM Lane LOS	F	C	F	F	F
HCM 95th-tile Q	11.7	1.7	11.9	11.9	11.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	122	415	47
Future Vol, veh/h	0	122	415	47
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	133	451	51
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	78.9
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	1459.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	164	573	13	10	626	281	5	19	3	282	21	165
Future Vol, veh/h	164	573	13	10	626	281	5	19	3	282	21	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	178	623	14	11	680	305	5	21	3	307	23	179

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	986	0	0	637	0	0	1942	1994	630	1853	1848	833
Stage 1	-	-	-	-	-	-	986	986	-	855	855	-
Stage 2	-	-	-	-	-	-	956	1008	-	998	993	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	701	-	-	947	-	-	49	60	482	~ 57	75	369
Stage 1	-	-	-	-	-	-	298	326	-	353	375	-
Stage 2	-	-	-	-	-	-	310	318	-	~ 294	323	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	701	-	-	947	-	-	11	35	482	~ 21	44	369
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	35	-	~ 21	44	-
Stage 1	-	-	-	-	-	-	181	198	-	~ 214	365	-
Stage 2	-	-	-	-	-	-	145	309	-	~ 159	196	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0.1	$ 414	$ 6715.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	701	-	-	947	-	-	33
HCM Lane V/C Ratio	1.087	0.254	-	-	0.011	-	-	15.415
HCM Control Delay (s)	$ 414	11.9	0	-	8.8	0	-	$ 6715.5
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.5	1	-	-	0	-	-	62.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	29.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	18	640	127	831	813	58	68	26	33	48	24	14
Future Vol, veh/h	18	640	127	831	813	58	68	26	33	48	24	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	696	138	903	884	63	74	28	36	52	26	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	947	0	0	834	0	0	3546	3557	765	3558	3595	915
Stage 1	-	-	-	-	-	-	804	804	-	2722	2722	-
Stage 2	-	-	-	-	-	-	2742	2753	-	836	873	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	725	-	-	~ 799	-	-	~ 3	~ 6	403	~ 3	~ 5	331
Stage 1	-	-	-	-	-	-	377	396	-	~ 29	44	-
Stage 2	-	-	-	-	-	-	~ 28	42	-	362	368	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	~ 799	-	-	-	~ 6	403	-	~ 5	331
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 6	-	-	~ 5	-
Stage 1	-	-	-	-	-	-	357	375	-	~ 27	44	-
Stage 2	-	-	-	-	-	-	~ 11	42	-	289	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	46.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	725	-	-	~ 799	-	-	-
HCM Lane V/C Ratio	-	0.027	-	-	1.13	-	-	-
HCM Control Delay (s)	-	10.1	0	-	95	0	-	-
HCM Lane LOS	-	B	A	-	F	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	26	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	35	660	1614	101	0	28
Future Vol, veh/h	35	660	1614	101	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	717	1754	110	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1864	0	-	0	2602	1809
Stage 1	-	-	-	-	1809	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	323	-	-	-	27	98
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	323	-	-	-	22	98
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	359	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	57.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	323	-	-	-	98
HCM Lane V/C Ratio	0.118	-	-	-	0.311
HCM Control Delay (s)	17.6	0	-	-	57.5
HCM Lane LOS	C	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	640	317	419	1321	138	483	182	140	115	274	138
Future Volume (veh/h)	120	640	317	419	1321	138	483	182	140	115	274	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	130	696	345	455	1436	150	525	198	152	125	298	150
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	745	581	205	885	691	177	973	397	109	826	337
Arrive On Green	0.05	0.40	0.40	0.13	0.47	0.47	0.04	0.09	0.09	0.07	0.23	0.23
Sat Flow, veh/h	1634	1863	1453	1634	1863	1454	1634	3539	1445	1634	3539	1443
Grp Volume(v), veh/h	130	696	345	455	1436	150	525	198	152	125	298	150
Grp Sat Flow(s),veh/h/ln	1634	1863	1453	1634	1863	1454	1634	1770	1445	1634	1770	1443
Q Serve(g_s), s	6.0	43.0	14.6	15.0	57.0	7.2	13.0	6.2	8.2	8.0	8.5	10.7
Cycle Q Clear(g_c), s	6.0	43.0	14.6	15.0	57.0	7.2	13.0	6.2	8.2	8.0	8.5	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	745	581	205	885	691	177	973	397	109	826	337
V/C Ratio(X)	1.59	0.93	0.59	2.22	1.62	0.22	2.97	0.20	0.38	1.15	0.36	0.45
Avail Cap(c_a), veh/h	82	761	593	205	885	691	177	973	397	109	826	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	34.5	12.1	52.5	31.5	18.4	57.9	42.4	21.4	56.0	38.5	39.4
Incr Delay (d2), s/veh	316.0	18.4	1.5	565.8	285.5	0.2	895.8	0.3	2.0	131.3	1.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	25.9	6.1	38.9	99.4	2.9	49.9	3.1	3.5	7.6	4.3	4.6
LnGrp Delay(d),s/veh	373.0	53.0	13.6	618.3	317.0	18.6	953.6	42.7	23.4	187.3	39.7	43.6
LnGrp LOS	F	D	B	F	F	B	F	D	C	F	D	D
Approach Vol, veh/h		1171			2041			875			573	
Approach Delay, s/veh		76.9			362.3			585.9			72.9	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.0	19.0	52.0	17.0	32.0	10.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	10.2	17.0	45.0	15.0	12.7	8.0	59.0
Green Ext Time (p_c), s	0.0	3.2	0.0	1.0	0.0	2.8	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		297.0
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	234.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1004	110	49	1825	106	32
Future Vol, veh/h	1004	110	49	1825	106	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1091	120	53	1984	115	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1211	0	3241	1151
Stage 1	-	-	-	-	1151	-
Stage 2	-	-	-	-	2090	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	576	-	~ 10	241
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	~ 103	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	576	-	~ 10	241
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	~ 103	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 5310.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	576	-
HCM Lane V/C Ratio	11.538	-	-	0.092	-
HCM Control Delay (s)	$ 5310.2	-	-	11.9	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	19.9	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	684	267	574	1341	126	163	555	129	78	933	354
Future Volume (veh/h)	238	684	267	574	1341	126	163	555	129	78	933	354
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	259	743	290	624	1458	137	177	603	140	85	1014	385
Adj No. of Lanes	1	2	1	2	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1016	418	608	1032	425	136	880	204	131	768	288
Arrive On Green	0.19	0.29	0.29	0.19	0.29	0.29	0.11	0.41	0.39	0.08	0.30	0.29
Sat Flow, veh/h	1634	3539	1458	3170	3539	1458	1634	2854	661	1634	2520	945
Grp Volume(v), veh/h	259	743	290	624	1458	137	177	373	370	85	708	691
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1585	1770	1458	1634	1770	1746	1634	1770	1696
Q Serve(g_s), s	18.4	22.7	21.2	23.0	35.0	8.8	10.0	20.8	21.0	6.1	36.6	36.6
Cycle Q Clear(g_c), s	18.4	22.7	21.2	23.0	35.0	8.8	10.0	20.8	21.0	6.1	36.6	36.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	305	1016	418	608	1032	425	136	545	538	131	539	517
V/C Ratio(X)	0.85	0.73	0.69	1.03	1.41	0.32	1.30	0.68	0.69	0.65	1.31	1.34
Avail Cap(c_a), veh/h	313	1032	425	608	1032	425	136	545	538	136	539	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	38.6	38.1	48.5	42.5	33.2	53.3	30.6	31.1	53.6	41.7	42.3
Incr Delay (d2), s/veh	18.8	2.7	4.7	38.7	190.0	0.3	162.5	4.0	4.1	10.0	153.9	164.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	11.5	9.1	13.3	44.3	3.6	10.6	10.7	10.7	3.1	40.9	40.7
LnGrp Delay(d),s/veh	65.9	41.3	42.8	87.2	232.5	33.5	215.8	34.7	35.3	63.5	195.7	206.5
LnGrp LOS	E	D	D	F	F	C	F	C	D	E	F	F
Approach Vol, veh/h		1292			2219			920			1484	
Approach Delay, s/veh		46.5			179.3			69.7			193.1	
Approach LOS		D			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	41.0	27.0	38.4	14.0	40.6	26.4	39.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	8.1	23.0	25.0	24.7	12.0	38.6	20.4	37.0
Green Ext Time (p_c), s	0.0	6.8	0.0	6.6	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	136.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	563	233	222	587	91	138	415	61	91	393	66
Future Volume (veh/h)	186	563	233	222	587	91	138	415	61	91	393	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	612	253	241	638	99	150	451	66	99	427	72
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	727	300	333	893	368	940	1441	594	158	568	234
Arrive On Green	0.16	0.21	0.21	0.20	0.25	0.25	0.30	0.41	0.41	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	612	253	241	638	99	150	451	66	99	427	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	19.9	20.0	16.5	19.7	6.5	4.2	10.4	1.6	3.7	13.8	3.6
Cycle Q Clear(g_c), s	14.3	19.9	20.0	16.5	19.7	6.5	4.2	10.4	1.6	3.7	13.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	727	300	333	893	368	940	1441	594	158	568	234
V/C Ratio(X)	0.79	0.84	0.84	0.72	0.71	0.27	0.16	0.31	0.11	0.62	0.75	0.31
Avail Cap(c_a), veh/h	490	752	310	558	900	371	940	1441	594	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	45.8	45.8	44.6	40.9	36.0	31.2	24.2	5.2	55.9	48.1	21.4
Incr Delay (d2), s/veh	3.4	5.5	12.5	3.0	2.7	0.4	0.1	0.6	0.4	7.4	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	10.3	9.1	7.7	10.0	2.7	1.8	5.2	0.7	1.8	7.5	1.7
LnGrp Delay(d),s/veh	52.1	51.3	58.3	47.6	43.6	36.4	31.2	24.7	5.6	63.3	56.9	24.8
LnGrp LOS	D	D	E	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		1067			978			667			598	
Approach Delay, s/veh		53.1			43.8			24.3			54.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	52.9	28.5	28.7	39.6	23.3	22.8	34.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.7	12.4	18.5	22.0	6.2	15.8	16.3	21.7
Green Ext Time (p_c), s	0.0	2.5	4.0	0.6	0.6	1.5	0.6	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.7
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	58.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	15	9	67	0	354	60	189	0	78	432	103	0	77	613	54
Future Vol, veh/h	0	15	9	67	0	354	60	189	0	78	432	103	0	77	613	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	10	73	0	385	65	205	0	85	470	112	0	84	666	59
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	15.3	41.7	68.8	69.1
HCM LOS	C	E	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	13%	16%	100%	0%	10%
Vol Thru, %	70%	10%	0%	24%	82%
Vol Right, %	17%	74%	0%	76%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	613	91	354	249	744
LT Vol	78	15	354	0	77
Through Vol	432	9	0	60	613
RT Vol	103	67	0	189	54
Lane Flow Rate	666	99	385	271	809
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1	0.253	0.925	0.573	1
Departure Headway (Hd)	7.518	9.217	8.654	7.623	7.571
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	486	392	423	476	485
Service Time	5.545	7.234	6.362	5.331	5.598
HCM Lane V/C Ratio	1.37	0.253	0.91	0.569	1.668
HCM Control Delay	68.8	15.3	56.9	20.1	69.1
HCM Lane LOS	F	C	F	C	F
HCM 95th-tile Q	13.4	1	10.2	3.5	13.3

Intersection	
Int Delay, s/veh	120.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	38	305	24	101	484	45	19	271	78	57	24	51
Future Vol, veh/h	38	305	24	101	484	45	19	271	78	57	24	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	332	26	110	526	49	21	295	85	62	26	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	575	0	0	358	0	0	923	1222	179	1166	1210	288
Stage 1	-	-	-	-	-	-	427	427	-	770	770	-
Stage 2	-	-	-	-	-	-	496	795	-	396	440	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	994	-	-	1197	-	-	225	~ 178	833	149	181	709
Stage 1	-	-	-	-	-	-	576	584	-	359	408	-
Stage 2	-	-	-	-	-	-	524	398	-	601	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	1197	-	-	164	~ 155	833	-	158	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	~ 155	-	-	158	-
Stage 1	-	-	-	-	-	-	552	560	-	344	371	-
Stage 2	-	-	-	-	-	-	408	361	-	245	552	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	$ 487.6	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	164	189	994	-	-	1197	-	-	-
HCM Lane V/C Ratio	0.126	2.007	0.042	-	-	0.092	-	-	-
HCM Control Delay (s)	30.1	$ 512.5	8.8	-	-	8.3	-	-	-
HCM Lane LOS	D	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0.4	28.7	0.1	-	-	0.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	132	471	500	378	83	186	522	178	44	1327	92
Future Volume (veh/h)	50	132	471	500	378	83	186	522	178	44	1327	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	54	143	512	543	411	90	202	567	193	48	1442	100
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	92	331	177	461	101	204	838	656	82	699	547
Arrive On Green	0.06	0.26	0.24	0.11	0.31	0.30	0.17	0.60	0.60	0.03	0.25	0.25
Sat Flow, veh/h	1634	357	1280	1634	1481	324	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	54	0	655	543	0	501	202	567	193	48	1442	100
Grp Sat Flow(s),veh/h/ln	1634	0	1637	1634	0	1806	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.9	0.0	31.0	13.0	0.0	31.7	14.8	24.6	4.8	3.5	45.0	6.5
Cycle Q Clear(g_c), s	3.9	0.0	31.0	13.0	0.0	31.7	14.8	24.6	4.8	3.5	45.0	6.5
Prop In Lane	1.00		0.78	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	0	423	177	0	562	204	838	656	82	699	547
V/C Ratio(X)	0.60	0.00	1.55	3.07	0.00	0.89	0.99	0.68	0.29	0.59	2.06	0.18
Avail Cap(c_a), veh/h	144	0	423	177	0	562	204	838	656	82	699	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.23	0.23	0.23
Uniform Delay (d), s/veh	55.4	0.0	45.2	53.5	0.0	39.5	49.9	18.2	5.7	56.8	44.9	30.5
Incr Delay (d2), s/veh	6.2	0.0	258.5	945.2	0.0	16.3	56.7	4.0	1.0	2.6	480.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	44.3	52.3	0.0	18.4	9.9	13.3	2.1	1.6	116.3	2.6
LnGrp Delay(d),s/veh	61.6	0.0	303.7	998.7	0.0	55.8	106.6	22.2	6.7	59.3	525.0	30.7
LnGrp LOS	E		F	F		E	F	C	A	E	F	C
Approach Vol, veh/h		709			1044			962			1590	
Approach Delay, s/veh		285.2			546.2			36.8			479.9	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	10.6	41.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	5.5	26.6	15.0	33.0	16.8	47.0	5.9	33.7
Green Ext Time (p_c), s	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		364.9
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	52
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	32	385	186	0	31	556	34	0	130	29	30	0	148	341	328
Future Vol, veh/h	0	32	385	186	0	31	556	34	0	130	29	30	0	148	341	328
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	418	202	0	34	604	37	0	141	32	33	0	161	371	357
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	32	49	24.5	75.4
HCM LOS	D	E	C	F

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	69%	100%	0%	0%	100%	0%	0%	18%
Vol Thru, %	15%	0%	100%	41%	0%	100%	84%	42%
Vol Right, %	16%	0%	0%	59%	0%	0%	16%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	32	257	314	31	371	219	817
LT Vol	130	32	0	0	31	0	0	148
Through Vol	29	0	257	128	0	371	185	341
RT Vol	30	0	0	186	0	0	34	328
Lane Flow Rate	205	35	279	342	34	403	238	888
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.56	0.09	0.681	0.794	0.086	0.974	0.569	1
Departure Headway (Hd)	9.82	9.284	8.785	8.371	9.201	8.702	8.593	9.013
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	385	410	430	389	415	420	409
Service Time	7.615	7.064	6.565	6.151	6.979	6.479	6.371	6.713
HCM Lane V/C Ratio	0.56	0.091	0.68	0.795	0.087	0.971	0.567	2.171
HCM Control Delay	24.5	13	28.5	36.7	12.9	67.9	22.2	75.4
HCM Lane LOS	C	B	D	E	B	F	C	F
HCM 95th-tile Q	3.3	0.3	4.9	7	0.3	11.6	3.4	12.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	58	194	183	50	111	1057	198	62	1025	62
Future Volume (veh/h)	44	111	58	194	183	50	111	1057	198	62	1025	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	121	63	211	199	54	121	1149	215	67	1114	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	196	153	142	263	206	171	1862	347	82	1935	116
Arrive On Green	0.05	0.11	0.11	0.09	0.14	0.14	0.10	0.62	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2980	555	1634	3392	204
Grp Volume(v), veh/h	48	121	63	211	199	54	121	680	684	67	581	600
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1765	1634	1770	1827
Q Serve(g_s), s	3.4	7.5	4.8	10.4	12.3	4.0	8.6	28.1	28.7	4.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	7.5	4.8	10.4	12.3	4.0	8.6	28.1	28.7	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	82	196	153	142	263	206	171	1106	1103	82	1009	1042
V/C Ratio(X)	0.58	0.62	0.41	1.49	0.76	0.26	0.71	0.61	0.62	0.82	0.58	0.58
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1106	1103	82	1009	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.7	51.4	50.2	54.8	49.5	45.9	52.0	13.7	14.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	6.4	3.2	1.8	254.0	6.0	0.7	2.6	1.3	1.3	6.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	2.0	14.7	6.8	1.6	4.0	14.0	14.3	2.3	0.1	0.1
LnGrp Delay(d),s/veh	62.1	54.6	52.0	308.8	55.5	46.6	54.6	15.0	15.3	59.5	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	D	B	B	E	A	A
Approach Vol, veh/h		232			464			1485			1248	
Approach Delay, s/veh		55.4			169.7			18.3			3.4	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.0	14.4	16.6	16.5	72.5	10.1	21.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.8	30.7	12.4	9.5	10.6	2.0	5.4	14.3
Green Ext Time (p_c), s	0.0	15.1	0.0	1.1	0.1	17.1	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	118	161	95	108	93	314	1061	184	272	1196	158
Future Volume (veh/h)	53	118	161	95	108	93	314	1061	184	272	1196	158
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	128	175	103	117	101	341	1153	200	296	1300	172
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	569	235	95	561	231	300	1731	713	259	1643	677
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.46	0.46
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	58	128	175	103	117	101	341	1153	200	296	1300	172
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.1	3.8	13.7	7.0	3.5	7.5	22.0	29.6	9.7	19.0	37.3	8.6
Cycle Q Clear(g_c), s	4.1	3.8	13.7	7.0	3.5	7.5	22.0	29.6	9.7	19.0	37.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	569	235	95	561	231	300	1731	713	259	1643	677
V/C Ratio(X)	0.58	0.22	0.75	1.08	0.21	0.44	1.14	0.67	0.28	1.14	0.79	0.25
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1731	713	259	1643	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	54.9	43.8	48.0	56.5	43.9	45.7	49.0	23.2	18.1	50.5	27.2	19.5
Incr Delay (d2), s/veh	5.3	0.2	4.8	52.1	0.0	0.1	94.7	2.0	1.0	86.3	2.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	5.8	4.5	1.7	3.0	17.8	14.9	4.1	14.8	18.7	3.5
LnGrp Delay(d),s/veh	60.2	44.0	52.9	108.9	44.0	45.8	143.7	25.3	19.1	136.8	29.3	20.0
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	C
Approach Vol, veh/h		361			321			1694			1768	
Approach Delay, s/veh		50.9			65.4			48.4			46.4	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	62.7	11.0	23.3	26.0	59.7	11.3	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.0	31.6	9.0	15.7	24.0	39.3	6.1	9.5
Green Ext Time (p_c), s	0.0	11.6	0.0	1.6	0.0	4.5	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	49.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	127	112	113	301	145	369	1173	156	149	1465	251
Future Volume (veh/h)	71	127	112	113	301	145	369	1173	156	149	1465	251
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	77	138	122	123	327	158	401	1275	170	162	1592	273
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	286	234	82	488	201	123	855	670	332	1094	856
Arrive On Green	0.07	0.15	0.14	0.05	0.14	0.14	0.08	0.46	0.46	0.20	0.59	0.59
Sat Flow, veh/h	1634	1850	1515	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	77	132	128	123	327	158	401	1275	170	162	1592	273
Grp Sat Flow(s),veh/h/ln	1634	1770	1595	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	5.5	8.1	9.0	6.0	10.5	8.2	9.0	55.1	6.2	10.5	70.5	11.4
Cycle Q Clear(g_c), s	5.5	8.1	9.0	6.0	10.5	8.2	9.0	55.1	6.2	10.5	70.5	11.4
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	273	246	82	488	201	123	855	670	332	1094	856
V/C Ratio(X)	0.71	0.48	0.52	1.51	0.67	0.79	3.27	1.49	0.25	0.49	1.46	0.32
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	332	1094	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.86	0.86	0.86	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	46.3	47.6	57.0	49.1	21.0	55.5	32.5	10.4	42.3	24.8	12.6
Incr Delay (d2), s/veh	16.6	1.1	1.5	274.4	1.4	8.4	1024.4	221.4	0.1	1.1	210.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.1	4.1	8.9	5.2	3.8	38.9	80.9	2.5	4.9	99.7	4.8
LnGrp Delay(d),s/veh	71.5	47.5	49.0	331.4	50.5	29.4	1079.9	253.8	10.5	43.4	234.9	13.6
LnGrp LOS	E	D	D	F	D	C	F	F	B	D	F	B
Approach Vol, veh/h		337			608			1846			2027	
Approach Delay, s/veh		53.6			101.9			410.9			189.8	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	59.1	10.0	22.5	13.0	74.5	12.0	20.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	12.5	57.1	8.0	11.0	11.0	72.5	7.5	12.5
Green Ext Time (p_c), s	3.1	0.0	0.0	2.4	0.0	0.0	0.0	2.0

Intersection Summary		
HCM 2010 Ctrl Delay	253.9	
HCM 2010 LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	216	81	135	300	140	213	430	86	356	723	152
Future Volume (veh/h)	61	216	81	135	300	140	213	430	86	356	723	152
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	66	235	88	147	326	152	232	467	93	387	786	165
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	373	154	178	526	217	282	1542	635	354	1699	700
Arrive On Green	0.07	0.11	0.11	0.11	0.15	0.15	0.17	0.44	0.44	0.43	0.96	0.96
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	66	235	88	147	326	152	232	467	93	387	786	165
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.6	7.6	4.8	10.6	10.4	11.9	16.4	10.3	2.9	26.0	1.9	0.7
Cycle Q Clear(g_c), s	4.6	7.6	4.8	10.6	10.4	11.9	16.4	10.3	2.9	26.0	1.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	373	154	178	526	217	282	1542	635	354	1699	700
V/C Ratio(X)	0.39	0.63	0.57	0.82	0.62	0.70	0.82	0.30	0.15	1.09	0.46	0.24
Avail Cap(c_a), veh/h	196	728	300	178	817	337	327	1542	635	354	1699	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.91	0.91	0.91	0.44	0.44	0.44	0.89	0.89	0.89	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	51.4	24.7	52.3	47.9	48.5	47.9	22.0	8.1	34.0	1.3	1.3
Incr Delay (d2), s/veh	1.4	1.6	3.1	12.9	0.5	1.8	12.5	0.5	0.4	46.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	2.1	5.4	5.1	4.9	8.4	5.1	1.2	16.2	0.7	0.2
LnGrp Delay(d),s/veh	53.3	53.1	27.8	65.2	48.4	50.4	60.4	22.5	8.5	80.7	1.4	1.3
LnGrp LOS	D	D	C	E	D	D	E	C	A	F	A	A
Approach Vol, veh/h		389			625			792			1338	
Approach Delay, s/veh		47.4			52.8			32.0			24.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	56.3	17.1	16.6	24.7	61.6	11.9	21.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	12.3	12.6	9.6	18.4	3.9	6.6	13.9
Green Ext Time (p_c), s	0.0	7.2	0.0	1.0	0.3	7.7	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	481	154	115	345	102	128	1195	114	262	2368	677
Future Volume (veh/h)	254	481	154	115	345	102	128	1195	114	262	2368	677
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	276	523	167	125	375	111	139	1299	124	285	2574	736
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	762	314	227	597	246	150	1816	748	109	1728	712
Arrive On Green	0.12	0.22	0.22	0.07	0.17	0.17	0.09	0.51	0.51	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	276	523	167	125	375	111	139	1299	124	285	2574	736
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	10.1	16.3	12.2	4.6	11.8	8.2	10.1	33.9	5.4	8.0	58.6	58.6
Cycle Q Clear(g_c), s	10.1	16.3	12.2	4.6	11.8	8.2	10.1	33.9	5.4	8.0	58.6	58.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	762	314	227	597	246	150	1816	748	109	1728	712
V/C Ratio(X)	0.74	0.69	0.53	0.55	0.63	0.45	0.93	0.72	0.17	2.62	1.49	1.03
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1816	748	109	1728	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.88	0.88	0.88	0.60	0.60	0.60
Uniform Delay (d), s/veh	51.1	43.3	41.7	53.8	46.4	44.9	54.1	22.5	15.5	56.0	30.7	30.7
Incr Delay (d2), s/veh	5.1	1.0	1.1	2.1	1.1	1.3	48.3	2.1	0.4	743.1	222.4	35.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.1	5.0	2.1	5.9	3.4	6.6	17.0	2.3	26.1	81.9	30.4
LnGrp Delay(d),s/veh	56.2	44.4	42.8	55.9	47.5	46.2	102.4	24.6	16.0	799.1	253.1	66.0
LnGrp LOS	E	D	D	E	D	D	F	C	B	F	F	F
Approach Vol, veh/h		966			611			1562			3595	
Approach Delay, s/veh		47.5			49.0			30.9			258.1	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.6	12.6	29.8	15.0	62.6	18.2	24.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	35.9	6.6	18.3	12.1	60.6	12.1	13.8
Green Ext Time (p_c), s	0.0	12.3	0.1	4.2	0.0	0.0	0.1	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	156.2
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	32	71	0	15	32	2278	159	34	1991	58
Future Volume (veh/h)	112	0	32	71	0	15	32	2278	159	34	1991	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	122	0	35	77	0	16	35	2476	173	37	2164	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	122	0	35	77	0	16	35	2476	173	37	2164	63
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.9	2.1	2.7	26.6	1.6
Cycle Q Clear(g_c), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.9	2.1	2.7	26.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
V/C Ratio(X)	1.00	0.00	0.47	0.65	0.00	0.21	0.50	1.00	0.17	0.51	0.61	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2474	1020	82	3563	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	0.0	40.4	54.2	0.0	55.7	56.2	18.1	1.1	56.1	9.4	5.6
Incr Delay (d2), s/veh	79.8	0.0	4.5	8.7	0.0	1.3	5.5	18.2	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.1	2.8	0.0	0.5	1.2	46.5	0.9	1.3	12.5	0.7
LnGrp Delay(d),s/veh	135.3	0.0	44.9	62.9	0.0	57.1	61.7	36.3	1.5	61.6	10.1	5.7
LnGrp LOS	F		D	E		E	E	F	A	E	B	A
Approach Vol, veh/h		157			93			2684			2264	
Approach Delay, s/veh		115.2			61.9			34.4			10.9	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	87.9	12.6	10.2	9.1	88.1	13.0	9.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	85.9	7.5	4.4	4.5	28.6	11.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	24.4	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	733	384	2421	162	150	1709
Future Volume (veh/h)	733	384	2421	162	150	1709
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	797	417	2632	176	163	1858
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	1200	939	150	1433
Arrive On Green	0.16	0.16	0.64	0.64	0.12	1.00
Sat Flow, veh/h	1634	1458	1863	1458	1634	1863
Grp Volume(v), veh/h	797	417	2632	176	163	1858
Grp Sat Flow(s),veh/h/ln	1634	1458	1863	1458	1634	1863
Q Serve(g_s), s	19.7	19.7	77.3	5.9	11.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	5.9	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	1200	939	150	1433
V/C Ratio(X)	2.97	1.74	2.19	0.19	1.09	1.30
Avail Cap(c_a), veh/h	268	239	1200	939	150	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	0.49	0.49	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.6	52.7	0.0
Incr Delay (d2), s/veh	891.9	342.2	539.8	0.4	50.3	134.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	75.3	30.7	219.3	2.5	7.0	53.4
LnGrp Delay(d),s/veh	942.1	392.3	561.2	9.1	102.9	134.1
LnGrp LOS	F	F	F	A	F	F
Approach Vol, veh/h	1214		2808			2021
Approach Delay, s/veh	753.2		526.6			131.5
Approach LOS	F		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.3	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				88.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	440.0
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	105	264	182	163	162	96	532	31	64	1001	51
Future Volume (veh/h)	143	105	264	182	163	162	96	532	31	64	1001	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	155	114	287	198	177	176	104	578	34	70	1088	55
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	119	300	144	190	189	149	1548	91	113	1487	75
Arrive On Green	0.12	0.25	0.24	0.09	0.22	0.21	0.18	0.91	0.88	0.09	0.58	0.55
Sat Flow, veh/h	1634	470	1184	1634	858	854	1634	3398	200	1634	3429	173
Grp Volume(v), veh/h	155	0	401	198	0	353	104	301	311	70	561	582
Grp Sat Flow(s),veh/h/ln	1634	0	1654	1634	0	1712	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	11.1	0.0	28.7	10.6	0.0	24.3	7.2	2.7	2.9	4.9	27.9	28.0
Cycle Q Clear(g_c), s	11.1	0.0	28.7	10.6	0.0	24.3	7.2	2.7	2.9	4.9	27.9	28.0
Prop In Lane	1.00		0.72	1.00		0.50	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	196	0	419	144	0	380	149	807	833	113	767	794
V/C Ratio(X)	0.79	0.00	0.96	1.37	0.00	0.93	0.70	0.37	0.37	0.62	0.73	0.73
Avail Cap(c_a), veh/h	196	0	419	144	0	380	218	807	833	163	767	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	0.75	0.00	0.75	1.00	0.00	1.00	0.88	0.88	0.88	0.82	0.82	0.82
Uniform Delay (d), s/veh	51.3	0.0	44.8	54.7	0.0	46.2	47.5	3.0	3.1	53.0	20.3	20.4
Incr Delay (d2), s/veh	15.0	0.0	27.5	204.9	0.0	29.2	5.1	1.2	1.1	4.5	5.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	16.2	13.0	0.0	14.6	3.4	1.4	1.5	2.4	14.6	15.1
LnGrp Delay(d),s/veh	66.3	0.0	72.3	259.6	0.0	75.4	52.6	4.2	4.3	57.4	25.3	25.3
LnGrp LOS	E		E	F		E	D	A	A	E	C	C
Approach Vol, veh/h		556			551			716			1213	
Approach Delay, s/veh		70.6			141.6			11.2			27.2	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	58.7	14.6	34.4	15.0	56.0	18.4	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.9	4.9	12.6	30.7	9.2	30.0	13.1	26.3
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.1	6.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	70
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	74	2	866	0	391	1088	0	0	0	1681	1061
Future Vol, veh/h	0	0	0	0	0	74	2	866	0	391	1088	0	0	0	1681	1061
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	2	941	0	425	1183	0	0	0	1827	1153
Number of Lanes	0	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	67.7	71.7	69.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	97%	0%	0%	0%
Vol Thru, %	0%	100%	3%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	1088	76	866	1681	1061
LT Vol	391	0	74	0	0	0
Through Vol	0	1088	2	0	1681	0
RT Vol	0	0	0	866	0	1061
Lane Flow Rate	425	1183	83	941	1827	1153
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	1	0.217	1	1	1
Departure Headway (Hd)	8.568	8.068	9.472	8.286	8.048	7.349
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	461	379	442	475	507
Service Time	6.287	5.788	7.217	6.031	5.788	5.088
HCM Lane V/C Ratio	1	2.566	0.219	2.129	3.846	2.274
HCM Control Delay	73.4	71.1	14.8	72.3	71.1	67.7
HCM Lane LOS	F	F	B	F	F	F
HCM 95th-tile Q	12.5	12.9	0.8	12.7	12.9	13.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	203	410	156	614	0	0	799	232
Future Volume (veh/h)	0	0	0	552	203	410	156	614	0	0	799	232
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				600	221	446	170	667	0	0	868	252
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1094	624	488	471	2089	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.15	0.59	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				600	221	446	170	667	0	0	868	252
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.0	10.7	35.2	5.8	11.4	0.0	0.0	11.1	6.1
Cycle Q Clear(g_c), s				18.0	10.7	35.2	5.8	11.4	0.0	0.0	11.1	6.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1094	624	488	471	2089	0	0	1430	589
V/C Ratio(X)				0.55	0.35	0.91	0.36	0.32	0.00	0.00	0.61	0.43
Avail Cap(c_a), veh/h				1185	675	529	471	2089	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.93	0.93	0.00	0.00	0.42	0.42
Uniform Delay (d), s/veh				32.5	30.1	38.2	46.0	12.4	0.0	0.0	7.9	7.4
Incr Delay (d2), s/veh				0.0	0.0	2.5	0.4	0.4	0.0	0.0	0.8	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.1	5.5	14.5	2.6	5.7	0.0	0.0	5.2	2.5
LnGrp Delay(d),s/veh				32.6	30.2	40.7	46.4	12.8	0.0	0.0	8.7	8.4
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1267			837			1120	
Approach Delay, s/veh					35.0			19.6			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		75.3			22.3	53.0		44.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		13.4			7.8	13.1		37.2
Green Ext Time (p_c), s		3.8			2.1	5.4		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	473	188	434	1107	0	0	2202	857
Future Volume (veh/h)	0	0	0	265	473	188	434	1107	0	0	2202	857
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				288	514	204	472	1203	0	0	2393	932
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				597	667	275	340	2636	0	0	1781	734
Arrive On Green				0.19	0.19	0.19	0.42	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				288	514	204	472	1203	0	0	2393	932
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	667	275	340	2636	0	0	1781	734
V/C Ratio(X)				0.48	0.77	0.74	1.39	0.46	0.00	0.00	1.34	1.27
Avail Cap(c_a), veh/h				822	917	378	340	2636	0	0	1781	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.2	45.9	35.0	0.0	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	186.1	0.4	0.0	0.0	155.0	122.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	28.8	0.1	0.0	0.0	67.8	49.2
LnGrp Delay(d),s/veh				44.1	49.0	51.0	221.1	0.4	0.0	0.0	184.8	152.3
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1006			1675			3325	
Approach Delay, s/veh					48.0			62.6			175.7	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.4			29.0	64.4		26.6
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	62.4		18.5
Green Ext Time (p_c), s		65.0			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		122.8
HCM 2010 LOS		F

Intersection	
Intersection Delay, s/veh	58.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	239	2	102	0	0	0	0	0	0	787	142	0	631	542	0
Future Vol, veh/h	0	239	2	102	0	0	0	0	0	0	787	142	0	631	542	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	2	111	0	0	0	0	0	0	855	154	0	686	589	0
Number of Lanes	0	0	1	1	0	0	0	0	0	0	1	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	21	59.9	67.6
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	99%	0%	100%	0%
Vol Thru, %	100%	0%	1%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	787	142	241	102	631	542
LT Vol	0	0	239	0	631	0
Through Vol	787	0	2	0	0	542
RT Vol	0	142	0	102	0	0
Lane Flow Rate	855	154	262	111	686	589
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.293	0.624	0.227	1	1
Departure Headway (Hd)	7.542	6.841	8.674	7.379	7.594	7.093
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	528	419	483	487	518
Service Time	5.242	4.541	6.374	5.179	5.297	4.796
HCM Lane V/C Ratio	1.752	0.292	0.625	0.23	1.409	1.137
HCM Control Delay	68.5	12.4	24.7	12.4	68.8	66.3
HCM Lane LOS	F	B	C	B	F	F
HCM 95th-tile Q	13.4	1.2	4.1	0.9	13.3	13.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	130	245	0	0	0	0	704	547	372	956	0
Future Volume (veh/h)	206	130	245	0	0	0	0	704	547	372	956	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	141	266				0	765	595	404	1039	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	347	751	310				0	2692	772	502	2552	0
Arrive On Green	0.21	0.21	0.21				0.00	0.53	0.53	0.32	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	224	141	266				0	765	595	404	1039	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.0	3.9	21.1				0.0	10.0	38.9	14.0	0.0	0.0
Cycle Q Clear(g_c), s	15.0	3.9	21.1				0.0	10.0	38.9	14.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	751	310				0	2692	772	502	2552	0
V/C Ratio(X)	0.65	0.19	0.86				0.00	0.28	0.77	0.80	0.41	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2692	772	660	2552	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	43.1	38.8	45.5				0.0	15.6	22.4	39.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	13.8				0.0	0.3	7.3	4.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.9	9.7				0.0	4.7	17.1	6.4	0.1	0.0
LnGrp Delay(d),s/veh	45.2	38.9	59.3				0.0	15.9	29.8	43.6	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		631						1360			1443	
Approach Delay, s/veh		49.7						22.0			12.5	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	23.0	67.5		29.5		90.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	16.0	40.9		23.1		2.0		
Green Ext Time (p_c), s	1.0	5.4		1.8		18.8		

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	473	127	0	0	0	0	1102	673	998	1645	0
Future Volume (veh/h)	177	473	127	0	0	0	0	1102	673	998	1645	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	192	514	138				0	1198	732	1085	1788	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	540	602	248				0	1698	700	792	2701	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	192	514	138				0	1198	732	1085	1788	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	540	602	248				0	1698	700	792	2701	0
V/C Ratio(X)	0.36	0.85	0.56				0.00	0.71	1.05	1.37	0.66	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1698	700	792	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.77	0.77	0.77				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.0	48.3	45.6				0.0	24.5	31.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.1	1.7				0.0	2.5	46.7	166.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	4.3				0.0	16.1	32.2	31.4	0.0	0.0
LnGrp Delay(d),s/veh	44.3	56.5	47.4				0.0	27.0	77.9	196.9	0.1	0.0
LnGrp LOS	D	E	D					C	F	F	A	
Approach Vol, veh/h		844						1930			2873	
Approach Delay, s/veh		52.2						46.3			74.4	
Approach LOS		D						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.6		24.4		95.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	59.6		18.9		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.9		51.3		

Intersection Summary	
HCM 2010 Ctrl Delay	61.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	50	0	46	0	50
Future Vol, veh/h	50	50	0	46	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	0	50	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	132	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	862	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	862	978
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1481	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	108	575	113	0	581
Future Vol, veh/h	0	108	575	113	0	581
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	625	123	0	632

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1318	686	0	0	748	0
Stage 1	686	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	173	447	-	-	861	-
Stage 1	500	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	447	-	-	861	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	861	-
HCM Lane V/C Ratio	-	-	0.263	-	-
HCM Control Delay (s)	-	-	15.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	660	626	107	0	111
Future Vol, veh/h	0	660	626	107	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	680	116	0	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	797	0	-	0	1456	739
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	717	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	825	-	-	-	143	417
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	825	-	-	-	143	417
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	825	-	-	-	417
HCM Lane V/C Ratio	-	-	-	-	0.289
HCM Control Delay (s)	0	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	20	138	86	100	160
Future Vol, veh/h	12	20	138	86	100	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	22	150	93	109	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	541	150	0	0	150	0
Stage 1	150	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	502	896	-	-	1431	-
Stage 1	878	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	464	896	-	-	1431	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	464	896	1431	-
HCM Lane V/C Ratio	-	-	0.028	0.024	0.076	-
HCM Control Delay (s)	-	-	13	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	21	153	98	100	165
Future Vol, veh/h	17	21	153	98	100	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	23	166	107	109	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	563	166	0	0	166	0
Stage 1	166	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	487	878	-	-	1412	-
Stage 1	863	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	449	878	-	-	1412	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	449	878	1412	-
HCM Lane V/C Ratio	-	-	0.041	0.026	0.077	-
HCM Control Delay (s)	-	-	13.4	9.2	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	149	74	0	158
Future Vol, veh/h	0	21	149	74	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	162	80	0	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	334	162	0	0	162	0
Stage 1	162	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	661	883	-	-	1417	-
Stage 1	867	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	661	883	-	-	1417	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	883	1417	-
HCM Lane V/C Ratio	-	-	-	0.026	-	-
HCM Control Delay (s)	-	-	0	9.2	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	77	93	80	52	14	15
Future Vol, veh/h	77	93	80	52	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	101	87	57	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	355	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1509	-	-	-	643	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	607	971
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1509	-	-	-	607	971
HCM Lane V/C Ratio	0.055	-	-	-	0.025	0.017
HCM Control Delay (s)	7.5	-	-	-	11.1	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	88	69	68	10	9
Future Vol, veh/h	76	88	69	68	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	96	75	74	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	336	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1524	-	-	-	659	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1524	-	-	-	623	986
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1524	-	-	-	623	986
HCM Lane V/C Ratio	0.054	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.9	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	57	84	73	56	5	7
Future Vol, veh/h	57	84	73	56	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	91	79	61	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	294	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	697	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	669	981
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1519	-	-	-	669	981
HCM Lane V/C Ratio	0.041	-	-	-	0.008	0.008
HCM Control Delay (s)	7.5	-	-	-	10.4	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

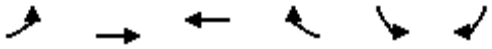
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	26	39	82	7	10
Future Vol, veh/h	92	26	39	82	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	28	42	89	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	274	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1493	-	716	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	696	956
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	956	-	-	1493	-
HCM Lane V/C Ratio	0.011	0.011	-	-	0.028	-
HCM Control Delay (s)	10.2	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	226	244	0	300	66
Future Volume (veh/h)	0	226	244	0	300	66
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	246	265	0	326	72
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	402	402	0	2493	1147
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	246	265	0	326	72
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.9	8.6	0.0	2.9	1.3
Cycle Q Clear(g_c), s	0.0	7.9	8.6	0.0	2.9	1.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	402	402	0	2493	1147
V/C Ratio(X)	0.00	0.61	0.66	0.00	0.13	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2493	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.67	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.7	51.0	0.0	3.1	2.9
Incr Delay (d2), s/veh	0.0	1.5	1.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	4.3	0.0	1.3	0.6
LnGrp Delay(d),s/veh	0.0	52.2	52.2	0.0	3.2	3.0
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		246	265		398	
Approach Delay, s/veh		52.2	52.2		3.1	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.6		100.4		19.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.9		4.9		10.6
Green Ext Time (p_c), s				3.0		1.3		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	504	0	0	569	389	40	0	356	0	0	0
Future Volume (veh/h)	30	504	0	0	569	389	40	0	356	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	33	548	0	0	618	423	43	0	387			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	40	1471	0	0	1220	503	1560	0	718			
Arrive On Green	0.02	0.42	0.00	0.00	0.34	0.34	0.49	0.00	0.49			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	33	548	0	0	618	423	43	0	387			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.6	13.9	0.0	0.0	18.0	34.8	0.9	0.0	23.9			
Cycle Q Clear(g_c), s	2.6	13.9	0.0	0.0	18.0	34.8	0.9	0.0	23.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	40	1471	0	0	1220	503	1560	0	718			
V/C Ratio(X)	0.82	0.37	0.00	0.00	0.51	0.84	0.03	0.00	0.54			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1560	0	718			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.1	26.3	0.0	0.0	33.8	39.3	17.0	0.0	22.8			
Incr Delay (d2), s/veh	53.3	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.8	0.0	0.0	8.8	14.1	0.4	0.0	9.7			
LnGrp Delay(d),s/veh	116.4	26.4	0.0	0.0	33.8	40.2	17.0	0.0	23.6			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		581			1041			430				
Approach Delay, s/veh		31.5			36.4			23.0				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		70.0		60.0			9.2	50.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		25.9		15.9			4.6	36.8
Green Ext Time (p_c), s		0.0		10.5			0.0	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	83	222	14	0	8	329	30	0	63	10	19	0	84	11	189
Future Vol, veh/h	0	83	222	14	0	8	329	30	0	63	10	19	0	84	11	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	241	15	0	9	358	33	0	68	11	21	0	91	12	205
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.3	14.1	11.8	12.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	79%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	21%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	83	148	88	8	219	140	84	7	193
LT Vol	63	0	83	0	0	8	0	0	84	0	0
Through Vol	0	10	0	148	74	0	219	110	0	7	4
RT Vol	0	19	0	0	14	0	0	30	0	0	189
Lane Flow Rate	68	32	90	161	96	9	238	152	91	8	209
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.155	0.063	0.19	0.316	0.185	0.018	0.454	0.283	0.196	0.016	0.381
Departure Headway (Hd)	8.154	7.195	7.574	7.068	6.955	7.461	6.988	6.836	7.738	7.236	6.546
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	499	475	510	517	481	520	528	466	496	551
Service Time	5.878	4.92	5.293	4.787	4.674	5.193	4.688	4.536	5.458	4.955	4.265
HCM Lane V/C Ratio	0.154	0.064	0.189	0.316	0.186	0.019	0.458	0.288	0.195	0.016	0.379
HCM Control Delay	12.4	10.4	12.1	13	11.3	10.3	15.4	12.2	12.3	10.1	13.2
HCM Lane LOS	B	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	0.5	0.2	0.7	1.3	0.7	0.1	2.3	1.2	0.7	0	1.8

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	660	626	111	0	116
Future Vol, veh/h	0	660	626	111	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	680	121	0	126

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	801	0	-	0	1458	741
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	717	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	822	-	-	-	143	416
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	822	-	-	-	143	416
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	822	-	-	-	416
HCM Lane V/C Ratio	-	-	-	-	0.303
HCM Control Delay (s)	0	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	118	12	583	100	11	473
Future Vol, veh/h	118	12	583	100	11	473
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	634	109	12	514

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1172	634	0	0	634	0
Stage 1	634	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	213	479	-	-	949	-
Stage 1	529	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	479	-	-	949	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.7	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	210	479	949	-
HCM Lane V/C Ratio	-	-	0.611	0.027	0.013	-
HCM Control Delay (s)	-	-	45.8	12.7	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3.5	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	22	75	36
Future Vol, veh/h	0	40	0	22	75	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	24	82	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	60	121	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	872	993	1464	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	993	1464	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	993	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	50	23	37	18	77	33	765	133	138	754	10
Future Volume (veh/h)	7	50	23	37	18	77	33	765	133	138	754	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	8	54	25	40	20	84	36	832	145	150	820	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.84	0.84	0.84	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	18	2	2	9	2	9	2	2	18	2	2
Cap, veh/h	542	537	249	567	140	586	51	1035	180	182	1515	20
Arrive On Green	0.45	0.45	0.44	0.45	0.45	0.44	0.03	0.34	0.34	0.11	0.42	0.42
Sat Flow, veh/h	1184	1206	558	1211	314	1317	1634	3014	525	1634	3576	48
Grp Volume(v), veh/h	8	0	79	40	0	104	36	488	489	150	406	425
Grp Sat Flow(s),veh/h/ln	1184	0	1764	1211	0	1630	1634	1770	1770	1634	1770	1854
Q Serve(g_s), s	0.5	0.0	3.1	2.4	0.0	4.6	2.6	30.0	30.1	10.8	20.6	20.6
Cycle Q Clear(g_c), s	5.0	0.0	3.1	5.5	0.0	4.6	2.6	30.0	30.1	10.8	20.6	20.6
Prop In Lane	1.00		0.32	1.00		0.81	1.00		0.30	1.00		0.03
Lane Grp Cap(c), veh/h	542	0	785	567	0	726	51	608	608	182	750	786
V/C Ratio(X)	0.01	0.00	0.10	0.07	0.00	0.14	0.71	0.80	0.80	0.82	0.54	0.54
Avail Cap(c_a), veh/h	542	0	785	567	0	726	101	1062	1062	245	1218	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	19.4	20.9	0.0	19.9	57.6	35.7	35.8	52.2	25.9	25.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	16.5	2.5	2.5	15.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.6	0.8	0.0	2.1	1.4	15.1	15.1	5.6	10.2	10.6
LnGrp Delay(d),s/veh	21.3	0.0	19.6	21.2	0.0	20.3	74.1	38.3	38.3	67.4	26.5	26.4
LnGrp LOS	C		B	C		C	E	D	D	E	C	C
Approach Vol, veh/h		87			144			1013			981	
Approach Delay, s/veh		19.8			20.5			39.6			32.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	45.2		57.4	7.7	54.8		57.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	17.5	71.5		17.5	6.9	82.1		17.5
Max Q Clear Time (g_c+I1), s	12.8	32.1		7.0	4.6	22.6		7.5
Green Ext Time (p_c), s	0.2	8.7		0.6	0.0	8.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	322	18	82	440	49	45
Future Vol, veh/h	322	18	82	440	49	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	18	2	2	9	2	2
Mvmt Flow	350	20	89	478	53	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	370	0	1017	360
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	657	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1189	-	263	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	236	684
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	1189	-
HCM Lane V/C Ratio	0.297	-	-	0.075	-
HCM Control Delay (s)	19.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	50.8
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	279	86	0	534	423	24	0	98	33	483
Future Vol, veh/h	0	15	279	86	0	534	423	24	0	98	33	483
Peak Hour Factor	0.80	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	18	2	2	2	18	2	2	2	2	2
Mvmt Flow	0	16	303	93	0	580	460	26	0	107	36	525
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	17.2	57.7	63.6
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	16%	10%	0%	72%	0%	8%
Vol Thru, %	5%	90%	62%	28%	90%	78%
Vol Right, %	79%	0%	38%	0%	10%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	614	155	226	746	236	51
LT Vol	98	15	0	534	0	4
Through Vol	33	140	140	212	212	40
RT Vol	483	0	86	0	24	7
Lane Flow Rate	667	168	245	810	256	55
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	1	0.372	0.521	1	0.531	0.135
Departure Headway (Hd)	6.506	7.974	7.659	7.897	7.468	8.772
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	450	468	470	486	411
Service Time	4.512	5.752	5.437	5.603	5.174	6.772
HCM Lane V/C Ratio	1.189	0.373	0.524	1.723	0.527	0.134
HCM Control Delay	63.6	15.4	18.5	70.2	18.3	13.1
HCM Lane LOS	F	C	C	F	C	B
HCM 95th-tile Q	14.4	1.7	3	13.1	3.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	7
Future Vol, veh/h	0	4	40	7
Peak Hour Factor	0.61	0.61	0.61	0.61
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	43	8
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	13.1
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	306

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	377	535	611	69	79	265
Future Vol, veh/h	377	535	611	69	79	265
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	410	582	664	75	86	288

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	739	0	-	0	1812	370
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	1110	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	863	-	-	-	~ 70	627
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	277	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	863	-	-	-	~ 21	627
Mov Cap-2 Maneuver	-	-	-	-	~ 21	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	~ 83	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	$ 1705.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	863	-	-	-	82
HCM Lane V/C Ratio	0.475	-	-	-	4.56
HCM Control Delay (s)	12.9	1.9	-		$ 1705.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.6	-	-	-	40

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	41	0	26	10	156	0	1064	13	146	1625	5
Future Vol, veh/h	0	41	0	26	10	156	0	1064	13	146	1625	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	620	-	-	600	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	28	11	170	0	1157	14	159	1766	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2670	3257	886	2387	3253	585	1772	0	0	1171	0	0
Stage 1	2086	2086	-	1164	1164	-	-	-	-	-	-	-
Stage 2	584	1171	-	1223	2089	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	~ 9	288	~ 18	~ 9	454	347	-	-	592	-	-
Stage 1	54	93	-	207	267	-	-	-	-	-	-	-
Stage 2	465	265	-	190	93	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 7	288	-	~ 7	454	347	-	-	592	-	-
Mov Cap-2 Maneuver	-	~ 7	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	54	68	-	207	267	-	-	-	-	-	-	-
Stage 2	279	265	-	48	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	347	-	-	-	-	592	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.268	-	-
HCM Control Delay (s)	0	-	-	-	-	13.3	-	-
HCM Lane LOS	A	-	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	297	8	2	179	2	1
Future Vol, veh/h	297	8	2	179	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	323	9	2	195	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	526	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1227	-	512	714
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1227	-	511	714
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	564	-	-	1227	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	11.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	152	0	1	192	0	1
Future Vol, veh/h	152	0	1	192	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	65	65	92	92
Heavy Vehicles, %	18	2	2	2	2	2
Mvmt Flow	165	0	1	209	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	165	0	376	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1413	-	625	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1413	-	624	879
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	879	-	-	1413	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	237	1063	164	233	1227	21	184	27	112	17	13	15
Future Vol, veh/h	237	1063	164	233	1227	21	184	27	112	17	13	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	96	96	96	70	70	70	48	48	48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	258	1155	178	253	1334	23	200	29	122	18	14	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1357	0	0	1334	0	0	3627	3623	1245	3687	3701	1345
Stage 1	-	-	-	-	-	-	1760	1760	-	1852	1852	-
Stage 2	-	-	-	-	-	-	1867	1863	-	1835	1849	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	507	-	-	517	-	-	~ 3	~ 5	212	~ 3	~ 5	185
Stage 1	-	-	-	-	-	-	~ 108	138	-	95	124	-
Stage 2	-	-	-	-	-	-	~ 93	122	-	97	124	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	507	-	-	517	-	-	-	~ 5	212	-	~ 5	185
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 5	-	-	~ 5	-
Stage 1	-	-	-	-	-	-	~ 108	138	-	95	124	-
Stage 2	-	-	-	-	-	-	~ 75	122	-	33	124	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	2.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	507	-	-	517	-	-	-
HCM Lane V/C Ratio	-	0.508	-	-	0.49	-	-	-
HCM Control Delay (s)	-	19.2	0	-	18.5	0	-	-
HCM Lane LOS	-	C	A	-	C	A	-	-
HCM 95th %tile Q(veh)	-	2.8	-	-	2.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	194	22	46	328	16	39
Future Vol, veh/h	194	22	46	328	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	24	50	357	17	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	680	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1332	-	417	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1332	-	397	817
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	625	-	-	1332	-
HCM Lane V/C Ratio	0.096	-	-	0.038	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	131	11	12	209	17	6
Future Vol, veh/h	131	11	12	209	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	12	13	227	18	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	401	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1426	-	605	899
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	599	899
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	1426	-
HCM Lane V/C Ratio	0.038	-	-	0.009	-
HCM Control Delay (s)	10.7	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	212	0	4	367	4	18
Future Vol, veh/h	212	0	4	367	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	0	4	399	4	20

Major/Minor	Major1		Minor2		Minor1	
Conflicting Flow All	0	0	240	230	429	230
Stage 1	-	-	0	0	230	-
Stage 2	-	-	240	230	199	-
Critical Hdwy	-	-	6.42	6.52	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	5.52	-	-
Follow-up Hdwy	-	-	3.518	4.018	3.518	3.318
Pot Cap-1 Maneuver	-	-	748	670	583	809
Stage 1	-	-	-	-	808	-
Stage 2	-	-	800	714	-	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	748	0	583	809
Mov Cap-2 Maneuver	-	-	748	0	583	-
Stage 1	-	-	-	0	808	-
Stage 2	-	-	800	0	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	15.3	9.9
HCM LOS		C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBLn1
Capacity (veh/h)	756	-	-	748
HCM Lane V/C Ratio	0.032	-	-	0.539
HCM Control Delay (s)	9.9	-	-	15.3
HCM Lane LOS	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	3.3

Intersection	
Intersection Delay, s/veh	41.6
Intersection LOS	E

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	204	76	0	144	191	0	333	428
Future Vol, veh/h	0	204	76	0	144	191	0	333	428
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	222	83	0	157	208	0	362	465
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.7	21.2	59.7
HCM LOS	C	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	44%	0%	43%
Vol Thru, %	0%	73%	57%
Vol Right, %	56%	27%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	761	280	335
LT Vol	333	0	144
Through Vol	0	204	191
RT Vol	428	76	0
Lane Flow Rate	827	304	364
Geometry Grp	1	1	1
Degree of Util (X)	1	0.538	0.656
Departure Headway (Hd)	5.771	6.369	6.482
Convergence, Y/N	Yes	Yes	Yes
Cap	637	563	553
Service Time	3.771	4.455	4.56
HCM Lane V/C Ratio	1.298	0.54	0.658
HCM Control Delay	59.7	16.7	21.2
HCM Lane LOS	F	C	C
HCM 95th-tile Q	15.3	3.2	4.8

Intersection	
Intersection Delay, s/veh	44.1
Intersection LOS	E

Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	66	139	0	180	447	0	383	161
Future Vol, veh/h	0	66	139	0	180	447	0	383	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	72	151	0	196	486	0	416	175
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	14	59.3	37.9
HCM LOS	B	F	E

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	29%	32%	0%
Vol Thru, %	71%	0%	70%
Vol Right, %	0%	68%	30%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	627	205	544
LT Vol	180	66	0
Through Vol	447	0	383
RT Vol	0	139	161
Lane Flow Rate	682	223	591
Geometry Grp	1	1	1
Degree of Util (X)	1	0.405	0.898
Departure Headway (Hd)	5.652	6.544	5.467
Convergence, Y/N	Yes	Yes	Yes
Cap	641	550	662
Service Time	3.695	4.569	3.488
HCM Lane V/C Ratio	1.064	0.405	0.893
HCM Control Delay	59.3	14	37.9
HCM Lane LOS	F	B	E
HCM 95th-tile Q	15.4	1.9	11.3

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	36	4	131	37	8	159
Future Vol, veh/h	36	4	131	37	8	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	142	40	9	173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	353	163	0	0	183	0
Stage 1	163	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	645	882	-	-	1392	-
Stage 1	866	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	640	882	-	-	1392	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	658	1392	-
HCM Lane V/C Ratio	-	-	0.066	0.006	-
HCM Control Delay (s)	-	-	10.9	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	89	102	107	99
Demand Flow Rate, veh/h	91	105	110	101
Vehicles Circulating, veh/h	108	99	93	103
Vehicles Exiting, veh/h	96	104	106	101
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	4.4	4.5	4.6	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	91	105	110	101
Cap Entry Lane, veh/h	1014	1023	1030	1019
Entry HV Adj Factor	0.981	0.974	0.975	0.982
Flow Entry, veh/h	89	102	107	99
Cap Entry, veh/h	995	996	1003	1000
V/C Ratio	0.090	0.103	0.107	0.099
Control Delay, s/veh	4.4	4.5	4.6	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	74	54	50	31
Demand Flow Rate, veh/h	76	55	51	31
Vehicles Circulating, veh/h	23	70	49	87
Vehicles Exiting, veh/h	95	30	50	38
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.9	3.9	3.8	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	76	55	51	31
Cap Entry Lane, veh/h	1104	1054	1076	1036
Entry HV Adj Factor	0.980	0.984	0.975	0.990
Flow Entry, veh/h	74	54	50	31
Cap Entry, veh/h	1081	1036	1048	1025
V/C Ratio	0.069	0.052	0.047	0.030
Control Delay, s/veh	3.9	3.9	3.8	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	58	24	14	39
Demand Flow Rate, veh/h	59	24	14	39
Vehicles Circulating, veh/h	42	15	65	32
Vehicles Exiting, veh/h	29	64	36	7
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.8	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	59	24	14	39
Cap Entry Lane, veh/h	1083	1113	1059	1094
Entry HV Adj Factor	0.986	0.983	0.994	0.991
Flow Entry, veh/h	58	24	14	39
Cap Entry, veh/h	1068	1093	1052	1084
V/C Ratio	0.054	0.022	0.013	0.036
Control Delay, s/veh	3.8	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	9	71	42	277	212	5
Future Vol, veh/h	9	71	42	277	212	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	77	46	301	230	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	118	236	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	519	912	1328	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	912	1328	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1328	-	834	-	-
HCM Lane V/C Ratio	0.034	-	0.104	-	-
HCM Control Delay (s)	7.8	0.1	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	110	174	543	62	79	389
Future Vol, veh/h	110	174	543	62	79	389
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	189	590	67	86	423

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1185	590	0	0	590	0
Stage 1	590	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	209	508	-	-	985	-
Stage 1	554	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	508	-	-	985	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31	0	1.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	185	508	985	-
HCM Lane V/C Ratio	-	-	0.646	0.372	0.087	-
HCM Control Delay (s)	-	-	54.4	16.2	9	0
HCM Lane LOS	-	-	F	C	A	A
HCM 95th %tile Q(veh)	-	-	3.8	1.7	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	23	7	151	26	5	181
Future Vol, veh/h	23	7	151	26	5	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	8	164	28	5	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	386	178	0	0	192	0
Stage 1	178	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	617	865	-	-	1381	-
Stage 1	853	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	865	-	-	1381	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	659	1381	-
HCM Lane V/C Ratio	-	-	0.049	0.004	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Future Vol, veh/h	0	22	4	0	0	0	3	11	0	1	24	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	4	0	0	0	3	12	0	1	26	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	85%	0%	20%
Vol Thru, %	96%	15%	21%	40%
Vol Right, %	0%	0%	79%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	26	14	50
LT Vol	1	22	0	10
Through Vol	24	4	3	20
RT Vol	0	0	11	20
Lane Flow Rate	27	28	15	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.015	0.058
Departure Headway (Hd)	4.059	4.256	3.624	3.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	840	983	935
Service Time	2.085	2.29	1.664	1.854
HCM Lane V/C Ratio	0.031	0.033	0.015	0.058
HCM Control Delay	7.2	7.4	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	20
Future Vol, veh/h	0	10	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	26	40	45
Demand Flow Rate, veh/h	9	26	41	46
Vehicles Circulating, veh/h	47	40	22	9
Vehicles Exiting, veh/h	8	23	34	57
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	9	26	41	46
Cap Entry Lane, veh/h	1078	1086	1105	1120
Entry HV Adj Factor	0.991	0.998	0.983	0.988
Flow Entry, veh/h	9	26	40	45
Cap Entry, veh/h	1068	1082	1086	1106
V/C Ratio	0.008	0.024	0.037	0.041
Control Delay, s/veh	3.4	3.5	3.6	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	6	20	32	5	20	12
Future Vol, veh/h	6	20	32	5	20	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	35	5	22	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	78	48
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1563	-	-	-	925	1021
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	913	1013
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	948
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	15	53	0	58	7	24	0	27	227	98
Future Vol, veh/h	0	5	15	53	0	58	7	24	0	27	227	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	58	0	63	8	26	0	29	247	107
Number of Lanes	0	1	1	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	2
HCM Control Delay	9.8	10.3	10.5
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	44%	0%	22%	0%	23%	0%	100%	97%
Vol Right, %	0%	0%	56%	0%	78%	0%	77%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	151	174	5	68	58	31	28	167	87
LT Vol	27	0	0	5	0	58	0	28	0	0
Through Vol	0	151	76	0	15	0	7	0	167	84
RT Vol	0	0	98	0	53	0	24	0	0	3
Lane Flow Rate	29	164	189	5	74	63	34	30	182	94
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.052	0.269	0.288	0.011	0.126	0.125	0.057	0.055	0.303	0.157
Departure Headway (Hd)	6.394	5.891	5.493	7.193	6.145	7.127	6.083	6.51	6.006	5.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	610	655	497	582	503	588	551	598	600
Service Time	4.126	3.623	3.225	4.939	3.891	4.87	3.826	4.244	3.74	3.716
HCM Lane V/C Ratio	0.052	0.269	0.289	0.01	0.127	0.125	0.058	0.054	0.304	0.157
HCM Control Delay	9.5	10.8	10.4	10	9.8	10.9	9.2	9.6	11.3	9.8
HCM Lane LOS	A	B	B	A	A	B	A	A	B	A
HCM 95th-tile Q	0.2	1.1	1.2	0	0.4	0.4	0.2	0.2	1.3	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	28	251	3
Future Vol, veh/h	0	28	251	3
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	273	3
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.7
HCM LOS	B

Lane

Intersection	
Intersection Delay, s/veh	26.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	522	0	0	0	570	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	522	0	0	0	570	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	567	0	0	0	620	0
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	0	0	23.4	29.1
HCM LOS	-	-	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	0%	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	522	0	0	0	0	570	0
LT Vol	0	0	0	0	0	0	0	0
Through Vol	0	522	0	0	0	0	570	0
RT Vol	0	0	0	0	0	0	0	0
Lane Flow Rate	0	567	0	0	0	0	620	0
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.785	0	0	0	0	0.851	0
Departure Headway (Hd)	4.979	4.979	4.979	7.221	7.221	4.944	4.944	4.944
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	732	0	0	0	0	737	0
Service Time	2.692	2.692	2.692	4.989	4.989	2.656	2.656	2.656
HCM Lane V/C Ratio	0	0.775	0	0	0	0	0.841	0
HCM Control Delay	7.7	23.4	7.7	10	10	7.7	29.1	7.7
HCM Lane LOS	N	C	N	N	N	N	D	N
HCM 95th-tile Q	0	7.8	0	0	0	0	9.9	0

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	35	0	309	35	19	28	167	304	18	174	10
Future Vol, veh/h	12	35	0	309	35	19	28	167	304	18	174	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	50	50	-	50	50	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	38	0	336	38	21	30	182	330	20	189	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	489	470	189	489	470	182	189	0	0	182	0	0
Stage 1	228	228	-	242	242	-	-	-	-	-	-	-
Stage 2	261	242	-	247	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	489	492	853	489	492	861	1385	-	-	1393	-	-
Stage 1	775	715	-	762	705	-	-	-	-	-	-	-
Stage 2	744	705	-	757	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	436	474	853	447	474	861	1385	-	-	1393	-	-
Mov Cap-2 Maneuver	436	474	-	447	474	-	-	-	-	-	-	-
Stage 1	758	705	-	745	690	-	-	-	-	-	-	-
Stage 2	671	690	-	706	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	30.4	0.4	0.7
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	436	474	-	447	474	861	1393	-	-
HCM Lane V/C Ratio	0.022	-	-	0.03	0.08	-	0.751	0.08	0.024	0.014	-	-
HCM Control Delay (s)	7.7	-	-	13.5	13.3	0	33.6	13.3	9.3	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	D	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	-	6.3	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Future Vol, veh/h	0	20	3	2	0	2	2	13	0	2	29	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	2	0	2	2	14	0	2	32	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	6.8	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	80%	12%	18%
Vol Thru, %	88%	12%	12%	50%
Vol Right, %	6%	8%	76%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	25	17	56
LT Vol	2	20	2	10
Through Vol	29	3	2	28
RT Vol	2	2	13	18
Lane Flow Rate	36	27	18	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.032	0.019	0.066
Departure Headway (Hd)	4.034	4.228	3.686	3.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	844	965	922
Service Time	2.066	2.269	1.732	1.91
HCM Lane V/C Ratio	0.041	0.032	0.019	0.066
HCM Control Delay	7.2	7.4	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	28	18
Future Vol, veh/h	0	10	28	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	30	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	22	12	36	29
Demand Flow Rate, veh/h	22	12	37	29
Vehicles Circulating, veh/h	24	38	16	21
Vehicles Exiting, veh/h	26	14	30	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.6	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	22	12	37	29
Cap Entry Lane, veh/h	1103	1088	1112	1106
Entry HV Adj Factor	0.990	0.984	0.986	0.986
Flow Entry, veh/h	22	12	36	29
Cap Entry, veh/h	1092	1070	1097	1091
V/C Ratio	0.020	0.011	0.033	0.026
Control Delay, s/veh	3.5	3.5	3.6	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	6	31	34	0
Demand Flow Rate, veh/h	6	32	35	0
Vehicles Circulating, veh/h	28	1	5	33
Vehicles Exiting, veh/h	5	39	29	0
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	3.4	3.5	3.6	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	6	32	35	0
Cap Entry Lane, veh/h	1099	1129	1124	1093
Entry HV Adj Factor	0.984	0.966	0.971	1.000
Flow Entry, veh/h	6	31	34	0
Cap Entry, veh/h	1080	1090	1091	1093
V/C Ratio	0.005	0.028	0.031	0.000
Control Delay, s/veh	3.4	3.5	3.6	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	8	32	48	352	353	10
Future Vol, veh/h	8	32	48	352	353	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	35	52	383	384	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	685	197	395	0	-	0
Stage 1	389	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	382	811	1160	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	360	811	1160	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	649	-	-
HCM Lane V/C Ratio	0.045	-	0.067	-	-
HCM Control Delay (s)	8.2	0.2	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1309	253	172	1500	29	148	0	68	24	16	112
Future Volume (veh/h)	453	1309	253	172	1500	29	148	0	68	24	16	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	492	1423	275	187	1630	32	161	0	74	26	17	122
Adj No. of Lanes	1	2	2	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1298	941	109	1124	22	362	0	166	32	21	150
Arrive On Green	0.12	0.37	0.37	0.07	0.32	0.30	0.31	0.00	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1634	3539	2567	1634	3550	70	1171	0	538	258	169	1210
Grp Volume(v), veh/h	492	1423	275	187	811	851	235	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1283	1634	1770	1850	1709	0	0	1636	0	0
Q Serve(g_s), s	14.0	44.0	9.1	8.0	38.0	38.0	13.2	0.0	0.0	11.8	0.0	0.0
Cycle Q Clear(g_c), s	14.0	44.0	9.1	8.0	38.0	38.0	13.2	0.0	0.0	11.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.69		0.31	0.16		0.74
Lane Grp Cap(c), veh/h	191	1298	941	109	560	586	528	0	0	203	0	0
V/C Ratio(X)	2.58	1.10	0.29	1.72	1.45	1.45	0.44	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	191	1298	941	109	560	586	528	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	38.0	27.0	56.0	41.0	41.0	33.3	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	724.8	54.5	0.2	346.7	207.9	209.8	2.7	0.0	0.0	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.7	31.3	3.3	14.1	50.9	53.5	6.7	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	777.8	92.5	27.1	402.7	248.9	250.8	36.0	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	F	F	C	F	F	F	D			E		
Approach Vol, veh/h		2190			1849			235			165	
Approach Delay, s/veh		238.3			265.3			36.0			59.0	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		41.1	12.0	48.0		18.9	18.0	42.0
Change Period (Y+Rc), s		4.6	6.0	6.0		4.6	6.0	6.0
Max Green Setting (Gmax), s		18.4	6.0	42.0		32.4	12.0	36.0
Max Q Clear Time (g_c+I1), s		15.2	10.0	46.0		13.8	16.0	40.0
Green Ext Time (p_c), s		0.2	0.0	0.0		0.5	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		232.2
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Future Volume (veh/h)	23	427	40	10	569	7	70	3	6	2	1	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1716	1716	1863	1900	1716	1863	1750	1863	1863	1900
Adj Flow Rate, veh/h	25	464	43	11	618	8	76	3	7	2	1	32
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	809	305	44	772	10	888	300	700	13	3	102
Arrive On Green	0.04	0.23	0.21	0.03	0.22	0.20	0.54	0.60	0.60	0.01	0.07	0.06
Sat Flow, veh/h	1774	3539	1441	1634	3577	46	1634	496	1158	1774	47	1506
Grp Volume(v), veh/h	25	464	43	11	306	320	76	0	10	2	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1441	1634	1770	1854	1634	0	1655	1774	0	1553
Q Serve(g_s), s	1.6	14.0	0.6	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Cycle Q Clear(g_c), s	1.6	14.0	0.6	0.8	19.6	19.7	2.7	0.0	0.3	0.1	0.0	2.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.70	1.00		0.97
Lane Grp Cap(c), veh/h	70	809	305	44	382	400	888	0	1000	13	0	105
V/C Ratio(X)	0.36	0.57	0.14	0.25	0.80	0.80	0.09	0.00	0.01	0.16	0.00	0.31
Avail Cap(c_a), veh/h	177	1799	709	82	811	850	888	0	1000	136	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	41.1	1.6	57.2	44.6	44.6	13.1	0.0	9.5	59.2	0.0	53.6
Incr Delay (d2), s/veh	1.5	0.3	0.1	2.9	3.9	3.7	0.0	0.0	0.0	5.7	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.9	0.2	0.4	10.0	10.5	1.2	0.0	0.1	0.1	0.0	1.3
LnGrp Delay(d),s/veh	57.6	41.4	1.7	60.1	48.5	48.4	13.1	0.0	9.6	64.9	0.0	61.2
LnGrp LOS	E	D	A	E	D	D	B		A	E		E
Approach Vol, veh/h		532			637			86			35	
Approach Delay, s/veh		39.0			48.6			12.7			61.4	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	76.5	7.2	31.4	69.2	12.1	8.8	29.9
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0
Max Green Setting (Gmax), s	3.6	27.2	4.0	59.0	10.4	25.4	10.0	53.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	2.8	16.0	4.7	4.4	3.6	21.7
Green Ext Time (p_c), s	0.0	0.2	0.0	2.2	0.1	0.1	1.2	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	10.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	782	66	56	869	102	146
Future Vol, veh/h	782	66	56	869	102	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	2	2	9	2	9
Mvmt Flow	850	72	61	945	111	159

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	922	0	1480	461
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	594	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	736	-	116	547
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	~ 106	547
Mov Cap-2 Maneuver	-	-	-	-	~ 106	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	80.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	547	-	-	736	-
HCM Lane V/C Ratio	1.046	0.29	-	-	0.083	-
HCM Control Delay (s)	176.2	14.2	-	-	10.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	6.8	1.2	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	751	10	28	1008	20	47
Future Vol, veh/h	751	10	28	1008	20	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	816	11	30	1096	22	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	827	0	1431	414
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	800	-	125	587
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	800	-	120	587
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	800	-
HCM Lane V/C Ratio	0.181	-	-	0.038	-
HCM Control Delay (s)	15.9	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	344	148	126	513	63	69	391	74	42	587	232
Future Volume (veh/h)	308	344	148	126	513	63	69	391	74	42	587	232
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1750
Adj Flow Rate, veh/h	335	374	161	137	558	68	75	425	80	46	638	252
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	983	405	325	828	341	129	1023	422	92	661	261
Arrive On Green	0.24	0.28	0.28	0.20	0.23	0.23	0.08	0.29	0.29	0.06	0.27	0.24
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	2480	979
Grp Volume(v), veh/h	335	374	161	137	558	68	75	425	80	46	455	435
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1690
Q Serve(g_s), s	17.6	7.7	5.7	6.6	12.9	3.4	4.0	8.7	2.0	2.5	22.8	22.9
Cycle Q Clear(g_c), s	17.6	7.7	5.7	6.6	12.9	3.4	4.0	8.7	2.0	2.5	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	397	983	405	325	828	341	129	1023	422	92	472	451
V/C Ratio(X)	0.84	0.38	0.40	0.42	0.67	0.20	0.58	0.42	0.19	0.50	0.96	0.97
Avail Cap(c_a), veh/h	436	983	405	325	828	341	163	1023	422	163	472	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	26.2	13.2	31.5	31.4	27.7	40.0	25.8	6.8	41.2	32.6	33.2
Incr Delay (d2), s/veh	13.1	1.1	2.9	0.9	4.4	1.3	2.5	0.2	0.1	4.2	32.3	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	3.9	2.6	3.0	6.8	1.5	1.9	4.3	0.8	1.2	15.4	14.8
LnGrp Delay(d),s/veh	45.6	27.4	16.1	32.4	35.7	29.0	42.5	26.0	6.9	45.4	64.9	66.5
LnGrp LOS	D	C	B	C	D	C	D	C	A	D	E	E
Approach Vol, veh/h		870			763			580			936	
Approach Delay, s/veh		32.3			34.5			25.5			64.7	
Approach LOS		C			C			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	30.0	21.9	29.0	11.1	28.0	25.9	25.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	22.0	14.0	23.0	7.0	22.0	22.0	15.0
Max Q Clear Time (g_c+I1), s	4.5	10.7	8.6	9.7	6.0	24.9	19.6	14.9
Green Ext Time (p_c), s	0.0	4.5	1.6	1.8	0.0	0.0	0.3	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	693	54	30	1003	7	11	2	13	11	0	0
Future Vol, veh/h	0	693	54	30	1003	7	11	2	13	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	753	59	33	1090	8	12	2	14	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1098	0	0	753	0	0	1912	1916	753	1920	1912	1094
Stage 1	-	-	-	-	-	-	753	753	-	1159	1159	-
Stage 2	-	-	-	-	-	-	1159	1163	-	761	753	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	636	-	-	857	-	-	52	68	410	51	68	260
Stage 1	-	-	-	-	-	-	402	417	-	238	270	-
Stage 2	-	-	-	-	-	-	238	269	-	398	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	636	-	-	857	-	-	48	61	410	44	61	260
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	61	-	44	61	-
Stage 1	-	-	-	-	-	-	402	417	-	238	243	-
Stage 2	-	-	-	-	-	-	214	242	-	382	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	63.2	114.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	636	-	-	857	-	-	44
HCM Lane V/C Ratio	0.318	-	-	-	0.038	-	-	0.272
HCM Control Delay (s)	63.2	0	-	-	9.4	0	-	114.9
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	115	0	7	137	5	0	0	7	4	0	0
Future Volume (veh/h)	0	115	0	7	137	5	0	0	7	4	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	0	125	0	8	149	5	0	0	8	4	0	0
Adj No. of Lanes	1	1	1	1	1	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	179	140	13	276	9	2	1289	1009	7	1390	1088
Arrive On Green	0.00	0.10	0.00	0.00	0.05	0.05	0.00	0.00	0.69	0.00	0.00	0.00
Sat Flow, veh/h	1634	1863	1458	1634	1792	60	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	0	125	0	8	0	154	0	0	8	4	0	0
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1852	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	0.0	5.9	0.0	0.4	0.0	7.3	0.0	0.0	0.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.9	0.0	0.4	0.0	7.3	0.0	0.0	0.2	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	179	140	13	0	285	2	1289	1009	7	1390	1088
V/C Ratio(X)	0.00	0.70	0.00	0.61	0.00	0.54	0.00	0.00	0.01	0.58	0.00	0.00
Avail Cap(c_a), veh/h	73	507	397	354	0	823	73	1289	1009	73	1390	1088
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.09	0.00	0.09	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.4	0.0	44.7	0.0	39.6	0.0	0.0	4.3	44.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	4.0	0.0	0.1	0.0	0.0	0.0	59.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.2	0.0	3.8	0.0	0.0	0.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	44.3	0.0	48.8	0.0	39.7	0.0	0.0	4.3	103.7	0.0	0.0
LnGrp LOS		D		D		D			A	F		
Approach Vol, veh/h		125			162			8			4	
Approach Delay, s/veh		44.3			40.2			4.3			103.7	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	66.8	5.2	13.1	0.0	71.6	0.0	18.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	24.0	19.5	24.5	4.0	24.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	2.4	7.9	0.0	0.0	0.0	9.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	444	147	380	1018	223	175	373	138	122	415	47
Future Volume (veh/h)	59	444	147	380	1018	223	175	373	138	122	415	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	64	483	160	413	1107	242	190	405	150	133	451	51
Adj No. of Lanes	1	2	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	880	363	281	693	543	223	613	480	82	452	354
Arrive On Green	0.05	0.25	0.25	0.17	0.37	0.37	0.05	0.11	0.11	0.05	0.24	0.24
Sat Flow, veh/h	1634	3539	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	64	483	160	413	1107	242	190	405	150	133	451	51
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	3.5	10.7	8.3	15.5	33.5	11.2	10.4	18.8	8.5	4.5	21.8	2.5
Cycle Q Clear(g_c), s	3.5	10.7	8.3	15.5	33.5	11.2	10.4	18.8	8.5	4.5	21.8	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	880	363	281	693	543	223	613	480	82	452	354
V/C Ratio(X)	0.80	0.55	0.44	1.47	1.60	0.45	0.85	0.66	0.31	1.63	1.00	0.14
Avail Cap(c_a), veh/h	82	885	365	281	693	543	227	613	480	82	452	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	29.4	28.5	37.3	28.3	21.3	42.1	35.3	30.7	42.8	34.1	26.8
Incr Delay (d2), s/veh	38.3	0.6	0.8	228.9	275.2	0.6	22.4	4.8	1.5	331.3	41.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.3	3.4	24.8	70.2	4.6	6.1	10.5	3.6	9.5	16.4	1.1
LnGrp Delay(d),s/veh	80.7	30.1	29.3	266.1	303.5	21.8	64.4	40.1	32.2	374.0	76.0	27.6
LnGrp LOS	F	C	C	F	F	C	E	D	C	F	E	C
Approach Vol, veh/h		707			1762			745			635	
Approach Delay, s/veh		34.5			256.1			44.7			134.5	
Approach LOS		C			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	34.1	20.0	26.9	16.8	26.3	8.9	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	29.5	15.5	22.5	12.5	21.5	4.5	33.5
Max Q Clear Time (g_c+I1), s	10.5	20.8	17.5	12.7	12.4	23.8	5.5	35.5
Green Ext Time (p_c), s	0.0	2.8	0.0	6.4	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		154.4
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	573	13	10	626	281	5	19	3	282	21	165
Future Volume (veh/h)	164	573	13	10	626	281	5	19	3	282	21	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	178	623	14	11	680	305	5	21	3	307	23	179
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	741	580	17	528	413	338	429	336	263	719	563
Arrive On Green	0.25	0.80	0.80	0.00	0.09	0.09	0.01	0.23	0.23	0.16	0.39	0.39
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	178	623	14	11	680	305	5	21	3	307	23	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	9.4	18.6	0.2	0.6	25.5	18.3	0.2	0.8	0.1	14.5	0.7	7.7
Cycle Q Clear(g_c), s	9.4	18.6	0.2	0.6	25.5	18.3	0.2	0.8	0.1	14.5	0.7	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	741	580	17	528	413	338	429	336	263	719	563
V/C Ratio(X)	0.87	0.84	0.02	0.63	1.29	0.74	0.01	0.05	0.01	1.17	0.03	0.32
Avail Cap(c_a), veh/h	209	741	580	118	528	413	447	429	336	263	719	563
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	7.4	5.6	44.7	40.8	37.5	26.4	27.0	26.7	37.8	17.2	19.3
Incr Delay (d2), s/veh	29.9	8.6	0.0	28.4	142.0	6.0	0.0	0.2	0.0	108.0	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	10.4	0.1	0.4	34.0	8.1	0.1	0.4	0.1	14.4	0.4	3.3
LnGrp Delay(d),s/veh	63.0	16.0	5.6	73.1	182.8	43.6	26.4	27.2	26.8	145.8	17.2	20.8
LnGrp LOS	E	B	A	E	F	D	C	C	C	F	B	C
Approach Vol, veh/h		815			996			29			509	
Approach Delay, s/veh		26.1			139.0			27.0			96.0	
Approach LOS		C			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	25.2	5.5	40.3	5.0	39.3	15.8	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	20.5	6.5	30.5	6.5	28.5	11.5	25.5
Max Q Clear Time (g_c+I1), s	16.5	2.8	2.6	20.6	2.2	9.7	11.4	27.5
Green Ext Time (p_c), s	0.0	0.7	0.0	4.9	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	89.1
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	640	127	831	813	58	68	26	33	48	24	14
Future Volume (veh/h)	18	640	127	831	813	58	68	26	33	48	24	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	20	696	138	903	884	63	74	28	36	52	26	15
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	708	292	536	1806	744	92	434	340	64	402	315
Arrive On Green	0.03	0.40	0.40	0.33	0.51	0.51	0.06	0.23	0.23	0.04	0.22	0.22
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	20	696	138	903	884	63	74	28	36	52	26	15
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.1	17.5	6.3	29.5	14.7	2.0	4.0	1.1	1.7	2.8	1.0	0.7
Cycle Q Clear(g_c), s	1.1	17.5	6.3	29.5	14.7	2.0	4.0	1.1	1.7	2.8	1.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	708	292	536	1806	744	92	434	340	64	402	315
V/C Ratio(X)	0.70	0.98	0.47	1.69	0.49	0.08	0.80	0.06	0.11	0.81	0.06	0.05
Avail Cap(c_a), veh/h	73	708	292	536	1806	744	107	434	340	73	402	315
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	26.9	23.5	30.3	14.4	11.3	42.0	26.9	27.1	42.9	28.1	28.0
Incr Delay (d2), s/veh	9.5	15.3	0.4	316.8	0.2	0.0	29.1	0.3	0.6	44.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.8	2.6	60.4	7.2	0.8	2.6	0.6	0.8	2.1	0.5	0.3
LnGrp Delay(d),s/veh	52.7	42.2	23.9	347.0	14.6	11.3	71.1	27.1	27.7	87.3	28.4	28.2
LnGrp LOS	D	D	C	F	B	B	E	C	C	F	C	C
Approach Vol, veh/h		854			1850			138			93	
Approach Delay, s/veh		39.5			176.7			50.9			61.3	
Approach LOS		D			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	25.5	34.0	22.5	9.6	23.9	6.1	50.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	20.5	29.5	18.0	5.9	18.6	4.0	43.5
Max Q Clear Time (g_c+I1), s	4.8	3.7	31.5	19.5	6.0	3.0	3.1	16.7
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.2	0.0	9.1

Intersection Summary	
HCM 2010 Ctrl Delay	127.2
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	35	660	1614	101	0	28
Future Vol, veh/h	35	660	1614	101	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	717	1754	110	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1864	0	-	0	2602	1809
Stage 1	-	-	-	-	1809	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	323	-	-	-	27	98
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	323	-	-	-	22	98
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	359	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	57.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	323	-	-	-	98
HCM Lane V/C Ratio	0.118	-	-	-	0.311
HCM Control Delay (s)	17.6	0	-	-	57.5
HCM Lane LOS	C	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	640	317	419	1321	138	483	182	140	115	274	138
Future Volume (veh/h)	120	640	317	419	1321	138	483	182	140	115	274	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	130	696	345	455	1436	150	525	198	152	125	298	150
Adj No. of Lanes	1	3	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	930	432	362	1577	648	177	1077	442	109	930	379
Arrive On Green	0.05	0.27	0.27	0.22	0.45	0.45	0.04	0.10	0.10	0.07	0.26	0.26
Sat Flow, veh/h	1634	3390	1575	1634	3539	1453	1634	3539	1451	1634	3539	1444
Grp Volume(v), veh/h	130	696	345	455	1436	150	525	198	152	125	298	150
Grp Sat Flow(s),veh/h/ln	1634	1695	1575	1634	1770	1453	1634	1770	1451	1634	1770	1444
Q Serve(g_s), s	6.0	22.5	24.4	26.6	45.4	7.7	13.0	6.2	6.3	8.0	8.1	10.3
Cycle Q Clear(g_c), s	6.0	22.5	24.4	26.6	45.4	7.7	13.0	6.2	6.3	8.0	8.1	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	930	432	362	1577	648	177	1077	442	109	930	379
V/C Ratio(X)	1.59	0.75	0.80	1.26	0.91	0.23	2.97	0.18	0.34	1.15	0.32	0.40
Avail Cap(c_a), veh/h	82	1384	643	362	1681	690	177	1077	442	109	930	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.23	0.23	0.23	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	39.8	40.5	46.7	31.0	20.6	57.9	40.3	12.4	56.0	35.6	36.4
Incr Delay (d2), s/veh	316.0	1.3	4.3	121.4	2.0	0.0	898.0	0.3	1.9	131.3	0.9	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	10.7	11.2	24.2	22.6	3.1	50.0	3.1	2.8	7.6	4.1	4.4
LnGrp Delay(d),s/veh	373.0	41.0	44.8	168.1	33.0	20.6	955.8	40.6	14.3	187.3	36.5	39.5
LnGrp LOS	F	D	D	F	C	C	F	D	B	F	D	D
Approach Vol, veh/h		1171			2041			875			573	
Approach Delay, s/veh		79.0			62.2			585.2			70.2	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	40.5	30.6	36.9	17.0	35.5	10.0	57.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	31.0	12.0	47.0	11.0	26.0	4.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	8.3	28.6	26.4	15.0	12.3	8.0	47.4
Green Ext Time (p_c), s	0.0	3.2	0.0	4.5	0.0	2.8	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	165.6
HCM 2010 LOS	F



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1004	110	49	1825	106	32
Future Volume (veh/h)	1004	110	49	1825	106	32
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1716	1750	1863	1716	1716
Adj Flow Rate, veh/h	1091	120	53	1984	115	35
Adj No. of Lanes	2	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2364	974	78	2172	379	338
Arrive On Green	0.67	0.67	0.67	0.67	0.23	0.23
Sat Flow, veh/h	3632	1458	55	3337	1634	1458
Grp Volume(v), veh/h	1091	120	1093	944	115	35
Grp Sat Flow(s),veh/h/ln	1770	1458	1696	1610	1634	1458
Q Serve(g_s), s	13.3	2.7	35.0	42.3	5.2	1.7
Cycle Q Clear(g_c), s	13.3	2.7	53.4	42.3	5.2	1.7
Prop In Lane		1.00	0.05		1.00	1.00
Lane Grp Cap(c), veh/h	2364	974	1175	1076	379	338
V/C Ratio(X)	0.46	0.12	0.93	0.88	0.30	0.10
Avail Cap(c_a), veh/h	2379	980	1182	1083	379	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.17	0.17	0.99	0.99
Uniform Delay (d), s/veh	7.2	5.4	13.0	12.0	28.5	27.2
Incr Delay (d2), s/veh	0.1	0.0	2.8	1.6	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	1.1	25.5	18.8	2.6	0.7
LnGrp Delay(d),s/veh	7.3	5.4	15.9	13.6	30.6	27.8
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h	1211			2037	150	
Approach Delay, s/veh	7.1			14.8	29.9	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.4		64.6				64.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		60.5				60.5
Max Q Clear Time (g_c+I1), s		7.2		15.3				55.4
Green Ext Time (p_c), s		0.4		29.5				4.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	684	267	574	1341	126	163	555	129	78	933	354
Future Volume (veh/h)	238	684	267	574	1341	126	163	555	129	78	933	354
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	259	743	290	624	1458	137	177	603	140	85	1014	385
Adj No. of Lanes	2	3	0	2	3	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	899	347	608	1528	144	136	988	229	131	864	324
Arrive On Green	0.12	0.25	0.25	0.19	0.32	0.32	0.11	0.46	0.44	0.08	0.34	0.33
Sat Flow, veh/h	3170	3612	1395	3170	4730	444	1634	2854	661	1634	2520	945
Grp Volume(v), veh/h	259	697	336	624	1045	550	177	373	370	85	708	691
Grp Sat Flow(s),veh/h/ln	1585	1695	1617	1585	1695	1784	1634	1770	1746	1634	1770	1696
Q Serve(g_s), s	9.4	23.3	23.7	23.0	36.2	36.2	10.0	19.0	19.2	6.1	41.1	41.1
Cycle Q Clear(g_c), s	9.4	23.3	23.7	23.0	36.2	36.2	10.0	19.0	19.2	6.1	41.1	41.1
Prop In Lane	1.00		0.86	1.00		0.25	1.00		0.38	1.00		0.56
Lane Grp Cap(c), veh/h	373	844	402	608	1095	577	136	613	604	131	606	581
V/C Ratio(X)	0.70	0.83	0.84	1.03	0.95	0.95	1.30	0.61	0.61	0.65	1.17	1.19
Avail Cap(c_a), veh/h	608	989	472	608	1095	577	136	613	604	136	606	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.75	0.75	0.75	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	42.6	42.7	48.5	39.7	39.7	53.3	26.3	26.8	53.6	39.4	40.0
Incr Delay (d2), s/veh	2.1	4.6	9.8	38.7	14.1	21.9	162.5	2.6	2.7	10.0	92.5	101.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	11.5	11.6	13.3	19.1	21.4	10.6	9.7	9.7	3.1	35.6	35.5
LnGrp Delay(d),s/veh	53.0	47.2	52.6	87.2	53.8	61.6	215.8	28.9	29.4	63.5	131.9	141.2
LnGrp LOS	D	D	D	F	D	E	F	C	C	E	F	F
Approach Vol, veh/h		1292			2219			920			1484	
Approach Delay, s/veh		49.7			65.1			65.1			132.3	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	45.5	27.0	33.9	14.0	45.1	18.1	42.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	34.0	21.0	33.0	8.0	34.0	21.0	33.0
Max Q Clear Time (g_c+I1), s	11.1	21.2	25.0	25.7	12.0	43.1	11.4	38.2
Green Ext Time (p_c), s	0.0	7.5	0.0	2.2	0.0	0.0	0.7	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		78.6
HCM 2010 LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	563	233	222	587	91	138	415	61	91	393	66
Future Volume (veh/h)	186	563	233	222	587	91	138	415	61	91	393	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	202	612	253	241	638	99	150	451	66	99	427	72
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	727	300	333	893	368	940	1441	594	158	568	234
Arrive On Green	0.16	0.21	0.21	0.20	0.25	0.25	0.30	0.41	0.41	0.05	0.16	0.16
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	3170	3539	1458	3170	3539	1458
Grp Volume(v), veh/h	202	612	253	241	638	99	150	451	66	99	427	72
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1585	1770	1458	1585	1770	1458
Q Serve(g_s), s	14.3	19.9	20.0	16.5	19.7	6.5	4.2	10.4	1.6	3.7	13.8	3.6
Cycle Q Clear(g_c), s	14.3	19.9	20.0	16.5	19.7	6.5	4.2	10.4	1.6	3.7	13.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	727	300	333	893	368	940	1441	594	158	568	234
V/C Ratio(X)	0.79	0.84	0.84	0.72	0.71	0.27	0.16	0.31	0.11	0.62	0.75	0.31
Avail Cap(c_a), veh/h	490	752	310	558	900	371	940	1441	594	158	811	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	45.8	45.8	44.6	40.9	36.0	31.2	24.2	5.2	55.9	48.1	21.4
Incr Delay (d2), s/veh	3.6	5.7	12.9	3.0	2.7	0.4	0.1	0.6	0.4	7.4	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	10.3	9.1	7.7	10.0	2.7	1.8	5.2	0.7	1.8	7.5	1.7
LnGrp Delay(d),s/veh	52.2	51.5	58.7	47.6	43.6	36.4	31.2	24.7	5.6	63.3	56.9	24.8
LnGrp LOS	D	D	E	D	D	D	C	C	A	E	E	C
Approach Vol, veh/h		1067			978			667			598	
Approach Delay, s/veh		53.3			43.8			24.3			54.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	52.9	28.5	28.7	39.6	23.3	22.8	34.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	29.5	39.0	23.5	8.0	25.5	34.0	28.5
Max Q Clear Time (g_c+I1), s	5.7	12.4	18.5	22.0	6.2	15.8	16.3	21.7
Green Ext Time (p_c), s	0.0	2.5	4.0	0.6	0.6	1.5	0.6	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	9	67	354	60	189	78	432	103	77	613	54
Future Volume (veh/h)	15	9	67	354	60	189	78	432	103	77	613	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	16	10	73	385	65	205	85	470	112	84	666	59
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	153	120	318	488	382	109	857	671	104	860	731
Arrive On Green	0.01	0.08	0.08	0.06	0.09	0.09	0.06	0.46	0.46	0.13	0.92	0.92
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Grp Volume(v), veh/h	16	10	73	385	65	205	85	470	112	84	666	59
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1774	1863	1458	1634	1863	1583
Q Serve(g_s), s	0.9	0.4	4.4	17.5	2.9	12.1	4.2	16.4	4.0	4.5	8.6	0.3
Cycle Q Clear(g_c), s	0.9	0.4	4.4	17.5	2.9	12.1	4.2	16.4	4.0	4.5	8.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	153	120	318	488	382	109	857	671	104	860	731
V/C Ratio(X)	0.67	0.07	0.61	1.21	0.13	0.54	0.78	0.55	0.17	0.81	0.77	0.08
Avail Cap(c_a), veh/h	82	373	292	318	642	502	187	857	671	118	860	731
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.1	38.1	39.9	42.1	31.7	35.9	41.6	17.5	14.2	38.8	2.2	1.9
Incr Delay (d2), s/veh	27.6	0.2	5.0	115.4	0.1	0.9	1.1	0.2	0.0	3.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.9	18.1	1.5	5.0	2.1	8.4	1.6	2.1	3.5	0.1
LnGrp Delay(d),s/veh	71.7	38.3	44.9	157.5	31.8	36.8	42.7	17.8	14.3	42.3	2.8	1.9
LnGrp LOS	E	D	D	F	C	D	D	B	B	D	A	A
Approach Vol, veh/h		99			655			667			809	
Approach Delay, s/veh		48.6			107.3			20.4			6.8	
Approach LOS		D			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	45.9	22.0	11.9	10.0	46.1	5.8	28.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	30.0	17.5	18.0	9.5	27.0	4.5	31.0
Max Q Clear Time (g_c+I1), s	10.5	18.4	19.5	6.4	6.2	10.6	2.9	14.1
Green Ext Time (p_c), s	0.0	4.2	0.0	1.0	0.1	4.9	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	305	24	101	484	45	19	271	78	57	24	51
Future Volume (veh/h)	38	305	24	101	484	45	19	271	78	57	24	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	41	332	26	110	526	49	21	295	85	62	26	55
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	495	39	137	661	61	30	969	759	78	1024	801
Arrive On Green	0.01	0.05	0.05	0.08	0.20	0.20	0.02	0.52	0.52	0.05	0.55	0.55
Sat Flow, veh/h	1634	3327	259	1634	3274	304	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	41	176	182	110	284	291	21	295	85	62	26	55
Grp Sat Flow(s),veh/h/ln	1634	1770	1817	1634	1770	1809	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	2.3	8.8	8.9	6.0	13.7	13.8	1.2	8.1	2.7	3.4	0.6	1.6
Cycle Q Clear(g_c), s	2.3	8.8	8.9	6.0	13.7	13.8	1.2	8.1	2.7	3.4	0.6	1.6
Prop In Lane	1.00		0.14	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	263	270	137	357	365	30	969	759	78	1024	801
V/C Ratio(X)	0.83	0.67	0.67	0.81	0.79	0.80	0.71	0.30	0.11	0.80	0.03	0.07
Avail Cap(c_a), veh/h	118	383	394	209	482	492	118	969	759	209	1024	801
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.3	40.6	40.6	40.5	34.1	34.2	43.9	12.3	11.0	42.4	9.3	9.5
Incr Delay (d2), s/veh	26.9	2.8	2.9	12.3	6.4	6.5	26.5	0.8	0.3	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.5	4.7	3.2	7.3	7.5	0.7	4.4	1.1	1.6	0.3	0.6
LnGrp Delay(d),s/veh	71.2	43.4	43.5	52.9	40.6	40.7	70.4	13.1	11.3	44.2	9.3	9.5
LnGrp LOS	E	D	D	D	D	D	E	B	B	D	A	A
Approach Vol, veh/h		399			685			401			143	
Approach Delay, s/veh		46.3			42.6			15.7			24.5	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	51.3	12.0	17.9	6.1	54.0	7.2	22.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.5	11.5	19.5	6.5	34.5	6.5	24.5
Max Q Clear Time (g_c+I1), s	5.4	10.1	8.0	10.9	3.2	3.6	4.3	15.8
Green Ext Time (p_c), s	0.1	1.5	0.1	2.4	0.0	1.7	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.3
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	132	471	500	378	83	186	522	178	44	1327	92
Future Volume (veh/h)	50	132	471	500	378	83	186	522	178	44	1327	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	54	143	512	543	411	90	202	567	193	48	1442	100
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	457	409	177	901	196	204	1168	397	82	1260	87
Arrive On Green	0.06	0.26	0.24	0.11	0.31	0.30	0.25	0.90	0.90	0.07	0.50	0.50
Sat Flow, veh/h	1634	1770	1583	1634	2893	628	1634	2596	881	1634	3359	232
Grp Volume(v), veh/h	54	143	512	543	250	251	202	386	374	48	757	785
Grp Sat Flow(s),veh/h/ln	1634	1770	1583	1634	1770	1752	1634	1770	1707	1634	1770	1822
Q Serve(g_s), s	3.9	7.8	31.0	13.0	13.6	13.9	14.8	4.6	4.7	3.4	45.0	45.0
Cycle Q Clear(g_c), s	3.9	7.8	31.0	13.0	13.6	13.9	14.8	4.6	4.7	3.4	45.0	45.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.52	1.00		0.13
Lane Grp Cap(c), veh/h	90	457	409	177	551	546	204	796	768	82	664	683
V/C Ratio(X)	0.60	0.31	1.25	3.07	0.45	0.46	0.99	0.48	0.49	0.59	1.14	1.15
Avail Cap(c_a), veh/h	144	457	409	177	551	546	204	796	768	82	664	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	0.91	0.91	0.91	0.61	0.61	0.61
Uniform Delay (d), s/veh	55.4	35.9	45.4	53.5	33.1	33.5	44.9	3.5	3.5	54.8	30.1	30.1
Incr Delay (d2), s/veh	6.2	0.4	132.1	941.0	0.4	0.4	56.7	1.9	2.0	6.6	74.7	77.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.9	28.5	52.1	6.7	6.8	9.8	2.4	2.3	1.7	35.6	37.3
LnGrp Delay(d),s/veh	61.6	36.3	177.4	994.5	33.5	33.9	101.6	5.4	5.5	61.4	104.8	108.0
LnGrp LOS	E	D	F	F	C	C	F	A	A	E	F	F
Approach Vol, veh/h		709			1044			962			1590	
Approach Delay, s/veh		140.1			533.4			25.7			105.0	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.0	17.0	35.0	19.0	49.0	10.6	41.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	52.0	11.3	29.3	13.0	43.0	8.9	31.7
Max Q Clear Time (g_c+I1), s	15.4	6.7	15.0	33.0	16.8	47.0	5.9	15.9
Green Ext Time (p_c), s	0.0	14.3	0.0	0.0	0.0	0.0	0.0	3.7

Intersection Summary		
HCM 2010 Ctrl Delay		197.0
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	385	186	31	556	34	130	29	30	148	341	328
Future Volume (veh/h)	32	385	186	31	556	34	130	29	30	148	341	328
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	35	418	202	34	604	37	141	32	33	161	371	357
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	560	268	47	814	50	105	700	548	105	700	548
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1634	2325	1112	1634	3388	207	1634	1863	1458	1634	1863	1458
Grp Volume(v), veh/h	35	317	303	34	315	326	141	32	33	161	371	357
Grp Sat Flow(s),veh/h/ln	1634	1770	1667	1634	1770	1826	1634	1863	1458	1634	1863	1458
Q Serve(g_s), s	1.3	10.3	10.5	1.3	10.2	10.2	4.0	0.7	0.9	4.0	9.6	12.5
Cycle Q Clear(g_c), s	1.3	10.3	10.5	1.3	10.2	10.2	4.0	0.7	0.9	4.0	9.6	12.5
Prop In Lane	1.00		0.67	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	426	401	47	425	439	105	700	548	105	700	548
V/C Ratio(X)	0.73	0.74	0.75	0.73	0.74	0.74	1.34	0.05	0.06	1.53	0.53	0.65
Avail Cap(c_a), veh/h	105	514	484	105	514	530	105	700	548	105	700	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	21.8	21.8	29.9	21.8	21.8	29.0	12.3	12.4	29.0	15.1	16.0
Incr Delay (d2), s/veh	10.4	2.4	2.8	16.8	4.0	3.9	202.6	0.1	0.2	279.2	2.9	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.3	5.1	0.8	5.5	5.6	7.7	0.4	0.4	10.0	5.5	5.9
LnGrp Delay(d),s/veh	40.2	24.2	24.6	46.7	25.7	25.7	231.6	12.4	12.6	308.2	17.9	21.9
LnGrp LOS	D	C	C	D	C	C	F	B	B	F	B	C
Approach Vol, veh/h		655			675			206			889	
Approach Delay, s/veh		25.2			26.8			162.5			72.1	
Approach LOS		C			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	27.8	6.3	19.4	8.5	27.8	6.3	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.0	18.0	4.0	18.0	4.0	18.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	6.0	2.9	3.3	12.5	6.0	14.5	3.3	12.2
Green Ext Time (p_c), s	0.0	2.8	0.0	2.5	0.0	1.2	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	54.5
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	111	58	194	183	50	111	1057	198	62	1025	62
Future Volume (veh/h)	44	111	58	194	183	50	111	1057	198	62	1025	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	48	121	63	211	199	54	121	1149	215	67	1114	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	196	153	142	263	206	171	1862	347	82	1935	116
Arrive On Green	0.05	0.11	0.11	0.09	0.14	0.14	0.10	0.62	0.61	0.10	1.00	1.00
Sat Flow, veh/h	1634	1863	1458	1634	1863	1458	1634	2980	555	1634	3392	204
Grp Volume(v), veh/h	48	121	63	211	199	54	121	680	684	67	581	600
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	1863	1458	1634	1770	1765	1634	1770	1827
Q Serve(g_s), s	3.4	7.5	4.8	10.4	12.3	4.0	8.6	28.1	28.7	4.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	7.5	4.8	10.4	12.3	4.0	8.6	28.1	28.7	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	82	196	153	142	263	206	171	1106	1103	82	1009	1042
V/C Ratio(X)	0.58	0.62	0.41	1.49	0.76	0.26	0.71	0.61	0.62	0.82	0.58	0.58
Avail Cap(c_a), veh/h	106	320	250	142	360	282	245	1106	1103	82	1009	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.7	51.4	50.2	54.8	49.5	45.9	52.0	13.7	14.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	4.9	2.4	1.3	254.0	6.0	0.7	3.8	1.8	1.9	6.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	2.0	14.7	6.8	1.6	4.1	14.2	14.5	2.3	0.1	0.1
LnGrp Delay(d),s/veh	60.6	53.8	51.6	308.8	55.5	46.6	55.8	15.5	15.9	59.5	0.2	0.2
LnGrp LOS	E	D	D	F	E	D	E	B	B	E	A	A
Approach Vol, veh/h		232			464			1485			1248	
Approach Delay, s/veh		54.6			169.7			19.0			3.4	
Approach LOS		D			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.0	14.4	16.6	16.5	72.5	10.1	21.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	65.0	8.7	18.9	16.0	53.0	6.1	21.5
Max Q Clear Time (g_c+I1), s	6.8	30.7	12.4	9.5	10.6	2.0	5.4	14.3
Green Ext Time (p_c), s	0.0	15.1	0.0	1.1	0.1	17.1	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	118	161	95	108	93	314	1061	184	272	1196	158
Future Volume (veh/h)	53	118	161	95	108	93	314	1061	184	272	1196	158
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	128	175	103	117	101	341	1153	200	296	1300	172
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	569	235	95	561	231	300	1731	713	259	1643	677
Arrive On Green	0.06	0.16	0.16	0.06	0.16	0.16	0.18	0.49	0.49	0.16	0.46	0.46
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	58	128	175	103	117	101	341	1153	200	296	1300	172
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.1	3.8	13.7	7.0	3.5	7.5	22.0	29.6	9.7	19.0	37.3	8.6
Cycle Q Clear(g_c), s	4.1	3.8	13.7	7.0	3.5	7.5	22.0	29.6	9.7	19.0	37.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	569	235	95	561	231	300	1731	713	259	1643	677
V/C Ratio(X)	0.58	0.22	0.75	1.08	0.21	0.44	1.14	0.67	0.28	1.14	0.79	0.25
Avail Cap(c_a), veh/h	177	841	346	95	664	273	300	1731	713	259	1643	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	54.9	43.8	48.0	56.5	43.9	45.7	49.0	23.2	18.1	50.5	27.2	19.5
Incr Delay (d2), s/veh	5.3	0.2	4.8	52.1	0.0	0.1	94.7	2.0	1.0	86.3	2.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.9	5.8	4.5	1.7	3.0	17.8	14.9	4.1	14.8	18.7	3.5
LnGrp Delay(d),s/veh	60.2	44.0	52.9	108.9	44.0	45.8	143.7	25.3	19.1	136.8	29.3	20.0
LnGrp LOS	E	D	D	F	D	D	F	C	B	F	C	C
Approach Vol, veh/h		361			321			1694			1768	
Approach Delay, s/veh		50.9			65.4			48.4			46.4	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	62.7	11.0	23.3	26.0	59.7	11.3	23.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	47.5	5.0	26.5	20.0	44.5	11.0	20.5
Max Q Clear Time (g_c+I1), s	11.3	31.6	9.0	15.7	24.0	39.3	6.1	9.5
Green Ext Time (p_c), s	0.0	11.6	0.0	1.6	0.0	4.5	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	49.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	127	112	113	301	145	369	1173	156	149	1465	251
Future Volume (veh/h)	71	127	112	113	301	145	369	1173	156	149	1465	251
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	77	138	122	123	327	158	401	1275	170	162	1592	273
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	286	234	82	488	201	123	855	670	332	2078	856
Arrive On Green	0.07	0.15	0.14	0.05	0.14	0.14	0.08	0.46	0.46	0.20	0.59	0.59
Sat Flow, veh/h	1634	1850	1515	1634	3539	1458	1634	1863	1458	1634	3539	1458
Grp Volume(v), veh/h	77	132	128	123	327	158	401	1275	170	162	1592	273
Grp Sat Flow(s),veh/h/ln	1634	1770	1595	1634	1770	1458	1634	1863	1458	1634	1770	1458
Q Serve(g_s), s	5.5	8.1	9.0	6.0	10.5	8.2	9.0	55.1	6.2	10.5	40.5	11.4
Cycle Q Clear(g_c), s	5.5	8.1	9.0	6.0	10.5	8.2	9.0	55.1	6.2	10.5	40.5	11.4
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	273	246	82	488	201	123	855	670	332	2078	856
V/C Ratio(X)	0.71	0.48	0.52	1.51	0.67	0.79	3.27	1.49	0.25	0.49	0.77	0.32
Avail Cap(c_a), veh/h	109	367	331	82	675	278	123	855	670	332	2078	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.86	0.86	0.86	0.09	0.09	0.09	0.35	0.35	0.35
Uniform Delay (d), s/veh	54.9	46.3	47.6	57.0	49.1	21.0	55.5	32.5	10.4	42.3	18.6	12.6
Incr Delay (d2), s/veh	16.6	1.1	1.5	274.4	1.4	8.4	1024.4	221.4	0.1	0.4	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.1	4.1	8.9	5.2	3.8	38.9	80.9	2.5	4.8	20.0	4.7
LnGrp Delay(d),s/veh	71.5	47.5	49.0	331.4	50.5	29.4	1079.9	253.8	10.5	42.7	19.6	12.9
LnGrp LOS	E	D	D	F	D	C	F	F	B	D	B	B
Approach Vol, veh/h		337			608			1846			2027	
Approach Delay, s/veh		53.6			101.9			410.9			20.5	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	59.1	10.0	22.5	13.0	74.5	12.0	20.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	53.1	4.0	22.9	7.0	62.1	6.0	20.9
Max Q Clear Time (g_c+I1), s	12.5	57.1	8.0	11.0	11.0	42.5	7.5	12.5
Green Ext Time (p_c), s	2.7	0.0	0.0	2.4	0.0	10.1	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	182.7
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	216	81	135	300	140	213	430	86	356	723	152
Future Volume (veh/h)	61	216	81	135	300	140	213	430	86	356	723	152
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	66	235	88	147	326	152	232	467	93	387	786	165
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	373	154	178	526	217	282	1542	635	354	1699	700
Arrive On Green	0.07	0.11	0.11	0.11	0.15	0.15	0.17	0.44	0.44	0.43	0.96	0.96
Sat Flow, veh/h	1634	3539	1458	1634	3539	1458	1634	3539	1458	1634	3539	1458
Grp Volume(v), veh/h	66	235	88	147	326	152	232	467	93	387	786	165
Grp Sat Flow(s),veh/h/ln	1634	1770	1458	1634	1770	1458	1634	1770	1458	1634	1770	1458
Q Serve(g_s), s	4.6	7.6	4.8	10.6	10.4	11.9	16.4	10.3	2.9	26.0	1.9	0.7
Cycle Q Clear(g_c), s	4.6	7.6	4.8	10.6	10.4	11.9	16.4	10.3	2.9	26.0	1.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	373	154	178	526	217	282	1542	635	354	1699	700
V/C Ratio(X)	0.39	0.63	0.57	0.82	0.62	0.70	0.82	0.30	0.15	1.09	0.46	0.24
Avail Cap(c_a), veh/h	196	728	300	178	817	337	327	1542	635	354	1699	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	0.90	0.44	0.44	0.44	0.89	0.89	0.89	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	51.4	24.7	52.3	47.9	48.5	47.9	22.0	8.1	34.0	1.3	1.3
Incr Delay (d2), s/veh	1.4	1.6	3.0	12.9	0.5	1.8	12.5	0.5	0.4	46.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	2.1	5.4	5.1	4.9	8.4	5.1	1.2	16.2	0.7	0.2
LnGrp Delay(d),s/veh	53.3	53.0	27.7	65.2	48.4	50.4	60.4	22.5	8.5	80.7	1.4	1.3
LnGrp LOS	D	D	C	E	D	D	E	C	A	F	A	A
Approach Vol, veh/h		389			625			792			1338	
Approach Delay, s/veh		47.4			52.8			32.0			24.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	56.3	17.1	16.6	24.7	61.6	11.9	21.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	38.3	11.0	22.7	22.0	40.3	8.0	25.7
Max Q Clear Time (g_c+I1), s	28.0	12.3	12.6	9.6	18.4	3.9	6.6	13.9
Green Ext Time (p_c), s	0.0	7.2	0.0	1.0	0.3	7.7	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	481	154	115	345	102	128	1195	114	262	2368	677
Future Volume (veh/h)	254	481	154	115	345	102	128	1195	114	262	2368	677
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	276	523	167	125	375	111	139	1299	124	285	2574	736
Adj No. of Lanes	2	2	1	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	762	314	227	597	246	150	2423	231	109	1728	712
Arrive On Green	0.12	0.22	0.22	0.07	0.17	0.17	0.09	0.51	0.51	0.07	0.49	0.49
Sat Flow, veh/h	3170	3539	1458	3170	3539	1458	1634	4723	451	1634	3539	1458
Grp Volume(v), veh/h	276	523	167	125	375	111	139	933	490	285	2574	736
Grp Sat Flow(s),veh/h/ln	1585	1770	1458	1585	1770	1458	1634	1695	1783	1634	1770	1458
Q Serve(g_s), s	10.1	16.3	12.2	4.6	11.8	8.2	10.1	22.2	22.2	8.0	58.6	58.6
Cycle Q Clear(g_c), s	10.1	16.3	12.2	4.6	11.8	8.2	10.1	22.2	22.2	8.0	58.6	58.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	375	762	314	227	597	246	150	1740	915	109	1728	712
V/C Ratio(X)	0.74	0.69	0.53	0.55	0.63	0.45	0.93	0.54	0.54	2.62	1.49	1.03
Avail Cap(c_a), veh/h	396	988	407	317	900	371	150	1740	915	109	1728	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.88	0.88	0.88	0.60	0.60	0.60
Uniform Delay (d), s/veh	51.1	43.3	41.7	53.8	46.4	44.9	54.1	19.6	19.6	56.0	30.7	30.7
Incr Delay (d2), s/veh	5.1	1.0	1.1	2.1	1.1	1.3	48.3	1.0	2.0	743.1	222.4	35.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.1	5.0	2.1	5.9	3.4	6.6	10.6	11.4	26.1	81.9	30.4
LnGrp Delay(d),s/veh	56.2	44.4	42.8	55.9	47.5	46.2	102.4	20.7	21.6	799.1	253.1	66.0
LnGrp LOS	E	D	D	E	D	D	F	C	C	F	F	F
Approach Vol, veh/h		966			611			1562			3595	
Approach Delay, s/veh		47.5			49.0			28.2			258.1	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.6	12.6	29.8	15.0	62.6	18.2	24.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	48.5	10.0	31.5	9.0	45.5	13.0	28.5
Max Q Clear Time (g_c+I1), s	10.1	24.2	6.6	18.3	12.1	60.6	12.1	13.8
Green Ext Time (p_c), s	0.0	23.2	0.1	4.2	0.0	0.0	0.1	4.4

Intersection Summary		
HCM 2010 Ctrl Delay		155.6
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	32	71	0	15	32	2278	159	34	1991	58
Future Volume (veh/h)	112	0	32	71	0	15	32	2278	159	34	1991	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	122	0	35	77	0	16	35	2476	173	37	2164	63
Adj No. of Lanes	1	1	1	1	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
Arrive On Green	0.08	0.00	0.05	0.07	0.00	0.03	0.04	0.70	0.70	0.04	0.70	0.70
Sat Flow, veh/h	1634	1863	1458	1634	0	1583	1634	3539	1458	1634	5085	1458
Grp Volume(v), veh/h	122	0	35	77	0	16	35	2476	173	37	2164	63
Grp Sat Flow(s),veh/h/ln	1634	1863	1458	1634	0	1583	1634	1770	1458	1634	1695	1458
Q Serve(g_s), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.9	2.1	2.7	26.6	1.6
Cycle Q Clear(g_c), s	9.0	0.0	2.4	5.5	0.0	1.2	2.5	83.9	2.1	2.7	26.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	96	75	118	0	77	70	2474	1020	72	3563	1022
V/C Ratio(X)	1.00	0.00	0.47	0.65	0.00	0.21	0.50	1.00	0.17	0.51	0.61	0.06
Avail Cap(c_a), veh/h	123	497	389	136	0	435	82	2474	1020	82	3563	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	0.0	40.4	54.2	0.0	55.7	56.2	18.1	1.1	56.1	9.4	5.6
Incr Delay (d2), s/veh	79.8	0.0	4.5	8.7	0.0	1.3	5.5	18.2	0.4	5.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.1	2.8	0.0	0.5	1.2	46.5	0.9	1.3	12.5	0.7
LnGrp Delay(d),s/veh	135.3	0.0	44.9	62.9	0.0	57.1	61.7	36.3	1.5	61.6	10.1	5.7
LnGrp LOS	F		D	E		E	E	F	A	E	B	A
Approach Vol, veh/h		157			93			2684			2264	
Approach Delay, s/veh		115.2			61.9			34.4			10.9	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	87.9	12.6	10.2	9.1	88.1	13.0	9.8
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.6	54.0	8.3	30.3	4.0	54.0	7.3	31.3
Max Q Clear Time (g_c+I1), s	4.7	85.9	7.5	4.4	4.5	28.6	11.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	24.4	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	733	384	2421	162	150	1709
Future Volume (veh/h)	733	384	2421	162	150	1709
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1863	1716	1716	1863
Adj Flow Rate, veh/h	797	417	2632	176	163	1858
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	239	2280	939	150	2722
Arrive On Green	0.16	0.16	0.64	0.64	0.18	1.00
Sat Flow, veh/h	1634	1458	3632	1458	1634	3632
Grp Volume(v), veh/h	797	417	2632	176	163	1858
Grp Sat Flow(s),veh/h/ln	1634	1458	1770	1458	1634	1770
Q Serve(g_s), s	19.7	19.7	77.3	5.9	11.0	0.0
Cycle Q Clear(g_c), s	19.7	19.7	77.3	5.9	11.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	2280	939	150	2722
V/C Ratio(X)	2.97	1.74	1.15	0.19	1.09	0.68
Avail Cap(c_a), veh/h	268	239	2280	939	150	2722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	0.49	0.49	1.00	1.00	0.34	0.34
Uniform Delay (d), s/veh	50.2	50.2	21.4	8.6	49.0	0.0
Incr Delay (d2), s/veh	891.9	342.2	75.0	0.4	68.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	75.3	30.7	61.1	2.5	7.8	0.2
LnGrp Delay(d),s/veh	942.1	392.3	96.3	9.1	117.7	0.5
LnGrp LOS	F	F	F	A	F	A
Approach Vol, veh/h	1214		2808			2021
Approach Delay, s/veh	753.2		90.9			9.9
Approach LOS	F		F			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.0	81.3				96.3		23.7
Change Period (Y+Rc), s	5.7	5.7				5.7		5.7
Max Green Setting (Gmax), s	9.3	75.6				90.6		18.0
Max Q Clear Time (g_c+I1), s	13.3	79.3				2.0		21.7
Green Ext Time (p_c), s	0.0	0.0				76.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	196.9
HCM 2010 LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	105	264	182	163	162	96	532	31	64	1001	51
Future Volume (veh/h)	143	105	264	182	163	162	96	532	31	64	1001	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	155	114	287	198	177	176	104	578	34	70	1088	55
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	119	300	144	190	189	149	1548	91	113	1487	75
Arrive On Green	0.12	0.25	0.24	0.09	0.22	0.21	0.18	0.91	0.88	0.09	0.58	0.55
Sat Flow, veh/h	1634	470	1184	1634	858	854	1634	3398	200	1634	3429	173
Grp Volume(v), veh/h	155	0	401	198	0	353	104	301	311	70	561	582
Grp Sat Flow(s),veh/h/ln	1634	0	1654	1634	0	1712	1634	1770	1828	1634	1770	1832
Q Serve(g_s), s	11.1	0.0	28.7	10.6	0.0	24.3	7.2	2.7	2.9	4.9	27.9	28.0
Cycle Q Clear(g_c), s	11.1	0.0	28.7	10.6	0.0	24.3	7.2	2.7	2.9	4.9	27.9	28.0
Prop In Lane	1.00		0.72	1.00		0.50	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	196	0	419	144	0	380	149	807	833	113	767	794
V/C Ratio(X)	0.79	0.00	0.96	1.37	0.00	0.93	0.70	0.37	0.37	0.62	0.73	0.73
Avail Cap(c_a), veh/h	196	0	419	144	0	380	218	807	833	163	767	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	0.75	0.00	0.75	1.00	0.00	1.00	0.88	0.88	0.88	0.82	0.82	0.82
Uniform Delay (d), s/veh	51.3	0.0	44.8	54.7	0.0	46.2	47.5	3.0	3.1	53.0	20.3	20.4
Incr Delay (d2), s/veh	15.0	0.0	27.6	204.9	0.0	29.2	5.1	1.2	1.1	4.5	5.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	16.3	13.0	0.0	14.6	3.4	1.4	1.5	2.4	14.6	15.1
LnGrp Delay(d),s/veh	66.3	0.0	72.3	259.6	0.0	75.4	52.6	4.2	4.3	57.4	25.3	25.3
LnGrp LOS	E		E	F		E	D	A	A	E	C	C
Approach Vol, veh/h		556			551			716			1213	
Approach Delay, s/veh		70.7			141.6			11.2			27.2	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	58.7	14.6	34.4	15.0	56.0	18.4	30.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	10.6	49.0	8.9	28.7	14.0	45.0	12.7	24.9
Max Q Clear Time (g_c+I1), s	6.3	4.9	12.6	30.7	9.2	30.0	13.1	26.3
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.1	6.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	78.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	0	74	2	866	0	391	1088	0	0	0	1681	1061
Future Vol, veh/h	0	0	0	0	0	74	2	866	0	391	1088	0	0	0	1681	1061
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	80	2	941	0	425	1183	0	0	0	1827	1153
Number of Lanes	0	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	3
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	81.4	79.3	77.3
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	NBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	3%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	544	544	76	866	841	841	1061
LT Vol	391	0	0	74	0	0	0	0
Through Vol	0	544	544	2	0	841	841	0
RT Vol	0	0	0	0	866	0	0	1061
Lane Flow Rate	425	591	591	83	941	914	914	1153
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1	1	1	0.294	1	1	1	1
Departure Headway (Hd)	10.918	10.419	8.686	12.816	11.629	10.419	10.419	7.987
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	336	355	426	283	320	356	356	473
Service Time	8.618	8.119	6.386	10.516	9.329	8.119	8.119	5.687
HCM Lane V/C Ratio	1.265	1.665	1.387	0.293	2.941	2.567	2.567	2.438
HCM Control Delay	83.7	81.6	73.9	20.8	86.7	81.6	81.6	70.6
HCM Lane LOS	F	F	F	C	F	F	F	F
HCM 95th-tile Q	11.1	11.4	12.5	1.2	10.8	11.4	11.4	13



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	203	410	156	614	0	0	799	232
Future Volume (veh/h)	0	0	0	552	203	410	156	614	0	0	799	232
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				600	221	446	170	667	0	0	868	252
Adj No. of Lanes				2	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1094	624	488	471	2089	0	0	1430	589
Arrive On Green				0.33	0.33	0.33	0.15	0.59	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3268	1863	1458	3170	3632	0	0	3632	1458
Grp Volume(v), veh/h				600	221	446	170	667	0	0	868	252
Grp Sat Flow(s),veh/h/ln				1634	1863	1458	1585	1770	0	0	1770	1458
Q Serve(g_s), s				18.0	10.7	35.2	5.8	11.4	0.0	0.0	11.1	6.1
Cycle Q Clear(g_c), s				18.0	10.7	35.2	5.8	11.4	0.0	0.0	11.1	6.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1094	624	488	471	2089	0	0	1430	589
V/C Ratio(X)				0.55	0.35	0.91	0.36	0.32	0.00	0.00	0.61	0.43
Avail Cap(c_a), veh/h				1185	675	529	471	2089	0	0	1430	589
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				0.09	0.09	0.09	0.93	0.93	0.00	0.00	0.42	0.42
Uniform Delay (d), s/veh				32.5	30.1	38.2	46.0	12.4	0.0	0.0	7.9	7.4
Incr Delay (d2), s/veh				0.0	0.0	2.5	0.4	0.4	0.0	0.0	0.8	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.1	5.5	14.5	2.6	5.7	0.0	0.0	5.2	2.5
LnGrp Delay(d),s/veh				32.6	30.2	40.7	46.4	12.8	0.0	0.0	8.7	8.4
LnGrp LOS				C	C	D	D	B			A	A
Approach Vol, veh/h					1267			837			1120	
Approach Delay, s/veh					35.0			19.6			8.7	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		75.3			22.3	53.0		44.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		67.5			14.5	48.5		43.5
Max Q Clear Time (g_c+I1), s		13.4			7.8	13.1		37.2
Green Ext Time (p_c), s		3.8			2.1	5.4		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	473	188	434	1107	0	0	2202	857
Future Volume (veh/h)	0	0	0	265	473	188	434	1107	0	0	2202	857
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1716	1863	1716	1716	1863	0	0	1863	1716
Adj Flow Rate, veh/h				288	514	204	472	1203	0	0	2393	932
Adj No. of Lanes				2	2	1	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				597	667	275	340	2636	0	0	1781	734
Arrive On Green				0.19	0.19	0.19	0.42	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3170	3539	1458	1634	3632	0	0	3632	1458
Grp Volume(v), veh/h				288	514	204	472	1203	0	0	2393	932
Grp Sat Flow(s),veh/h/ln				1585	1770	1458	1634	1770	0	0	1770	1458
Q Serve(g_s), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Cycle Q Clear(g_c), s				9.7	16.5	15.8	25.0	0.0	0.0	0.0	60.4	60.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	667	275	340	2636	0	0	1781	734
V/C Ratio(X)				0.48	0.77	0.74	1.39	0.46	0.00	0.00	1.34	1.27
Avail Cap(c_a), veh/h				822	917	378	340	2636	0	0	1781	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				43.5	46.2	45.9	35.0	0.0	0.0	0.0	29.8	29.8
Incr Delay (d2), s/veh				0.6	2.7	5.0	186.1	0.4	0.0	0.0	155.0	122.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	8.3	6.8	28.8	0.1	0.0	0.0	67.8	49.2
LnGrp Delay(d),s/veh				44.1	49.0	51.0	221.1	0.4	0.0	0.0	184.8	152.3
LnGrp LOS				D	D	D	F	A			F	F
Approach Vol, veh/h					1006			1675			3325	
Approach Delay, s/veh					48.0			62.6			175.7	
Approach LOS					D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.4			29.0	64.4		26.6
Change Period (Y+Rc), s		6.0			6.0	6.0		4.6
Max Green Setting (Gmax), s		78.9			23.0	49.9		30.5
Max Q Clear Time (g_c+I1), s		2.0			27.0	62.4		18.5
Green Ext Time (p_c), s		65.0			0.0	0.0		3.5

Intersection Summary		
HCM 2010 Ctrl Delay		122.8
HCM 2010 LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	2	102	0	0	0	0	787	142	631	542	0
Future Volume (veh/h)	239	2	102	0	0	0	0	787	142	631	542	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	260	2	111				0	855	154	686	589	0
Adj No. of Lanes	0	1	1				0	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	301	2	249				0	801	627	791	1359	0
Arrive On Green	0.17	0.17	0.17				0.00	0.43	0.43	0.25	0.73	0.00
Sat Flow, veh/h	1761	14	1458				0	1863	1458	3170	1863	0
Grp Volume(v), veh/h	262	0	111				0	855	154	686	589	0
Grp Sat Flow(s),veh/h/ln	1775	0	1458				0	1863	1458	1585	1863	0
Q Serve(g_s), s	12.9	0.0	6.1				0.0	38.7	6.1	18.7	11.3	0.0
Cycle Q Clear(g_c), s	12.9	0.0	6.1				0.0	38.7	6.1	18.7	11.3	0.0
Prop In Lane	0.99		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	303	0	249				0	801	627	791	1359	0
V/C Ratio(X)	0.87	0.00	0.45				0.00	1.07	0.25	0.87	0.43	0.00
Avail Cap(c_a), veh/h	355	0	292				0	801	627	969	1359	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	0.0	33.5				0.0	25.7	16.4	32.3	4.8	0.0
Incr Delay (d2), s/veh	17.4	0.0	1.3				0.0	51.6	0.9	7.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	2.6				0.0	31.3	2.6	8.9	6.1	0.0
LnGrp Delay(d),s/veh	53.8	0.0	34.8				0.0	77.2	17.3	39.5	5.8	0.0
LnGrp LOS	D		C					F	B	D	A	
Approach Vol, veh/h		373						1009			1275	
Approach Delay, s/veh		48.1						68.1			24.0	
Approach LOS		D						E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.0	43.2		19.9		70.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	22.5	31.0		18.0		63.0		
Max Q Clear Time (g_c+I1), s	20.7	40.7		14.9		13.3		
Green Ext Time (p_c), s	1.8	0.0		0.4		8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	130	245	0	0	0	0	704	547	372	956	0
Future Volume (veh/h)	206	130	245	0	0	0	0	704	547	372	956	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	224	141	266				0	765	595	404	1039	0
Adj No. of Lanes	1	2	1				0	3	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	347	751	310				0	2692	772	502	2552	0
Arrive On Green	0.21	0.21	0.21				0.00	0.53	0.53	0.32	1.00	0.00
Sat Flow, veh/h	1634	3539	1458				0	5253	1458	3170	3632	0
Grp Volume(v), veh/h	224	141	266				0	765	595	404	1039	0
Grp Sat Flow(s),veh/h/ln	1634	1770	1458				0	1695	1458	1585	1770	0
Q Serve(g_s), s	15.0	3.9	21.1				0.0	10.0	38.9	14.0	0.0	0.0
Cycle Q Clear(g_c), s	15.0	3.9	21.1				0.0	10.0	38.9	14.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	347	751	310				0	2692	772	502	2552	0
V/C Ratio(X)	0.65	0.19	0.86				0.00	0.28	0.77	0.80	0.41	0.00
Avail Cap(c_a), veh/h	449	973	401				0	2692	772	660	2552	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	43.1	38.8	45.5				0.0	15.6	22.4	39.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.1	13.8				0.0	0.3	7.3	4.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.9	9.7				0.0	4.7	17.1	6.4	0.1	0.0
LnGrp Delay(d),s/veh	45.2	38.9	59.3				0.0	15.9	29.8	43.6	0.4	0.0
LnGrp LOS	D	D	E					B	C	D	A	
Approach Vol, veh/h		631						1360			1443	
Approach Delay, s/veh		49.7						22.0			12.5	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	23.0	67.5		29.5		90.5		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	23.0	48.0		32.4		77.0		
Max Q Clear Time (g_c+I1), s	17.0	40.9		23.1		2.0		
Green Ext Time (p_c), s	1.0	5.4		1.8		18.8		

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	473	127	0	0	0	0	1102	673	998	1645	0
Future Volume (veh/h)	177	473	127	0	0	0	0	1102	673	998	1645	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716				0	1863	1716	1716	1863	0
Adj Flow Rate, veh/h	192	514	138				0	1198	732	1085	1788	0
Adj No. of Lanes	2	2	1				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	540	602	248				0	1698	700	792	2701	0
Arrive On Green	0.17	0.17	0.17				0.00	0.48	0.48	0.50	1.00	0.00
Sat Flow, veh/h	3170	3539	1458				0	3632	1458	3170	3632	0
Grp Volume(v), veh/h	192	514	138				0	1198	732	1085	1788	0
Grp Sat Flow(s),veh/h/ln	1585	1770	1458				0	1770	1458	1585	1770	0
Q Serve(g_s), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	16.9	10.4				0.0	31.9	57.6	30.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	540	602	248				0	1698	700	792	2701	0
V/C Ratio(X)	0.36	0.85	0.56				0.00	0.71	1.05	1.37	0.66	0.00
Avail Cap(c_a), veh/h	576	643	265				0	1698	700	792	2701	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.77	0.77	0.77				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	44.0	48.3	45.6				0.0	24.5	31.2	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	8.1	1.7				0.0	2.5	46.7	166.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.0	4.3				0.0	16.1	32.2	31.4	0.0	0.0
LnGrp Delay(d),s/veh	44.3	56.5	47.4				0.0	27.0	77.9	196.9	0.1	0.0
LnGrp LOS	D	E	D					C	F	F	A	
Approach Vol, veh/h		844						1930			2873	
Approach Delay, s/veh		52.2						46.3			74.4	
Approach LOS		D						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	61.6		24.4		95.6		
Change Period (Y+Rc), s	6.0	6.0		4.6		6.0		
Max Green Setting (Gmax), s	28.0	54.2		21.2		88.2		
Max Q Clear Time (g_c+I1), s	32.0	59.6		18.9		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.9		51.3		

Intersection Summary	
HCM 2010 Ctrl Delay	61.5
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	50	50	0	46	0	50
Future Vol, veh/h	50	50	0	46	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	54	0	50	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	132	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	862	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	862	978
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1481	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	108	575	113	0	581
Future Vol, veh/h	0	108	575	113	0	581
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	117	625	123	0	632

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1318	686	0	0	748	0
Stage 1	686	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	173	447	-	-	861	-
Stage 1	500	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	447	-	-	861	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	861	-
HCM Lane V/C Ratio	-	-	0.263	-	-
HCM Control Delay (s)	-	-	15.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	660	626	107	0	111
Future Vol, veh/h	0	660	626	107	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	680	116	0	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	797	0	-	0	1456	739
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	717	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	825	-	-	-	143	417
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	825	-	-	-	143	417
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	825	-	-	-	417
HCM Lane V/C Ratio	-	-	-	-	0.289
HCM Control Delay (s)	0	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	12	20	138	86	100	160
Future Vol, veh/h	12	20	138	86	100	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	22	150	93	109	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	541	150	0	0	150	0
Stage 1	150	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	502	896	-	-	1431	-
Stage 1	878	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	464	896	-	-	1431	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	464	896	1431	-
HCM Lane V/C Ratio	-	-	0.028	0.024	0.076	-
HCM Control Delay (s)	-	-	13	9.1	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	21	153	98	100	165
Future Vol, veh/h	17	21	153	98	100	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	23	166	107	109	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	563	166	0	0	166	0
Stage 1	166	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	487	878	-	-	1412	-
Stage 1	863	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	449	878	-	-	1412	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	449	878	1412	-
HCM Lane V/C Ratio	-	-	0.041	0.026	0.077	-
HCM Control Delay (s)	-	-	13.4	9.2	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	21	149	74	0	158
Future Vol, veh/h	0	21	149	74	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	162	80	0	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	334	162	0	0	162	0
Stage 1	162	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	661	883	-	-	1417	-
Stage 1	867	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	661	883	-	-	1417	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	883	1417	-
HCM Lane V/C Ratio	-	-	-	0.026	-	-
HCM Control Delay (s)	-	-	0	9.2	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	77	93	80	52	14	15
Future Vol, veh/h	77	93	80	52	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	101	87	57	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	355	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1509	-	-	-	643	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	607	971
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1509	-	-	-	607	971
HCM Lane V/C Ratio	0.055	-	-	-	0.025	0.017
HCM Control Delay (s)	7.5	-	-	-	11.1	8.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	76	88	69	68	10	9
Future Vol, veh/h	76	88	69	68	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	96	75	74	11	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	75	0	-	0	336	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1524	-	-	-	659	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1524	-	-	-	623	986
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1524	-	-	-	623	986
HCM Lane V/C Ratio	0.054	-	-	-	0.017	0.01
HCM Control Delay (s)	7.5	-	-	-	10.9	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	57	84	73	56	5	7
Future Vol, veh/h	57	84	73	56	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	50	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	91	79	61	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	294	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1519	-	-	-	697	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	669	981
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1519	-	-	-	669	981
HCM Lane V/C Ratio	0.041	-	-	-	0.008	0.008
HCM Control Delay (s)	7.5	-	-	-	10.4	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

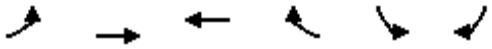
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	92	26	39	82	7	10
Future Vol, veh/h	92	26	39	82	7	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	50	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	28	42	89	8	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	274	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1493	-	716	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	696	956
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	956	-	-	1493	-
HCM Lane V/C Ratio	0.011	0.011	-	-	0.028	-
HCM Control Delay (s)	10.2	8.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	226	244	0	300	66
Future Volume (veh/h)	0	226	244	0	300	66
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1716	1716
Adj Flow Rate, veh/h	0	246	265	0	326	72
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	402	402	0	2493	1147
Arrive On Green	0.00	0.11	0.11	0.00	0.79	0.79
Sat Flow, veh/h	0	3725	3725	0	3170	1458
Grp Volume(v), veh/h	0	246	265	0	326	72
Grp Sat Flow(s),veh/h/ln	0	1770	1770	0	1585	1458
Q Serve(g_s), s	0.0	7.9	8.6	0.0	2.9	1.3
Cycle Q Clear(g_c), s	0.0	7.9	8.6	0.0	2.9	1.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	402	402	0	2493	1147
V/C Ratio(X)	0.00	0.61	0.66	0.00	0.13	0.06
Avail Cap(c_a), veh/h	0	1607	1607	0	2493	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.67	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.7	51.0	0.0	3.1	2.9
Incr Delay (d2), s/veh	0.0	1.5	1.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	4.3	0.0	1.3	0.6
LnGrp Delay(d),s/veh	0.0	52.2	52.2	0.0	3.2	3.0
LnGrp LOS		D	D		A	A
Approach Vol, veh/h		246	265		398	
Approach Delay, s/veh		52.2	52.2		3.1	
Approach LOS		D	D		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				19.6		100.4		19.6
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				54.5		53.5		54.5
Max Q Clear Time (g_c+I1), s				9.9		4.9		10.6
Green Ext Time (p_c), s				3.0		1.3		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	504	0	0	569	389	40	0	356	0	0	0
Future Volume (veh/h)	30	504	0	0	569	389	40	0	356	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1716	0	1716			
Adj Flow Rate, veh/h	33	548	0	0	618	423	43	0	387			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	40	1471	0	0	1220	503	1560	0	718			
Arrive On Green	0.02	0.42	0.00	0.00	0.34	0.34	0.49	0.00	0.49			
Sat Flow, veh/h	1634	3632	0	0	3632	1458	3170	0	1458			
Grp Volume(v), veh/h	33	548	0	0	618	423	43	0	387			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1458	1585	0	1458			
Q Serve(g_s), s	2.6	13.9	0.0	0.0	18.0	34.8	0.9	0.0	23.9			
Cycle Q Clear(g_c), s	2.6	13.9	0.0	0.0	18.0	34.8	0.9	0.0	23.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	40	1471	0	0	1220	503	1560	0	718			
V/C Ratio(X)	0.82	0.37	0.00	0.00	0.51	0.84	0.03	0.00	0.54			
Avail Cap(c_a), veh/h	50	1484	0	0	1484	611	1560	0	718			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.1	26.3	0.0	0.0	33.8	39.3	17.0	0.0	22.8			
Incr Delay (d2), s/veh	53.3	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.8	0.0	0.0	8.8	14.1	0.4	0.0	9.7			
LnGrp Delay(d),s/veh	116.4	26.4	0.0	0.0	33.8	40.2	17.0	0.0	23.6			
LnGrp LOS	F	C			C	D	B		C			
Approach Vol, veh/h		581			1041			430				
Approach Delay, s/veh		31.5			36.4			23.0				
Approach LOS		C			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		70.0		60.0			9.2	50.8
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0
Max Green Setting (Gmax), s		4.0		54.5			4.0	54.5
Max Q Clear Time (g_c+I1), s		25.9		15.9			4.6	36.8
Green Ext Time (p_c), s		0.0		10.5			0.0	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	83	222	14	0	8	329	30	0	63	10	19	0	84	11	189
Future Vol, veh/h	0	83	222	14	0	8	329	30	0	63	10	19	0	84	11	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	241	15	0	9	358	33	0	68	11	21	0	91	12	205
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.3	14.1	11.8	12.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	34%	0%	100%	84%	0%	100%	79%	0%	100%	2%
Vol Right, %	0%	66%	0%	0%	16%	0%	0%	21%	0%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	29	83	148	88	8	219	140	84	7	193
LT Vol	63	0	83	0	0	8	0	0	84	0	0
Through Vol	0	10	0	148	74	0	219	110	0	7	4
RT Vol	0	19	0	0	14	0	0	30	0	0	189
Lane Flow Rate	68	32	90	161	96	9	238	152	91	8	209
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.155	0.063	0.19	0.316	0.185	0.018	0.454	0.283	0.196	0.016	0.381
Departure Headway (Hd)	8.154	7.195	7.574	7.068	6.955	7.461	6.988	6.836	7.738	7.236	6.546
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	499	475	510	517	481	520	528	466	496	551
Service Time	5.878	4.92	5.293	4.787	4.674	5.193	4.688	4.536	5.458	4.955	4.265
HCM Lane V/C Ratio	0.154	0.064	0.189	0.316	0.186	0.019	0.458	0.288	0.195	0.016	0.379
HCM Control Delay	12.4	10.4	12.1	13	11.3	10.3	15.4	12.2	12.3	10.1	13.2
HCM Lane LOS	B	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	0.5	0.2	0.7	1.3	0.7	0.1	2.3	1.2	0.7	0	1.8

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	660	626	111	0	116
Future Vol, veh/h	0	660	626	111	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	680	121	0	126

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	801	0	-	0	1458	741
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	717	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	822	-	-	-	143	416
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	822	-	-	-	143	416
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	822	-	-	-	416
HCM Lane V/C Ratio	-	-	-	-	0.303
HCM Control Delay (s)	0	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	118	12	583	100	11	473
Future Vol, veh/h	118	12	583	100	11	473
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	50	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	13	634	109	12	514

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1172	634	0	0	634	0
Stage 1	634	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	213	479	-	-	949	-
Stage 1	529	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	210	479	-	-	949	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.7	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	210	479	949	-
HCM Lane V/C Ratio	-	-	0.611	0.027	0.013	-
HCM Control Delay (s)	-	-	45.8	12.7	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	3.5	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	40	0	22	75	36
Future Vol, veh/h	0	40	0	22	75	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	24	82	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	60	121	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	872	993	1464	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	993	1464	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	993	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	23	0	0	18
Future Vol, veh/h	0	0	23	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	0	0	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	965	1051	-	-	1589	-
Mov Cap-2 Maneuver	965	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	27	49	0	0	0
Future Vol, veh/h	0	27	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	53	0	0	0

Major/Minor	Minor1		Major2		Major1	
Conflicting Flow All	53	53	-	0	53	0
Stage 1	0	0	-	-	-	-
Stage 2	53	53	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	2.218	-
Pot Cap-1 Maneuver	955	838	-	-	1553	-
Stage 1	-	-	-	-	-	-
Stage 2	970	851	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	0	-	-	1553	-
Mov Cap-2 Maneuver	955	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	970	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

Intersection Information

Major Street Name:	Ave 328
Major Street Direction:	EB/WB
Minor Street Direction:	NB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**18**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**18**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:45 to 01:45	**22**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

01:00 to 02:00	18		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	15		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	10		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	11		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:15 to 03:15	18		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

02:45 to 03:45	35		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	44		5		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	49		10		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	54		11		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:45 to 04:45	84		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	115		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

04:15 to 05:15	124		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:30 to 05:30	134		21		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:45 to 05:45	148		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:00 to 06:00	159		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:15 to 06:15	175		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:30 to 06:30	213		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

05:45 to 06:45	250		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

06:00 to 07:00	282		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	320		47		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	332		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:45 to 07:45	346		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	345		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

07:15 to 08:15	345		55		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	336		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	306		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	288		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	285		33		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

08:30 to 09:30	289		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

08:45 to 09:45	**283**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
09:00 to 10:00	**278**		**23**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
09:15 to 10:15	**260**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
09:30 to 10:30	**250**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
09:45 to 10:45	**229**		**23**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
10:00 to 11:00	**227**		**22**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

10:15 to 11:15	231		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:30 to 11:30	226		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:45 to 11:45	254		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	263		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:15 to 12:15	277		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:30 to 12:30	285		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

11:45 to 12:45	291		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:00 to 13:00	301		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:15 to 13:15	309		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:30 to 13:30	329		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:45 to 13:45	329		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:00 to 14:00	338		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

13:15 to 14:15	337		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:30 to 14:30	341		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:45 to 14:45	352		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:00 to 15:00	371		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:15 to 15:15	388		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:30 to 15:30	410		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

14:45 to 15:45	**417**		**25**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
15:00 to 16:00	**424**		**34**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
15:15 to 16:15	**421**		**34**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				
15:30 to 16:30	**378**		**29**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
15:45 to 16:45	**376**		**27**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
16:00 to 17:00	**343**		**20**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

16:15 to 17:15	318		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

16:30 to 17:30	334		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

16:45 to 17:45	308		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:00 to 18:00	283		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:15 to 18:15	270		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:30 to 18:30	243		15		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

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17:45 to 18:45	**221**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	**202**		**8**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:15 to 19:15	**194**		**8**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:30 to 19:30	**167**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:45 to 19:45	**150**		**6**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:00 to 20:00	**148**		**7**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

19:15 to 20:15	**140**		**7**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:30 to 20:30	**144**		**10**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:45 to 20:45	**136**		**10**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:00 to 21:00	**125**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:15 to 21:15	**107**		**7**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:30 to 21:30	**97**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

20:45 to 21:45	**96**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:00 to 22:00	**90**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:15 to 22:15	**88**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:30 to 22:30	**78**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:45 to 22:45	**70**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**62**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

22:15 to 23:15	**52**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:30 to 23:30	**49**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:45 to 23:45	**48**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	**44**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:15 to 00:15	**40**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:30 to 00:30	**31**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

2: Ave 328 & Rd 92

23:45 to 00:45	**18**		**1**		No	No		No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No					
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No					

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

Intersection Information

Major Street Name:	Rd 108
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**12**		**19**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**10**		**21**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**9**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

00:45 to 01:45	10		17		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	10		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	7		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	8		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	7		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	6		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

02:15 to 03:15	7		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	6		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	9		37		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	15		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

03:15 to 04:15	24		49		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

03:30 to 04:30	30		56		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

03:45 to 04:45	34		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:00 to 05:00	37		116		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	37		128		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	42		136		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	61		149		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	99		162		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

05:15 to 06:15	125		173		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:30 to 06:30	144		202		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	178		227		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	189		266		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	221		304		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	275		321		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

06:45 to 07:45	290		338		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	307		334		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	302		346		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	268		345		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	238		327		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	208		305		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

08:15 to 09:15	184		267		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	167		263		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	154		231		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	154		225		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	144		232		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	147		217		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

09:45 to 10:45	160		229		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:00 to 11:00	154		230		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	171		229		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	175		241		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	174		249		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	183		256		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

11:15 to 12:15	188		269		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:30 to 12:30	199		275		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	206		1,051		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	196		1,052		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	205		1,053		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	206		1,034		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

12:45 to 13:45	205		246		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:00 to 14:00	230		242		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	205		261		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	211		284		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	225		293		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	217		308		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

14:15 to 15:15	245		280		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:30 to 15:30	266		274		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	267		304		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	275		306		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	261		321		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	245		334		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

3: Ave 328 & Rd 108

15:45 to 16:45	232		316		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:00 to 17:00	243		317		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	259		325		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	271		327		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	287		314		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	275		275		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

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17:15 to 18:15	266		233		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:30 to 18:30	242		203		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:45 to 18:45	214		179		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	202		179		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:15 to 19:15	195		184		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:30 to 19:30	180		179		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

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18:45 to 19:45	169		169		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	163		144		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	138		132		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	128		119		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	113		119		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	85		118		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

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20:15 to 21:15	81		103		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:30 to 21:30	65		86		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	78		77		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	80		71		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	77		68		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	83		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

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21:45 to 22:45	65		50		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:00 to 23:00	56		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:15 to 23:15	52		33		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:30 to 23:30	41		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:45 to 23:45	41		30		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	36		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

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23:15 to 00:15	28		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:30 to 00:30	24		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:45 to 00:45	15		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

Intersection Information

Major Street Name:	Rd 112
Major Street Direction:	SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**10**		**25**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**9**		**27**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**6**		**23**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

00:45 to 01:45	5		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	3		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	2		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	4		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	5		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	5		11		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

02:15 to 03:15	6		15		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	6		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	6		37		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	10		39		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	14		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

03:30 to 04:30	16		49		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

03:45 to 04:45	17		79		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:00 to 05:00	18		108		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	16		118		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	17		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	30		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	48		154		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

05:15 to 06:15	54		161		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:30 to 06:30	69		187		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	83		220		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	94		251		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	115		282		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	136		287		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

06:45 to 07:45	138		311		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	140		312		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	131		317		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	116		289		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	109		263		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	90		240		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

08:15 to 09:15	**80**		**215**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
08:30 to 09:30	**71**		**217**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
08:45 to 09:45	**58**		**213**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
09:00 to 10:00	**54**		**202**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
09:15 to 10:15	**49**		**189**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
09:30 to 10:30	**44**		**176**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

09:45 to 10:45	**53**		**172**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
10:00 to 11:00	**57**		**187**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
10:15 to 11:15	**68**		**202**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
10:30 to 11:30	**71**		**205**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
10:45 to 11:45	**67**		**217**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:00 to 12:00	**68**		**210**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

11:15 to 12:15	67		224		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:30 to 12:30	71		238		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	70		232		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	71		237		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	74		244		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	84		255		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

12:45 to 13:45	93		278		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:00 to 14:00	91		287		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	83		275		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	71		264		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	71		270		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	71		301		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

14:15 to 15:15	78		310		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:30 to 15:30	90		349		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	82		362		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	92		378		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	90		391		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	86		377		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

15:45 to 16:45	99		374		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:00 to 17:00	86		360		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	102		365		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	105		362		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	101		351		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	121		331		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

17:15 to 18:15	108		310		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:30 to 18:30	99		279		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:45 to 18:45	93		249		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	87		240		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:15 to 19:15	91		228		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:30 to 19:30	90		214		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

18:45 to 19:45	79		189		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	66		171		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	60		141		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	47		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	48		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	38		102		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

20:15 to 21:15	28		100		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:30 to 21:30	30		103		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	35		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	36		105		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	38		101		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	38		94		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

21:45 to 22:45	29		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:00 to 23:00	25		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	20		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	15		52		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	14		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	13		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

4: Ave 328 & Rd 112

23:15 to 00:15	**11**		**36**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:30 to 00:30	**12**		**33**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:45 to 00:45	**9**		**25**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

Intersection Information

Major Street Name:	Ave 320
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**12**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**10**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**6**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

00:45 to 01:45	3		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	4		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	2		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	4		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	4		4		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:15 to 03:15	7		6		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

02:30 to 03:30	9		6		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	9		5		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	8		7		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	10		11		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	10		12		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:45 to 04:45	24		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

04:00 to 05:00	40		21		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:15 to 05:15	42		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:30 to 05:30	54		21		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:45 to 05:45	54		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:00 to 06:00	66		21		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:15 to 06:15	80		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

05:30 to 06:30	94		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:45 to 06:45	112		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	129		47		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	150		50		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	159		51		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:45 to 07:45	170		54		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

07:00 to 08:00	173		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	177		56		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	171		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	162		55		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	149		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	127		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

08:30 to 09:30	121		49		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	109		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	100		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	92		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:30 to 10:30	89		36		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:45 to 10:45	91		39		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

10:00 to 11:00	80		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	89		38		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:30 to 11:30	99		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:45 to 11:45	97		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	93		33		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:15 to 12:15	95		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

11:30 to 12:30	86		33		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:45 to 12:45	84		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:00 to 13:00	94		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	83		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	85		50		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:45 to 13:45	89		52		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

13:00 to 14:00	85		55		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	97		62		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	99		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	101		68		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	121		65		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	127		73		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

14:30 to 15:30	136		74		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	157		85		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	168		95		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	178		91		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	196		109		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

15:45 to 16:45	190		108		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

16:00 to 17:00	185		100		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	184		103		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	182		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	184		66		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	174		62		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:15 to 18:15	158		49		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

17:30 to 18:30	129		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

17:45 to 18:45	118		37		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	103		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:15 to 19:15	89		30		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:30 to 19:30	85		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:45 to 19:45	61		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

19:00 to 20:00	55		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:15 to 20:15	60		8		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:30 to 20:30	54		11		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:45 to 20:45	52		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:00 to 21:00	53		10		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:15 to 21:15	40		10		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

20:30 to 21:30	36		8		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:45 to 21:45	37		5		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:00 to 22:00	34		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:15 to 22:15	37		5		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:30 to 22:30	36		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:45 to 22:45	31		4		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

22:00 to 23:00	26		4		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:15 to 23:15	20		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:30 to 23:30	15		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:45 to 23:45	13		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	10		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:15 to 00:15	12		4		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

8: Ave 320 & Shirk Rd

23:30 to 00:30	**13**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:45 to 00:45	**14**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

Intersection Information

Major Street Name:	Akers St
Major Street Direction:	EB/WB/NB
Minor Street Direction:	

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**10**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**9**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**6**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

00:45 to 01:45	4		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	4		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	6		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	6		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	10		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	9		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

03:00 to 04:00	9		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	12		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:45 to 04:45	25		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	35		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:15 to 05:15	44		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

04:30 to 05:30	**61**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
04:45 to 05:45	**68**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:00 to 06:00	**89**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:15 to 06:15	**104**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:30 to 06:30	**118**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
05:45 to 06:45	**144**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

06:00 to 07:00	**158**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:15 to 07:15	**185**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:30 to 07:30	**205**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
06:45 to 07:45	**228**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
07:00 to 08:00	**267**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
07:15 to 08:15	**276**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

07:30 to 08:30	**282**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

07:45 to 08:45	**262**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

08:00 to 09:00	**213**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

08:15 to 09:15	**177**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

08:30 to 09:30	**146**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

08:45 to 09:45	**130**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

09:00 to 10:00	133		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:15 to 10:15	124		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:30 to 10:30	113		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:45 to 10:45	105		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:00 to 11:00	88		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:15 to 11:15	92		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

10:30 to 11:30	101		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:45 to 11:45	107		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	108		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:15 to 12:15	110		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:30 to 12:30	108		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:45 to 12:45	114		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

12:00 to 13:00	112		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:15 to 13:15	115		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:30 to 13:30	126		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:45 to 13:45	122		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:00 to 14:00	133		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:15 to 14:15	142		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

13:30 to 14:30	**141**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:45 to 14:45	**146**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:00 to 15:00	**160**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:15 to 15:15	**178**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:30 to 15:30	**219**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:45 to 15:45	**238**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

15:00 to 16:00	**242**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
15:15 to 16:15	**231**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
15:30 to 16:30	**222**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
15:45 to 16:45	**217**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
16:00 to 17:00	**221**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
16:15 to 17:15	**230**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

16:30 to 17:30	235		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

16:45 to 17:45	240		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:00 to 18:00	228		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:15 to 18:15	203		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:30 to 18:30	162		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:45 to 18:45	141		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

18:00 to 19:00	**132**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
18:15 to 19:15	**127**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
18:30 to 19:30	**118**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
18:45 to 19:45	**97**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
19:00 to 20:00	**83**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
19:15 to 20:15	**80**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

19:30 to 20:30	**77**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
19:45 to 20:45	**76**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
20:00 to 21:00	**71**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
20:15 to 21:15	**59**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
20:30 to 21:30	**51**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
20:45 to 21:45	**49**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

21:00 to 22:00	**48**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:15 to 22:15	**52**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:30 to 22:30	**51**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
21:45 to 22:45	**46**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**38**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:15 to 23:15	**28**		**0**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

12: Ave 320 & Akers St

22:30 to 23:30	20		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:45 to 23:45	15		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:15 to 00:15	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:30 to 00:30	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:45 to 00:45	12		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

Intersection Information

Major Street Name:	Demaree St
Major Street Direction:	NB/SB
Minor Street Direction:	WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	2 Hours met (8 required)
Condition B Met?	No	3 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
			Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**19**	**1**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:15 to 01:15	**19**	**0**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:30 to 01:30	**13**	**0**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

00:45 to 01:45	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	12		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	8		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	13		0		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	14		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	15		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

02:15 to 03:15	**19**		**2**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	**19**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	**24**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	**31**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	**43**		**7**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	**52**		**10**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

03:45 to 04:45	67		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	86		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:15 to 05:15	99		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:30 to 05:30	109		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:45 to 05:45	137		47		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	178		60		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

05:15 to 06:15	206		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:30 to 06:30	248		75		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	303		92		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	334		94		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	382		103		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	457		111		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

06:45 to 07:45	495		121		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	551		139		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	566		156		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	521		148		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	477		132		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	422		112		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

08:15 to 09:15	363		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	344		67		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	313		50		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	309		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:15 to 10:15	316		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	316		44		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

09:45 to 10:45	326		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:00 to 11:00	306		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:15 to 11:15	327		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:30 to 11:30	337		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:45 to 11:45	343		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	367		29		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

11:15 to 12:15	**377**		**29**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:30 to 12:30	**392**		**35**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:45 to 12:45	**398**		**38**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:00 to 13:00	**368**		**41**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:15 to 13:15	**376**		**44**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	**371**		**46**		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

12:45 to 13:45	373		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:00 to 14:00	387		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	365		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	375		38		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:45 to 14:45	401		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

14:00 to 15:00	437		47		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

14:15 to 15:15	473		64		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:30 to 15:30	493		74		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	510		79		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	505		72		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	497		60		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	495		62		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

15:45 to 16:45	471		55		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:00 to 17:00	492		66		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	498		60		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	487		54		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	504		56		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	469		47		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

17:15 to 18:15	431		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	No				

17:30 to 18:30	396		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

17:45 to 18:45	344		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	317		37		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:15 to 19:15	325		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

18:30 to 19:30	312		35		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

18:45 to 19:45	283		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:00 to 20:00	261		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:15 to 20:15	223		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:30 to 20:30	210		28		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:45 to 20:45	193		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:00 to 21:00	177		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

20:15 to 21:15	160		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:30 to 21:30	134		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:45 to 21:45	140		17		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:00 to 22:00	127		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:15 to 22:15	123		15		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:30 to 22:30	124		17		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

21:45 to 22:45	**101**		**15**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:00 to 23:00	**97**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:15 to 23:15	**83**		**14**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:30 to 23:30	**68**		**9**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
22:45 to 23:45	**64**		**8**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
23:00 to 00:00	**49**		**4**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

13: Ave 320 & Demaree St

23:15 to 00:15	37		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:30 to 00:30	30		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:45 to 00:45	22		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

Intersection Information

Major Street Name:	Demaree St
Major Street Direction:	NB/SB
Minor Street Direction:	EB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	2 Hours met (8 required)
Condition B Met?	No	1 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
			Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**30**	**1**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:15 to 01:15	**23**	**0**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:30 to 01:30	**16**	**0**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

00:45 to 01:45	17		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	16		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	14		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	18		1		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	18		2		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	15		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

02:15 to 03:15	18		4		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	16		4		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	19		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	27		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	36		3		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	45		5		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

03:45 to 04:45	58		7		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	69		7		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:15 to 05:15	80		9		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:30 to 05:30	90		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:45 to 05:45	117		17		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:00 to 06:00	154		29		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

05:15 to 06:15	180		37		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

05:30 to 06:30	216		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	258		55		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	291		52		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	346		56		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	399		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

06:45 to 07:45	437		72		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	484		104		No	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	476		129		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	466		124		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	439		111		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	395		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

08:15 to 09:15	365		52		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	345		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

08:45 to 09:45	322		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:00 to 10:00	317		30		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:15 to 10:15	313		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

09:30 to 10:30	305		27		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

09:45 to 10:45	316		30		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:00 to 11:00	307		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:15 to 11:15	327		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:30 to 11:30	351		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

10:45 to 11:45	354		32		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	381		35		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

11:15 to 12:15	408		29		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:30 to 12:30	403		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

11:45 to 12:45	412		35		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:00 to 13:00	382		38		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

12:15 to 13:15	373		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	371		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

12:45 to 13:45	374		37		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:00 to 14:00	393		34		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:15 to 14:15	391		30		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:30 to 14:30	413		38		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

13:45 to 14:45	418		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	460		49		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

14:15 to 15:15	491		61		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:30 to 15:30	532		59		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	576		61		No	Yes	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	600		61		No	Yes	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	602		53		No	Yes	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	596		59		No	Yes*	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

15:45 to 16:45	581		53		No	Yes	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:00 to 17:00	570		55		No	Yes	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	584		55		No	Yes	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	592		51		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	611		51		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	632		44		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

17:15 to 18:15	584		51		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:30 to 18:30	524		49		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:45 to 18:45	450		56		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	363		68		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:15 to 19:15	375		66		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

18:30 to 19:30	358		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

18:45 to 19:45	333		49		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	321		48		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	276		40		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

19:30 to 20:30	259		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	245		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:00 to 21:00	221		26		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

20:15 to 21:15	189		22		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:30 to 21:30	160		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

20:45 to 21:45	163		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:00 to 22:00	150		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:15 to 22:15	153		20		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

21:30 to 22:30	150		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

21:45 to 22:45	124		12		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:00 to 23:00	110		13		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:15 to 23:15	88		8		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:30 to 23:30	70		6		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

22:45 to 23:45	65		7		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:00 to 00:00	55		5		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

19: Pratt Rd & Demaree St

23:15 to 00:15	**51**		**5**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:30 to 00:30	**48**		**3**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

23:45 to 00:45	**36**		**1**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	1 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
			Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
00:00 to 01:00	**64**	**32**	No	No	No	No
Condition A	Volume >= 100% column (500)? No	Volume >= 100% column (750)? No				
	Volume >= 80% column (400)? No	Volume >= 80% column (600)? No				
Condition B	**Volume >= 100% column (750)?** No	**Volume >= 100% column (75)?** No				
	Volume >= 80% column (600)? No	**Volume >= 80% column (60)?** No				
00:15 to 01:15	**48**	**24**	No	No	No	No
Condition A	Volume >= 100% column (500)? No	Volume >= 100% column (750)? No				
	Volume >= 80% column (400)? No	Volume >= 80% column (600)? No				
Condition B	**Volume >= 100% column (750)?** No	**Volume >= 100% column (75)?** No				
	Volume >= 80% column (600)? No	**Volume >= 80% column (60)?** No				
00:30 to 01:30	**34**	**17**	No	No	No	No
Condition A	Volume >= 100% column (500)? No	Volume >= 100% column (750)? No				
	Volume >= 80% column (400)? No	Volume >= 80% column (600)? No				
Condition B	**Volume >= 100% column (750)?** No	**Volume >= 100% column (75)?** No				
	Volume >= 80% column (600)? No	**Volume >= 80% column (60)?** No				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

01:30 to 02:30	56		25		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

01:45 to 02:45	56		24		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

02:00 to 03:00	55		23		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

02:15 to 03:15	**42**		**18**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
02:30 to 03:30	**31**		**14**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
02:45 to 03:45	**35**		**19**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
03:00 to 04:00	**32**		**16**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
03:15 to 04:15	**40**		**16**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
03:30 to 04:30	**50**		**25**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

03:45 to 04:45	55		31		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

04:00 to 05:00	84		61		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:15 to 05:15	90		72		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:30 to 05:30	97		83		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:45 to 05:45	103		84		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

05:00 to 06:00	107		80		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

05:15 to 06:15	115		82		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

05:30 to 06:30	121		85		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

05:45 to 06:45	144		112		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

06:00 to 07:00	171		147		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

06:15 to 07:15	188		171		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

06:30 to 07:30	198		182		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

06:45 to 07:45	212		196		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

07:00 to 08:00	248		224		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

07:15 to 08:15	273		248		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

07:30 to 08:30	289		265		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

07:45 to 08:45	291		268		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

08:00 to 09:00	232		214		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

08:15 to 09:15	199		185		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

08:30 to 09:30	184		165		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

08:45 to 09:45	150		134		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

09:00 to 10:00	145		129		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

09:15 to 10:15	146		121		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

09:30 to 10:30	151		120		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

09:45 to 10:45	182		121		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

10:00 to 11:00	197		125		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

10:15 to 11:15	216		133		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

10:30 to 11:30	224		140		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

10:45 to 11:45	224		144		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

11:00 to 12:00	232		150		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

11:15 to 12:15	233		148		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

11:30 to 12:30	267		155		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

11:45 to 12:45	312		165		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

12:00 to 13:00	349		178		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

12:15 to 13:15	384		202		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

12:30 to 13:30	396		200		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

12:45 to 13:45	430		206		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

13:00 to 14:00	463		215		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

13:15 to 14:15	477		212		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

13:30 to 14:30	490		222		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

13:45 to 14:45	467		253		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

14:00 to 15:00	455		270		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

14:15 to 15:15	461		296		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

14:30 to 15:30	442		308		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

14:45 to 15:45	440		311		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

15:00 to 16:00	449		328		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

15:15 to 16:15	452		332		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

15:30 to 16:30	491		370		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

15:45 to 16:45	518		393		Yes*	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

16:00 to 17:00	505		372		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

16:15 to 17:15	515		375		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

16:30 to 17:30	516		372		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

16:45 to 17:45	492		342		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

17:00 to 18:00	493		345		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

17:15 to 18:15	**468**		**313**		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
17:30 to 18:30	**436**		**271**		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
17:45 to 18:45	**425**		**247**		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
18:00 to 19:00	**411**		**209**		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
18:15 to 19:15	**392**		**192**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
18:30 to 19:30	**374**		**168**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

18:45 to 19:45	362		147		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:00 to 20:00	354		142		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:15 to 20:15	356		134		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:30 to 20:30	378		125		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:45 to 20:45	390		120		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

20:00 to 21:00	406		110		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

20:15 to 21:15	401		93		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

20:30 to 21:30	398		87		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

20:45 to 21:45	409		81		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

21:00 to 22:00	402		70		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

21:15 to 22:15	433		63		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

21:30 to 22:30	452		59		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

21:45 to 22:45	**429**		**57**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
22:00 to 23:00	**433**		**58**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
22:15 to 23:15	**429**		**57**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
22:30 to 23:30	**395**		**53**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
22:45 to 23:45	**390**		**45**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
23:00 to 00:00	**356**		**43**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

Warrant 1: Eight-hour Vehicular Volume

25: Shannon Pkwy & Demaree St

23:15 to 00:15	269		46		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

23:30 to 00:30	205		46		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

23:45 to 00:45	127		41		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	Yes	9 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
			Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
00:00 to 01:00	**1,062**	**619**	Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)? Yes	Volume >= 100% column (750)? Yes				
	Volume >= 80% column (400)? Yes	Volume >= 80% column (600)? Yes				
Condition B	**Volume >= 100% column (750)?** Yes	**Volume >= 100% column (75)?** Yes				
	Volume >= 80% column (600)? Yes	**Volume >= 80% column (60)?** Yes				
00:15 to 01:15	**1,126**	**650**	Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)? Yes	Volume >= 100% column (750)? Yes				
	Volume >= 80% column (400)? Yes	Volume >= 80% column (600)? Yes				
Condition B	**Volume >= 100% column (750)?** Yes	**Volume >= 100% column (75)?** Yes				
	Volume >= 80% column (600)? Yes	**Volume >= 80% column (60)?** Yes				
00:30 to 01:30	**1,140**	**676**	Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)? Yes	Volume >= 100% column (750)? Yes				
	Volume >= 80% column (400)? Yes	Volume >= 80% column (600)? Yes				
Condition B	**Volume >= 100% column (750)?** Yes	**Volume >= 100% column (75)?** Yes				
	Volume >= 80% column (600)? Yes	**Volume >= 80% column (60)?** Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

00:45 to 01:45	**1,217**		**731**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
01:00 to 02:00	**1,233**		**744**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
01:15 to 02:15	**1,203**		**740**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
01:30 to 02:30	**1,187**		**735**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
01:45 to 02:45	**1,188**		**721**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
02:00 to 03:00	**1,108**		**668**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

02:15 to 03:15	1,024		600		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

02:30 to 03:30	901		496		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

02:45 to 03:45	768		419		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

03:00 to 04:00	648		344		Yes*	No	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

03:15 to 04:15	588		306		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

03:30 to 04:30	553		289		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

03:45 to 04:45	491		264		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:00 to 05:00	464		241		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:15 to 05:15	427		222		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:30 to 05:30	387		201		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

04:45 to 05:45	347		176		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

05:00 to 06:00	336		169		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

05:15 to 06:15	316		164		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

05:30 to 06:30	270		137		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

05:45 to 06:45	241		122		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

06:00 to 07:00	207		106		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

06:15 to 07:15	180		94		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

06:30 to 07:30	171		100		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

06:45 to 07:45	**170**		**103**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
07:00 to 08:00	**166**		**97**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
07:15 to 08:15	**148**		**78**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
07:30 to 08:30	**150**		**77**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
07:45 to 08:45	**140**		**75**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
08:00 to 09:00	**114**		**63**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

08:15 to 09:15	**114**		**60**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
08:30 to 09:30	**77**		**46**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
08:45 to 09:45	**42**		**25**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
09:00 to 10:00	**26**		**14**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	No				
14:45 to 15:45	**1,062**		**619**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
15:00 to 16:00	**1,126**		**650**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

15:15 to 16:15	1,140		676		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

15:30 to 16:30	1,217		731		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

15:45 to 16:45	1,233		744		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

16:00 to 17:00	1,203		740		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

16:15 to 17:15	1,187		735		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

16:30 to 17:30	1,188		721		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

16:45 to 17:45	**1,108**		**668**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:00 to 18:00	**1,024**		**600**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:15 to 18:15	**901**		**496**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:30 to 18:30	**768**		**419**		Yes	Yes	Yes	Yes
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
17:45 to 18:45	**648**		**344**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				
18:00 to 19:00	**588**		**306**		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

18:15 to 19:15	553		289		Yes	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

18:30 to 19:30	491		264		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

18:45 to 19:45	464		241		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:00 to 20:00	427		222		No	No	Yes	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:15 to 20:15	387		201		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

19:30 to 20:30	347		176		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

19:45 to 20:45	**336**		**169**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
20:00 to 21:00	**316**		**164**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
20:15 to 21:15	**270**		**137**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
20:30 to 21:30	**241**		**122**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
20:45 to 21:45	**207**		**106**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
21:00 to 22:00	**180**		**94**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

21:15 to 22:15	**171**		**100**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
21:30 to 22:30	**170**		**103**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
21:45 to 22:45	**166**		**97**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
22:00 to 23:00	**148**		**78**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
22:15 to 23:15	**150**		**77**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
22:30 to 23:30	**140**		**75**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

37: Rd 92/Shirk Ave & Riggin Ave

22:45 to 23:45	**114**		**63**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
23:00 to 00:00	**114**		**60**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	No				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	No				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	No				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
23:15 to 00:15	**315**		**171**		No	No	No	No
Condition A	Volume >= 100% column (500)?	No	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	No	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
23:30 to 00:30	**570**		**327**		Yes*	No	Yes	No
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	No	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	No	**Volume >= 80% column (60)?**	Yes				
23:45 to 00:45	**786**		**447**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (500)?	Yes	Volume >= 100% column (750)?	Yes				
	Volume >= 80% column (400)?	Yes	Volume >= 80% column (600)?	Yes				
Condition B	**Volume >= 100% column (750)?**	Yes	**Volume >= 100% column (75)?**	Yes				
	Volume >= 80% column (600)?	Yes	**Volume >= 80% column (60)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	8 Hours met (8 required)
Condition B Met?	Yes	9 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**48**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**34**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	56		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	56		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	55		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

02:15 to 03:15	42		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	31		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	35		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	40		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

03:45 to 04:45	55		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	84		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	90		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	97		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	103		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	107		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

05:15 to 06:15	115		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:30 to 06:30	121		85		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	144		112		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	171		147		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	188		171		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	198		182		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

06:45 to 07:45	212		196		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	248		224		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	273		248		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	289		265		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	291		268		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	232		214		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

08:15 to 09:15	199		185		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	184		165		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	150		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	145		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	146		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	151		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

09:45 to 10:45	182		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:00 to 11:00	197		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	216		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	224		140		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	224		144		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	232		150		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

11:15 to 12:15	**233**		**148**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:30 to 12:30	**267**		**155**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:45 to 12:45	**312**		**165**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**349**		**178**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:15 to 13:15	**384**		**202**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:30 to 13:30	**396**		**200**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

12:45 to 13:45	430		206		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:00 to 14:00	463		215		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	477		212		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	510		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	535		253		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	785		270		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

14:15 to 15:15	**1,010**		**296**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:30 to 15:30	**1,602**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**2,002**		**311**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**2,303**		**328**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**2,704**		**332**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**2,309**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

15:45 to 16:45	**2,261**		**393**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**1,757**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**1,187**		**375**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**1,041**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**698**		**370**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**687**		**401**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

17:15 to 18:15	**683**		**386**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:30 to 18:30	**664**		**375**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**619**		**372**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**584**		**342**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**564**		**345**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**510**		**313**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

18:45 to 19:45	492		271		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	455		247		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	405		209		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	372		192		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	329		159		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	302		132		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

20:15 to 21:15	292		108		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:30 to 21:30	317		87		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	367		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	402		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	433		63		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	452		59		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

21:45 to 22:45	429		57		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

22:00 to 23:00	433		58		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	429		57		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	395		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	390		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	356		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

38: Shirk Ave & Riggin Ave

23:15 to 00:15	**269**		**46**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
23:30 to 00:30	**205**		**46**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
23:45 to 00:45	**127**		**41**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	8 Hours met (8 required)
Condition B Met?	Yes	9 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**48**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**34**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	56		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	56		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	55		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

02:15 to 03:15	42		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	31		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	35		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	40		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

03:45 to 04:45	55		31		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

04:00 to 05:00	84		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	90		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	97		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	103		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	107		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

05:15 to 06:15	115		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:30 to 06:30	121		85		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	144		112		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	171		147		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	188		171		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	198		182		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

06:45 to 07:45	212		196		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:00 to 08:00	248		224		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	273		248		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	289		265		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	291		268		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	232		214		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

08:15 to 09:15	199		185		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	184		165		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	150		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	145		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	146		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	151		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

09:45 to 10:45	182		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:00 to 11:00	197		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	216		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	224		140		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	224		144		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	232		150		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

11:15 to 12:15	233		148		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:30 to 12:30	267		155		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	312		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	349		178		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	384		202		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	396		200		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

12:45 to 13:45	430		206		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:00 to 14:00	463		215		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	477		212		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	510		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	535		253		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	785		270		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

14:15 to 15:15	**1,010**		**296**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:30 to 15:30	**1,602**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**2,002**		**311**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**2,303**		**328**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**2,704**		**332**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**2,309**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

15:45 to 16:45	**2,261**		**393**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**1,757**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**1,187**		**375**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**1,041**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**698**		**370**		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**687**		**401**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

17:15 to 18:15	683		386		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:30 to 18:30	664		375		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:45 to 18:45	619		372		Yes	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	584		342		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:15 to 19:15	564		345		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:30 to 19:30	510		313		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

18:45 to 19:45	492		271		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

19:00 to 20:00	455		247		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	405		209		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	372		192		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	329		159		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	302		132		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

20:15 to 21:15	292		108		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:30 to 21:30	317		87		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	367		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	402		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	433		63		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	452		59		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

21:45 to 22:45	429		57		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

22:00 to 23:00	433		58		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	429		57		No	No	No	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	395		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	390		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	356		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

39: Dentin St & Riggin Ave

23:15 to 00:15	269		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:30 to 00:30	205		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	127		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	No	7 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
			Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**	**32**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:15 to 01:15	**48**	**24**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:30 to 01:30	**34**	**17**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	46		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

02:15 to 03:15	36		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	28		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	38		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

04:00 to 05:00	122		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	144		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	166		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	168		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	160		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:15 to 06:15	164		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

05:30 to 06:30	170		85		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	224		112		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	294		147		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	342		171		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	364		182		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:45 to 07:45	392		196		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

07:00 to 08:00	448		224		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	496		248		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	530		265		Yes*	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	536		268		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	428		214		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	370		185		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

08:30 to 09:30	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	258		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

10:00 to 11:00	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	266		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	280		140		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	288		144		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	300		150		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	296		148		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

11:30 to 12:30	310		155		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	356		178		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	404		202		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	400		200		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:45 to 13:45	412		206		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

13:00 to 14:00	430		215		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	424		212		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	444		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	506		253		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	540		270		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	592		296		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

14:30 to 15:30	**616**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**622**		**311**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**656**		**328**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**664**		**332**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**740**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**786**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

16:00 to 17:00	**744**		**372**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**750**		**375**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**744**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**684**		**342**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**690**		**345**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:15 to 18:15	**626**		**313**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

17:30 to 18:30	**542**		**271**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**494**		**247**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**418**		**209**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**384**		**192**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**336**		**168**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:45 to 19:45	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

19:00 to 20:00	284		142		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	220		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:15 to 21:15	186		93		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

20:30 to 21:30	174		87		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	162		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	140		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	126		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	118		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:45 to 22:45	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

22:00 to 23:00	116		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	106		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	90		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	86		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:15 to 00:15	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

40: Roeben St & Riggen St

23:30 to 00:30	**92**		**46**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	**82**		**41**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	No	7 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
			Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**	**32**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:15 to 01:15	**48**	**24**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:30 to 01:30	**34**	**17**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	46		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

02:15 to 03:15	36		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	28		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	38		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

04:00 to 05:00	122		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	144		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	166		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	168		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	160		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:15 to 06:15	164		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

05:30 to 06:30	**170**		**85**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
05:45 to 06:45	**224**		**112**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:00 to 07:00	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:15 to 07:15	**342**		**171**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:30 to 07:30	**364**		**182**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:45 to 07:45	**392**		**196**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

07:00 to 08:00	448		224		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	496		248		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	530		265		Yes*	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	536		268		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	428		214		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	370		185		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

08:30 to 09:30	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	258		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

10:00 to 11:00	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	266		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	280		140		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	288		144		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	300		150		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	296		148		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

11:30 to 12:30	**310**		**155**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:45 to 12:45	**330**		**165**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**356**		**178**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:15 to 13:15	**404**		**202**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:30 to 13:30	**400**		**200**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:45 to 13:45	**412**		**206**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

13:00 to 14:00	430		215		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	424		212		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	444		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	506		253		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	540		270		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	592		296		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

14:30 to 15:30	**616**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**622**		**311**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**656**		**328**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**664**		**332**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**740**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**786**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

16:00 to 17:00	**744**		**372**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**750**		**375**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**744**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**684**		**342**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**690**		**345**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:15 to 18:15	**626**		**313**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

17:30 to 18:30	**542**		**271**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**494**		**247**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**418**		**209**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**384**		**192**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**336**		**168**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:45 to 19:45	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

19:00 to 20:00	284		142		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	220		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:15 to 21:15	186		93		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

20:30 to 21:30	174		87		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	162		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	140		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	126		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	118		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:45 to 22:45	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

22:00 to 23:00	116		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	106		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	90		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	86		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:15 to 00:15	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

43: Linwood St & Riggin Ave

23:30 to 00:30	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	82		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	No	7 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
			Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**	**32**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:15 to 01:15	**48**	**24**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				
00:30 to 01:30	**34**	**17**	No	No	No	No
Condition A	Volume >= 70% column (350)? No	Volume >= 70% column (525)? No				
	Volume >= 56% column (280)? No	Volume >= 56% column (420)? No				
Condition B	**Volume >= 70% column (525)?** No	**Volume >= 70% column (53)?** No				
	Volume >= 56% column (420)? No	**Volume >= 56% column (42)?** No				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	46		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

02:15 to 03:15	36		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	28		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	38		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

04:00 to 05:00	122		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	144		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	166		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	168		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	160		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:15 to 06:15	164		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

05:30 to 06:30	170		85		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	224		112		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	294		147		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	342		171		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	364		182		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:45 to 07:45	392		196		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

07:00 to 08:00	448		224		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	496		248		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	530		265		Yes*	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	536		268		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	428		214		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	370		185		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

08:30 to 09:30	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	258		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

10:00 to 11:00	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	266		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	280		140		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	288		144		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	300		150		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	296		148		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

11:30 to 12:30	**310**		**155**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:45 to 12:45	**330**		**165**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**356**		**178**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:15 to 13:15	**404**		**202**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:30 to 13:30	**400**		**200**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:45 to 13:45	**412**		**206**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

13:00 to 14:00	430		215		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	424		212		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	444		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	506		253		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	540		270		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	592		296		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

14:30 to 15:30	**616**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**622**		**311**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**656**		**328**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**664**		**332**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**740**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**786**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

16:00 to 17:00	**744**		**372**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**750**		**375**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**744**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**684**		**342**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**690**		**345**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:15 to 18:15	**626**		**313**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

17:30 to 18:30	**542**		**271**		Yes	Yes		Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes					
17:45 to 18:45	**494**		**247**		Yes	No		Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes					
18:00 to 19:00	**418**		**209**		Yes*	No		Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
18:15 to 19:15	**384**		**192**		Yes	No		Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
18:30 to 19:30	**336**		**168**		No	No		Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
18:45 to 19:45	**294**		**147**		No	No		Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

19:00 to 20:00	284		142		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	220		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:15 to 21:15	186		93		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

20:30 to 21:30	174		87		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	162		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	140		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	126		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	118		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:45 to 22:45	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

22:00 to 23:00	116		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	106		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	90		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	86		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:15 to 00:15	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

46: Shirk Ave & Ferguson Rd

23:30 to 00:30	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	82		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	No	7 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**48**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**34**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	46		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

02:15 to 03:15	36		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	28		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	38		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

04:00 to 05:00	122		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	144		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	166		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	168		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	160		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:15 to 06:15	164		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

05:30 to 06:30	170		85		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:45 to 06:45	224		112		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:00 to 07:00	294		147		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:15 to 07:15	342		171		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:30 to 07:30	364		182		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

06:45 to 07:45	392		196		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

07:00 to 08:00	448		224		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	496		248		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	530		265		Yes*	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	536		268		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	428		214		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	370		185		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

08:30 to 09:30	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	258		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

10:00 to 11:00	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	266		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	280		140		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	288		144		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	300		150		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	296		148		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

11:30 to 12:30	310		155		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	356		178		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	404		202		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	400		200		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

12:45 to 13:45	412		206		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

13:00 to 14:00	430		215		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	424		212		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	444		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	506		253		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	540		270		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	592		296		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

14:30 to 15:30	**616**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**622**		**311**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**656**		**328**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**664**		**332**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**740**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**786**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

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16:00 to 17:00	**744**		**372**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**750**		**375**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**744**		**372**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**684**		**342**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**690**		**345**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:15 to 18:15	**626**		**313**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

17:30 to 18:30	**542**		**271**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**494**		**247**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**418**		**209**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**384**		**192**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**336**		**168**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:45 to 19:45	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

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19:00 to 20:00	284		142		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	220		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:15 to 21:15	186		93		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

47: Roeben St & Ferguson Rd

20:30 to 21:30	174		87		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	162		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	140		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	126		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	118		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:45 to 22:45	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

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22:00 to 23:00	116		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	106		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	90		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	86		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:15 to 00:15	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

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47: Roeben St & Ferguson Rd

23:30 to 00:30	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	82		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	No	7 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**48**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**34**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	46		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

02:15 to 03:15	36		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	28		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	38		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

04:00 to 05:00	122		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	144		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	166		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	168		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	160		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:15 to 06:15	164		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

05:30 to 06:30	**170**		**85**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
05:45 to 06:45	**224**		**112**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:00 to 07:00	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:15 to 07:15	**342**		**171**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:30 to 07:30	**364**		**182**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:45 to 07:45	**392**		**196**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

07:00 to 08:00	448		224		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	496		248		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	530		265		Yes*	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	536		268		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	428		214		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	370		185		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

08:30 to 09:30	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	258		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

10:00 to 11:00	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	266		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	280		140		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	288		144		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	300		150		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	296		148		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

11:30 to 12:30	**310**		**155**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:45 to 12:45	**330**		**165**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**356**		**178**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:15 to 13:15	**404**		**202**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:30 to 13:30	**400**		**200**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:45 to 13:45	**412**		**206**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

13:00 to 14:00	430		215		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	424		212		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	444		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	506		253		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	540		270		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	592		296		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

14:30 to 15:30	**616**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**622**		**311**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**656**		**328**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**664**		**332**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**740**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**786**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

16:00 to 17:00	744		372		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	750		375		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	744		372		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	684		342		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	690		345		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:15 to 18:15	626		313		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

17:30 to 18:30	**542**		**271**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**494**		**247**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**418**		**209**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**384**		**192**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**336**		**168**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:45 to 19:45	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

19:00 to 20:00	284		142		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	220		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:15 to 21:15	186		93		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

20:30 to 21:30	174		87		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	162		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	140		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	126		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	118		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:45 to 22:45	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

22:00 to 23:00	116		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	106		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	90		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	86		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:15 to 00:15	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

23:30 to 00:30	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	82		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

Intersection Information

Major Street Name:	-
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	9 Hours met (8 required)
Condition B Met?	No	7 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**64**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**48**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**34**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

00:45 to 01:45	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	48		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	46		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

02:15 to 03:15	36		18		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	28		14		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	38		19		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	32		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	50		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

04:00 to 05:00	122		61		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:15 to 05:15	144		72		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:30 to 05:30	166		83		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

04:45 to 05:45	168		84		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:00 to 06:00	160		80		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

05:15 to 06:15	164		82		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

05:30 to 06:30	**170**		**85**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
05:45 to 06:45	**224**		**112**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:00 to 07:00	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:15 to 07:15	**342**		**171**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:30 to 07:30	**364**		**182**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:45 to 07:45	**392**		**196**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

07:00 to 08:00	448		224		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:15 to 08:15	496		248		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:30 to 08:30	530		265		Yes*	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

07:45 to 08:45	536		268		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	428		214		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	370		185		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

08:30 to 09:30	330		165		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	258		129		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	242		121		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

10:00 to 11:00	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	266		133		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	280		140		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	288		144		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	300		150		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	296		148		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

11:30 to 12:30	**310**		**155**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
11:45 to 12:45	**330**		**165**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:00 to 13:00	**356**		**178**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:15 to 13:15	**404**		**202**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:30 to 13:30	**400**		**200**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
12:45 to 13:45	**412**		**206**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

13:00 to 14:00	430		215		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:15 to 14:15	424		212		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:30 to 14:30	444		222		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

13:45 to 14:45	506		253		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:00 to 15:00	540		270		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	592		296		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

14:30 to 15:30	**616**		**308**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:45 to 15:45	**622**		**311**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:00 to 16:00	**656**		**328**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:15 to 16:15	**664**		**332**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:30 to 16:30	**740**		**370**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**786**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

16:00 to 17:00	744		372		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:15 to 17:15	750		375		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:30 to 17:30	744		372		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

16:45 to 17:45	684		342		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	690		345		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:15 to 18:15	626		313		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

17:30 to 18:30	**542**		**271**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**494**		**247**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**418**		**209**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**384**		**192**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**336**		**168**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:45 to 19:45	**294**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

19:00 to 20:00	284		142		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:15 to 20:15	268		134		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:30 to 20:30	250		125		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

19:45 to 20:45	240		120		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:00 to 21:00	220		110		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:15 to 21:15	186		93		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

20:30 to 21:30	174		87		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

20:45 to 21:45	162		81		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:00 to 22:00	140		70		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:15 to 22:15	126		63		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:30 to 22:30	118		59		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

21:45 to 22:45	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

22:00 to 23:00	116		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	114		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	106		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	90		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	86		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:15 to 00:15	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

49: Linwood St & Ferguson Rd

23:30 to 00:30	92		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:45 to 00:45	82		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

Intersection Information

Major Street Name:	Shirk Rd
Major Street Direction:	NB/SB
Minor Street Direction:	EB

WARRANT 1 MET? Yes

Details:

Condition A Met?	Yes	12 Hours met (8 required)
Condition B Met?	Yes	9 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
00:00 to 01:00	**35**		**32**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:15 to 01:15	**25**		**24**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
00:30 to 01:30	**22**		**17**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

00:45 to 01:45	12		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:00 to 02:00	12		16		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:15 to 02:15	14		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:30 to 02:30	12		25		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

01:45 to 02:45	15		24		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:00 to 03:00	16		23		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

02:15 to 03:15	**23**		**18**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:30 to 03:30	**25**		**14**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

02:45 to 03:45	**32**		**19**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:00 to 04:00	**36**		**16**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:15 to 04:15	**32**		**16**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

03:30 to 04:30	**39**		**25**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

03:45 to 04:45	**50**		**31**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				
04:00 to 05:00	**77**		**61**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
04:15 to 05:15	**104**		**72**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
04:30 to 05:30	**121**		**83**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
04:45 to 05:45	**141**		**84**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
05:00 to 06:00	**158**		**80**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

05:15 to 06:15	**174**		**82**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
05:30 to 06:30	**201**		**85**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
05:45 to 06:45	**240**		**112**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:00 to 07:00	**299**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:15 to 07:15	**362**		**171**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
06:30 to 07:30	**434**		**182**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

06:45 to 07:45	**531**		**196**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:00 to 08:00	**637**		**224**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:15 to 08:15	**723**		**248**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:30 to 08:30	**755**		**265**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:45 to 08:45	**697**		**268**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
08:00 to 09:00	**569**		**214**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

08:15 to 09:15	460		185		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	390		165		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	346		134		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	340		129		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	330		121		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	320		120		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

09:45 to 10:45	**334**		**121**		No	No		Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
10:00 to 11:00	**332**		**125**		No	No		Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
10:15 to 11:15	**332**		**133**		No	No		Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
10:30 to 11:30	**356**		**140**		Yes*	No		Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
10:45 to 11:45	**359**		**144**		Yes	No		Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					
11:00 to 12:00	**394**		**150**		Yes	No		Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes					
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes					
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes					
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes					

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

11:15 to 12:15	427		148		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

11:30 to 12:30	429		155		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	439		165		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	436		178		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	466		202		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	472		200		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

12:45 to 13:45	**476**		**206**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:00 to 14:00	**471**		**215**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:15 to 14:15	**448**		**212**		Yes	No	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:30 to 14:30	**482**		**222**		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
13:45 to 14:45	**516**		**253**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
14:00 to 15:00	**537**		**270**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

14:15 to 15:15	616		296		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:30 to 15:30	646		308		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	677		311		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	753		328		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	751		332		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	727		370		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

15:45 to 16:45	**724**		**393**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**690**		**372**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**649**		**375**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**695**		**372**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**671**		**342**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:00 to 18:00	**632**		**345**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

17:15 to 18:15	**583**		**313**		Yes	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:30 to 18:30	**495**		**271**		Yes*	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
17:45 to 18:45	**437**		**247**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	Yes	**Volume >= 56% column (42)?**	Yes				
18:00 to 19:00	**387**		**209**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:15 to 19:15	**378**		**192**		Yes	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
18:30 to 19:30	**350**		**168**		Yes*	No	Yes	No
Condition A	Volume >= 70% column (350)?	Yes	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

18:45 to 19:45	**322**		**147**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
19:00 to 20:00	**307**		**142**		No	No	Yes	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	Yes	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
19:15 to 20:15	**264**		**134**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
19:30 to 20:30	**234**		**125**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
19:45 to 20:45	**228**		**120**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
20:00 to 21:00	**208**		**110**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	Yes				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

20:15 to 21:15	**190**		**93**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
20:30 to 21:30	**163**		**87**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	Yes				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
20:45 to 21:45	**132**		**81**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
21:00 to 22:00	**111**		**70**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
21:15 to 22:15	**100**		**63**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				
21:30 to 22:30	**98**		**59**		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

21:45 to 22:45	93		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:00 to 23:00	89		58		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:15 to 23:15	79		57		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:30 to 23:30	71		53		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

22:45 to 23:45	65		45		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:00 to 00:00	53		43		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

61: SR 198 Eastbound Off-Ramp & Shirk Rd

23:15 to 00:15	49		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

23:30 to 00:30	42		46		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	Yes				

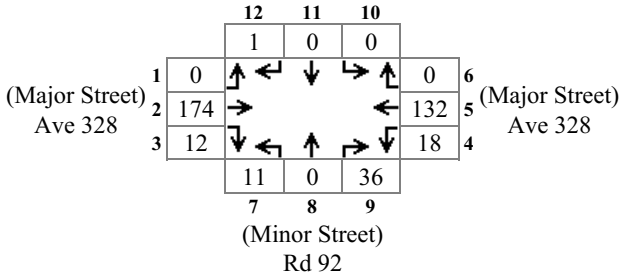
23:45 to 00:45	42		41		No	No	No	No
Condition A	Volume >= 70% column (350)?	No	Volume >= 70% column (525)?	No				
	Volume >= 56% column (280)?	No	Volume >= 56% column (420)?	No				
Condition B	**Volume >= 70% column (525)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (420)?	No	**Volume >= 56% column (42)?**	No				

2022 & 2023

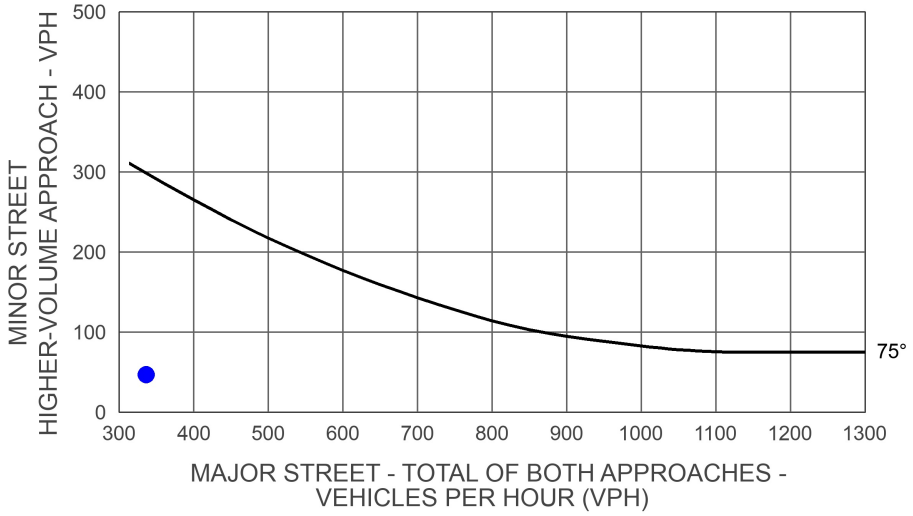
Intersection 2
Rd 92 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 2

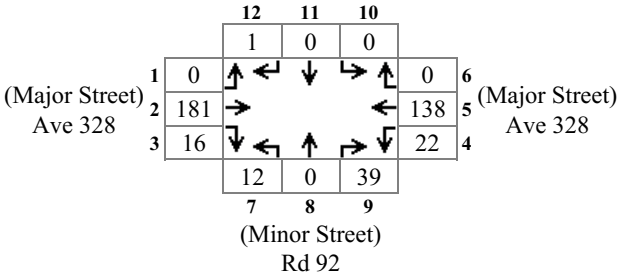


Major Total: 336
Minor High Volume: 47

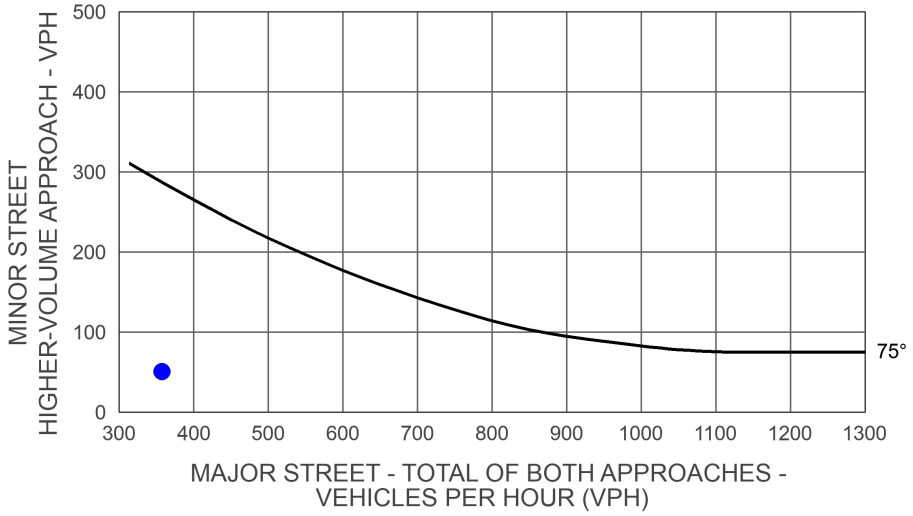


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

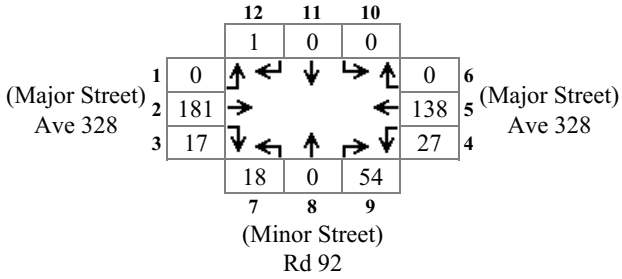


Major Total: 357
Minor High Volume: 51

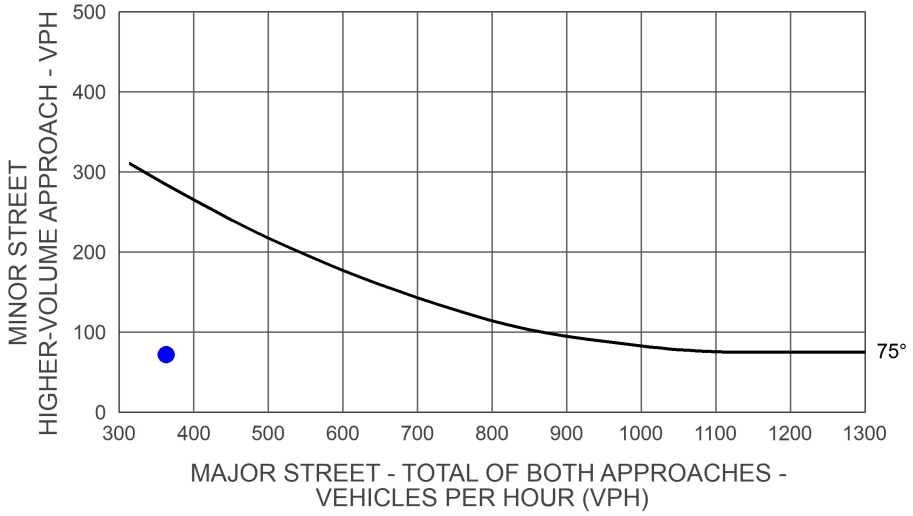


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 2

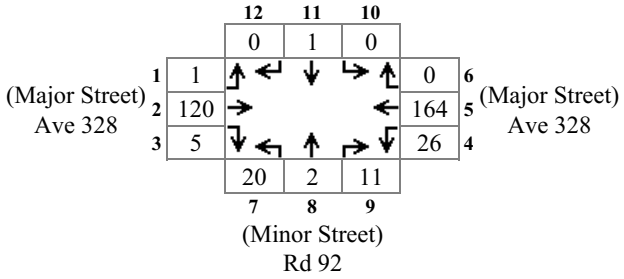


Major Total: 363
Minor High Volume: 72

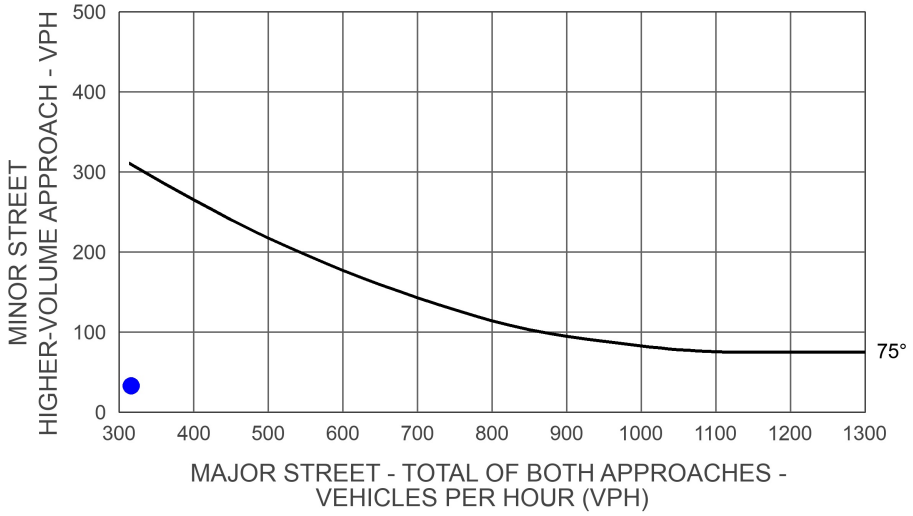


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 2

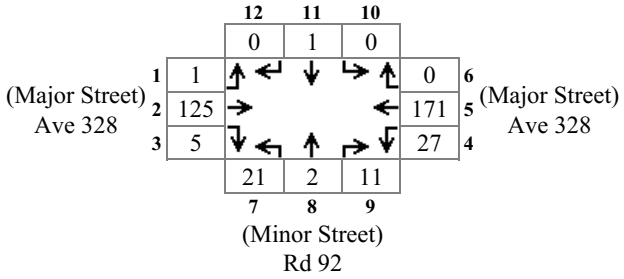


Major Total: 316
Minor High Volume: 33

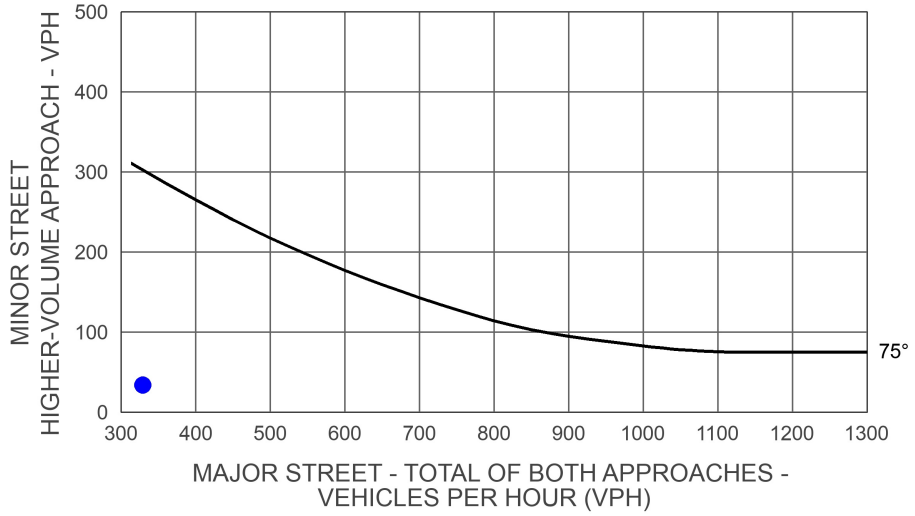


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

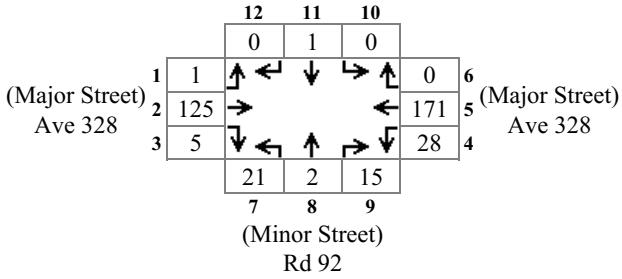


Major Total: 329
Minor High Volume: 34

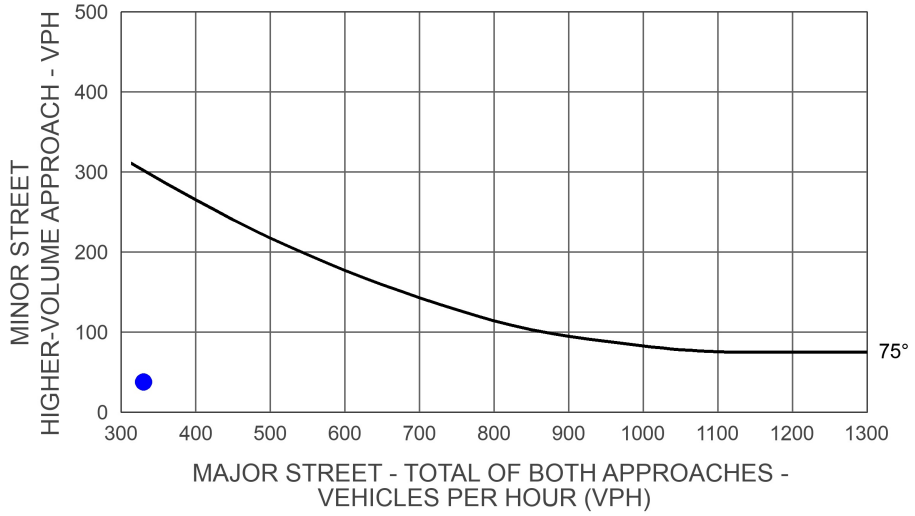


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 2



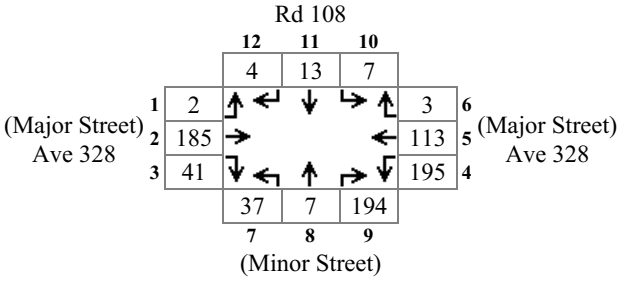
Major Total: 330
Minor High Volume: 38



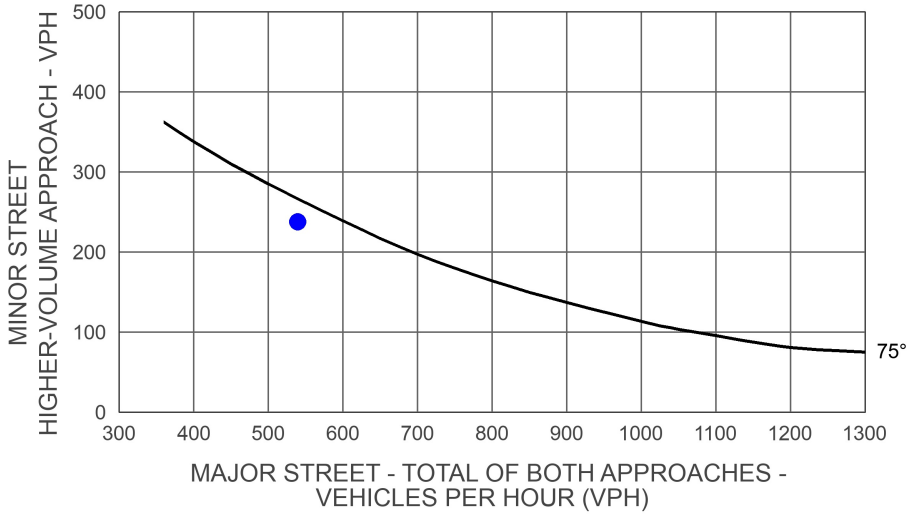
Intersection 3
Rd 108 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 3

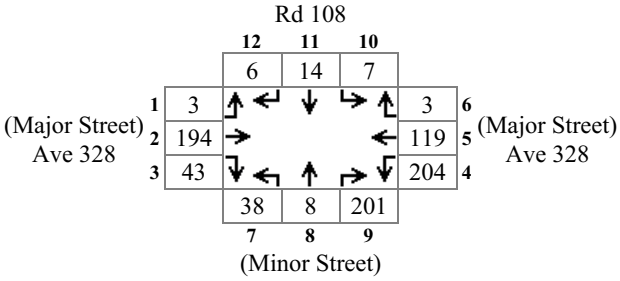


Major Total: 539
Minor High Volume: 238

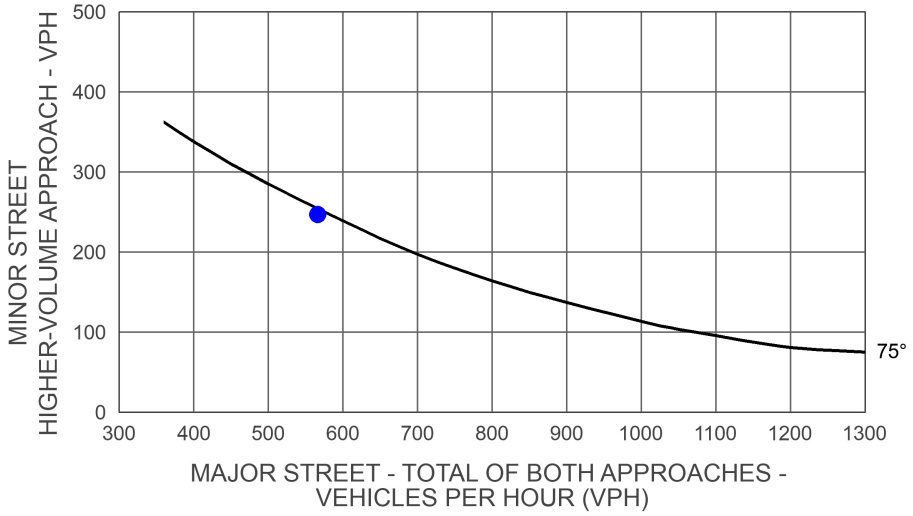


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 3

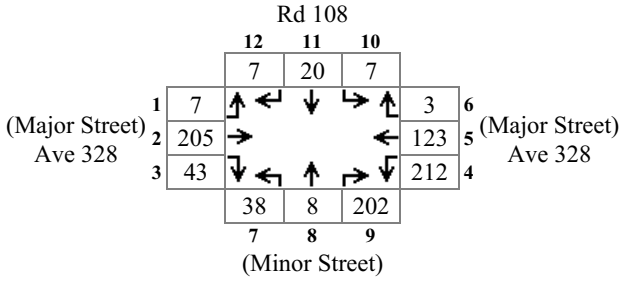


Major Total: 566
Minor High Volume: 247

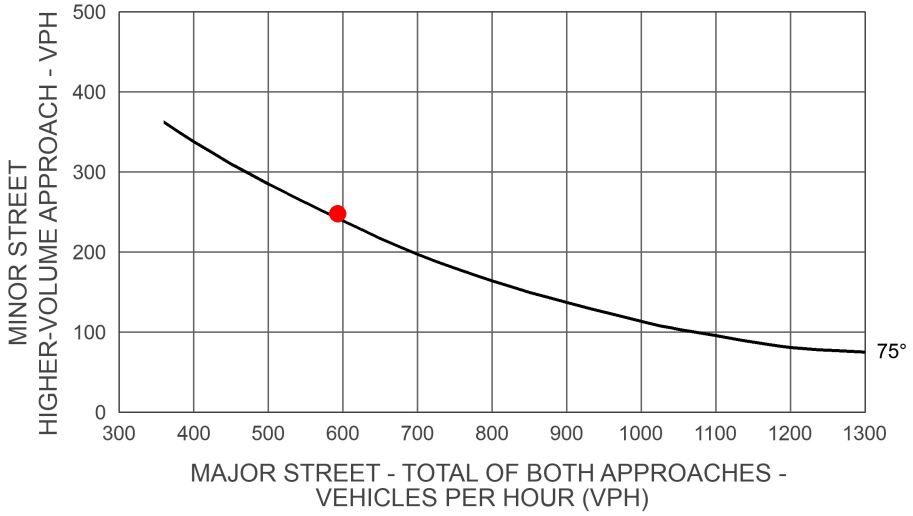


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 3

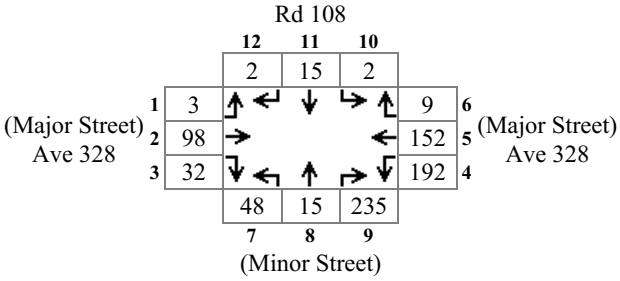


Major Total: 593
Minor High Volume: 248

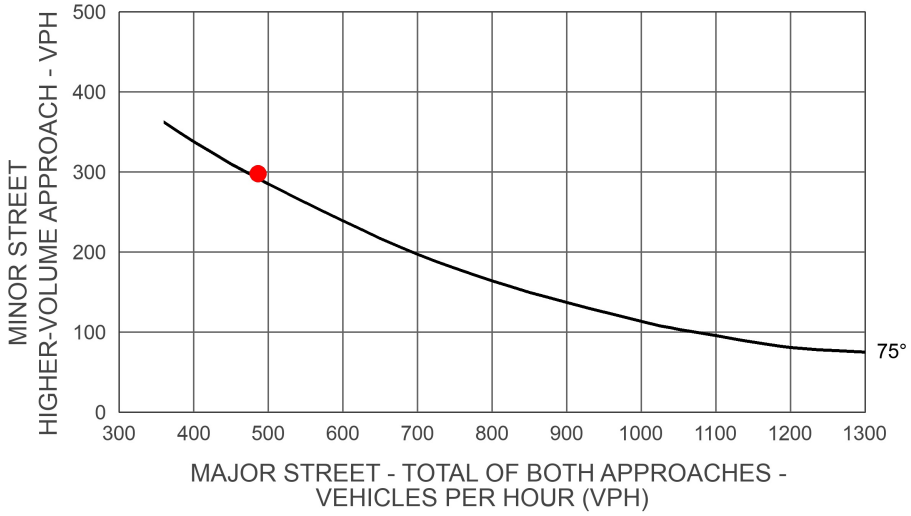


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Existing
Intersection #: 3

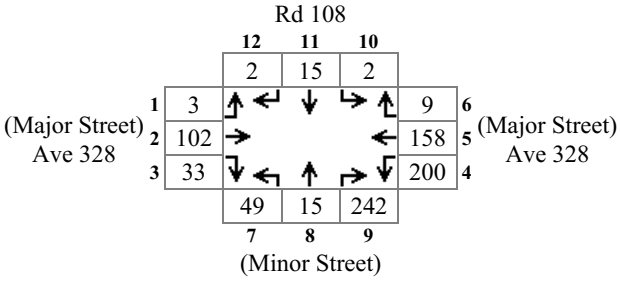


Major Total: 486
Minor High Volume: 298

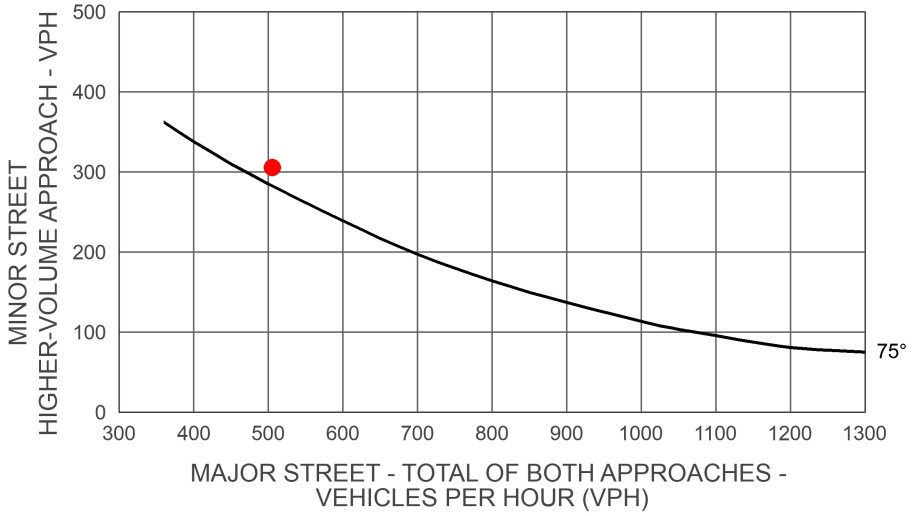


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

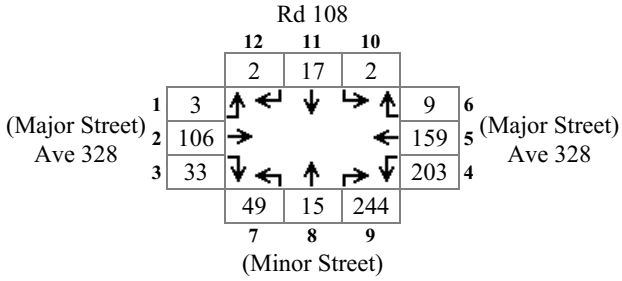


Major Total: 505
Minor High Volume: 306

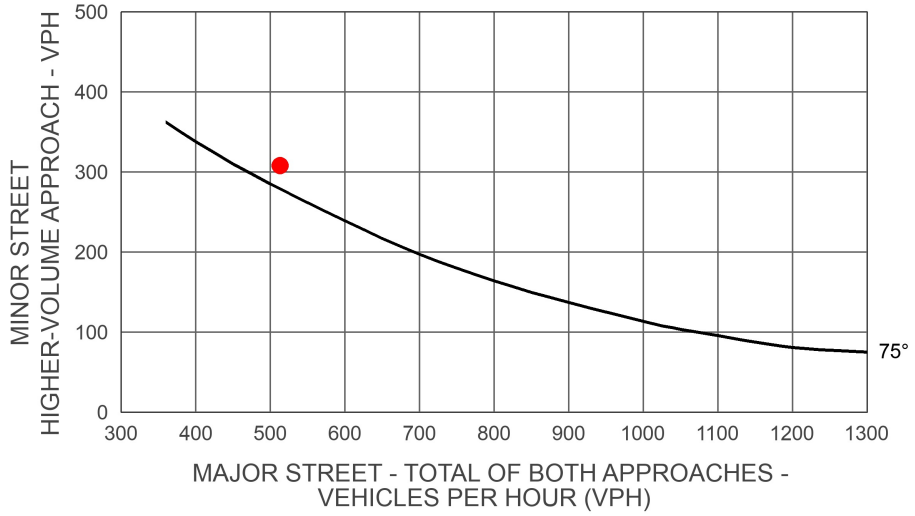


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 3



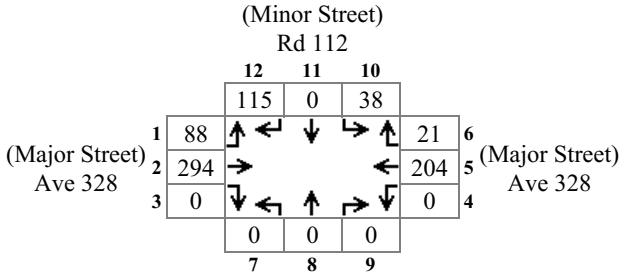
Major Total: 513
Minor High Volume: 308



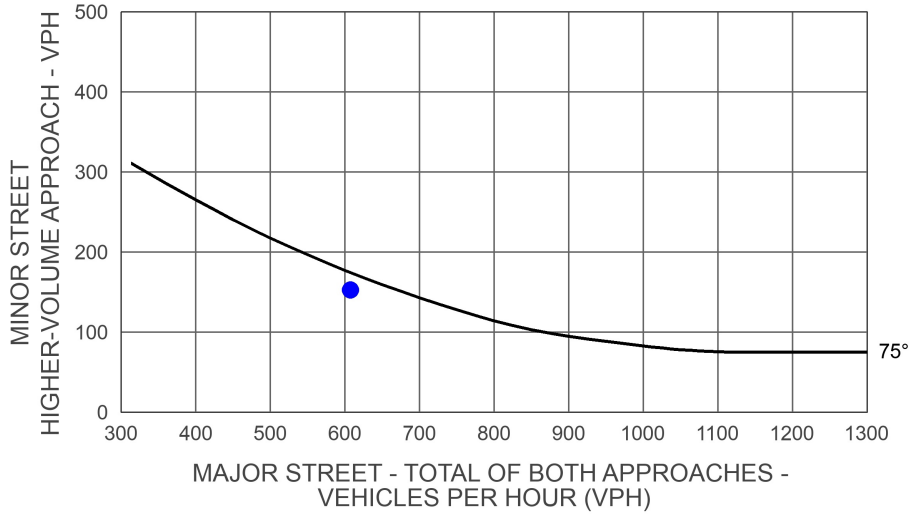
Intersection 4
Rd 112 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 4

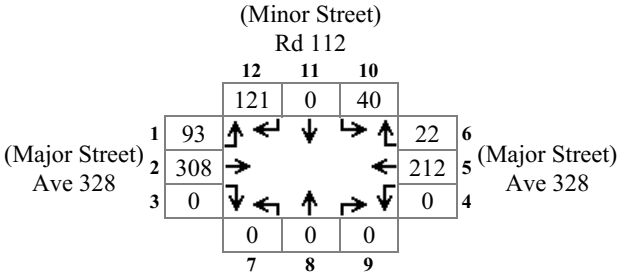


Major Total: 607
Minor High Volume: 153

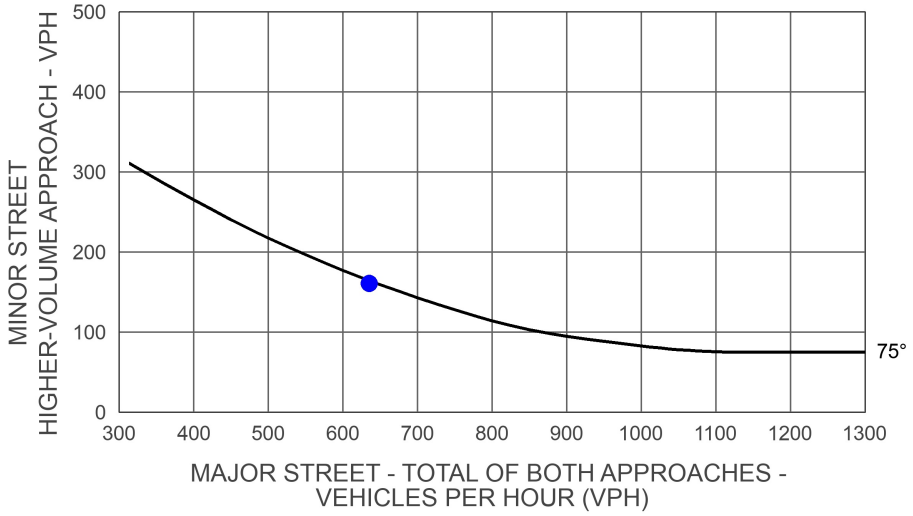


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 4

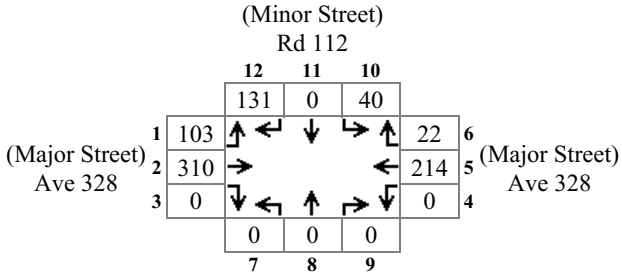


Major Total: 635
Minor High Volume: 161

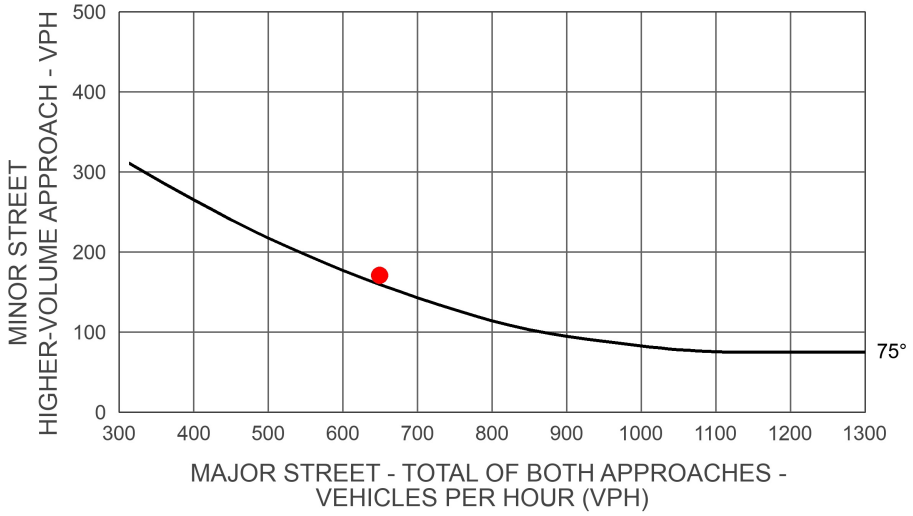


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 4

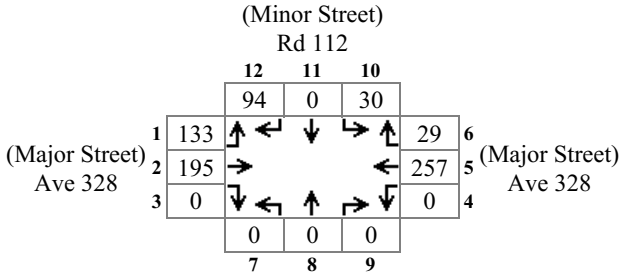


Major Total: 649
Minor High Volume: 171

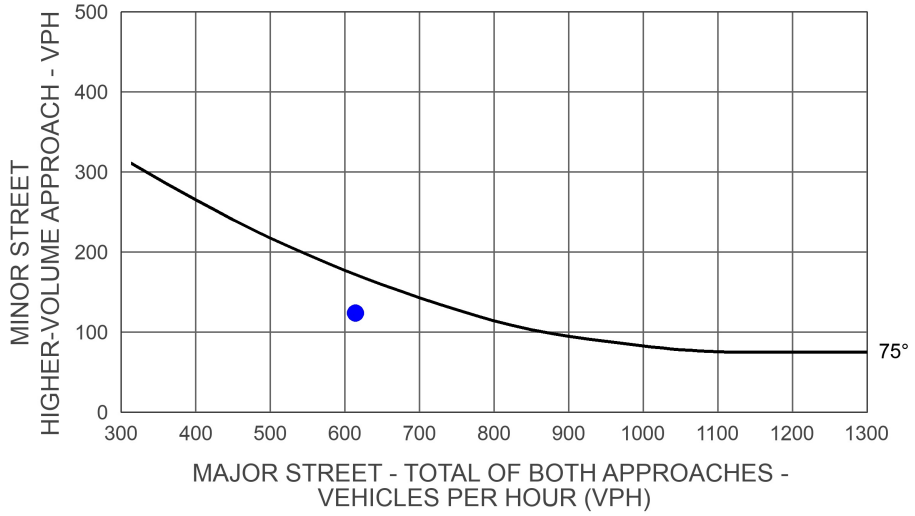


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 4

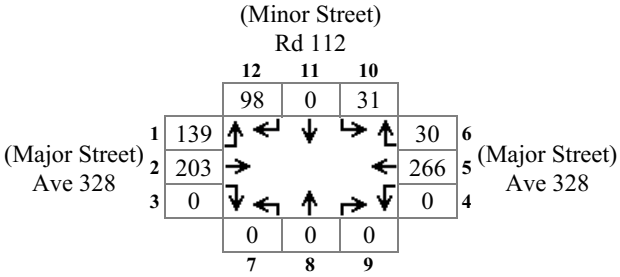


Major Total: 614
Minor High Volume: 124

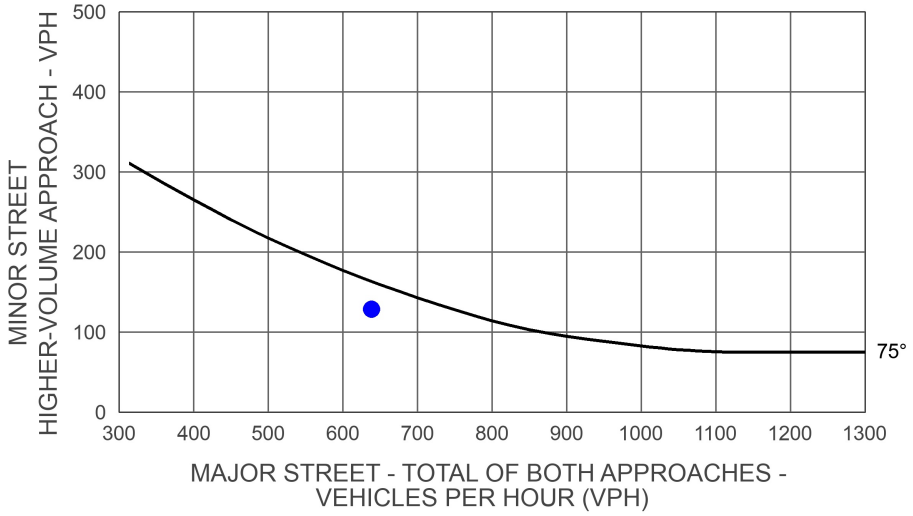


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 4

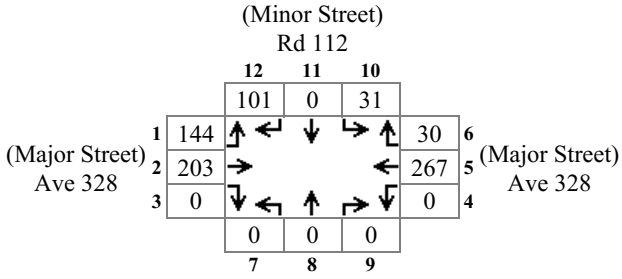


Major Total: 638
Minor High Volume: 129

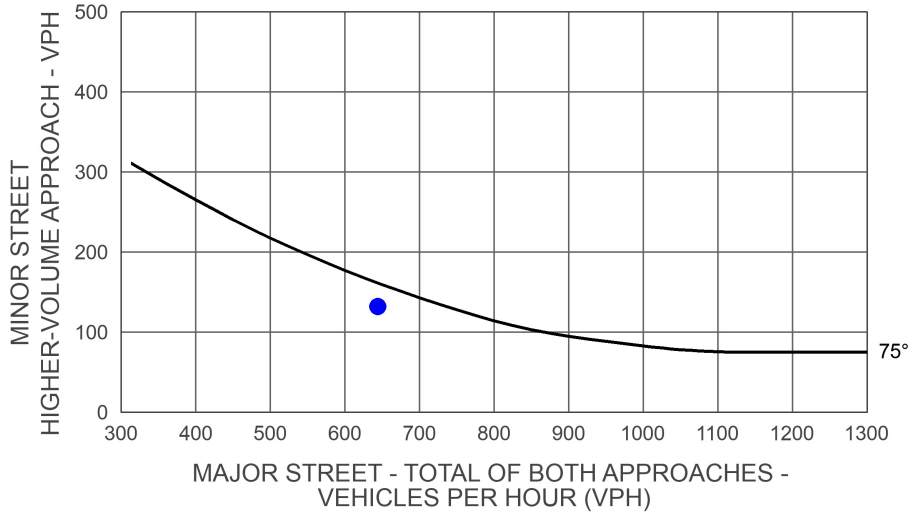


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 4



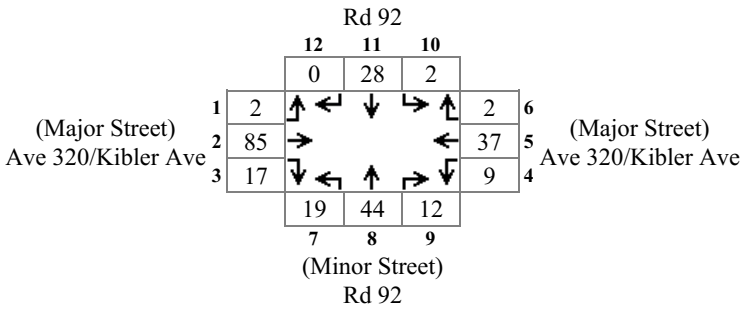
Major Total: 644
Minor High Volume: 132



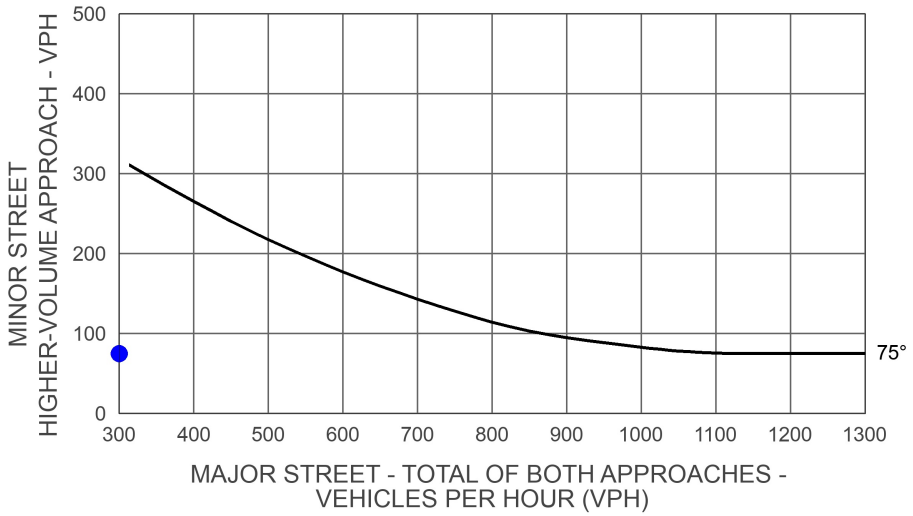
Intersection 8
Rd 92 & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 8

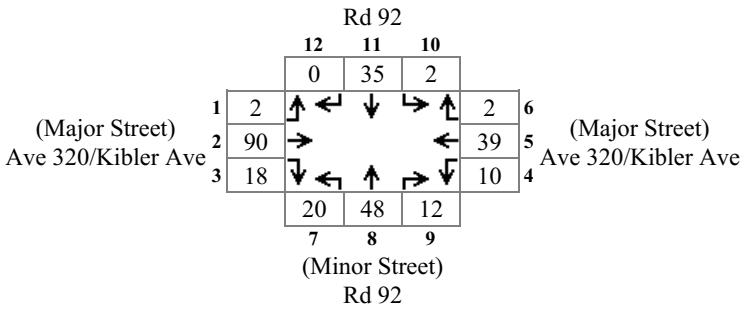


Major Total: 152
Minor High Volume: 75

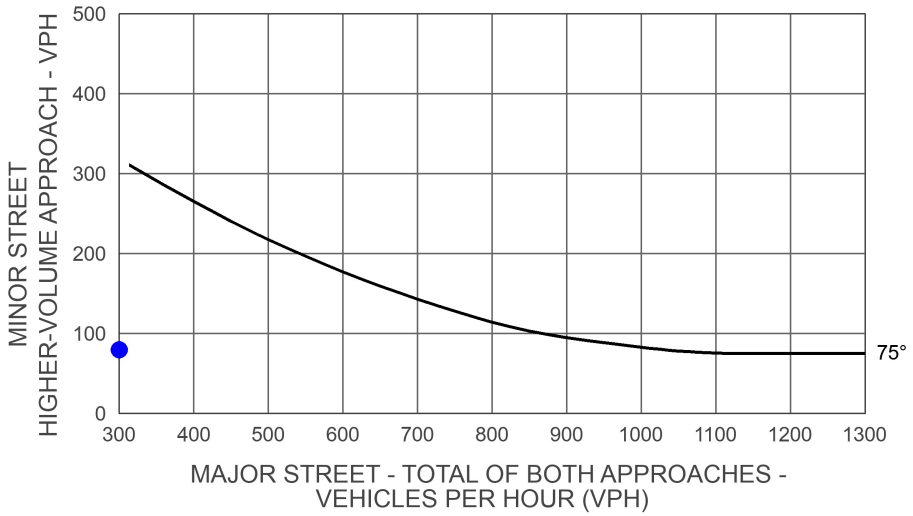


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 8

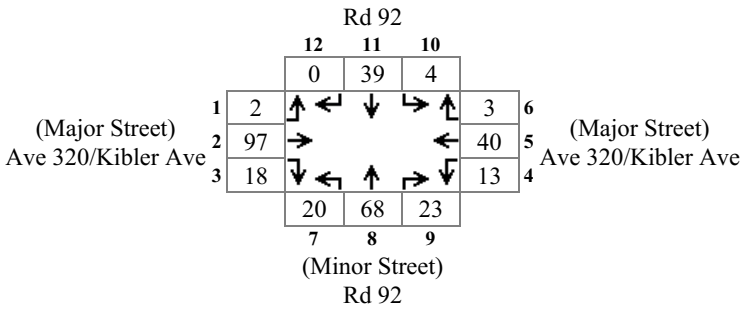


Major Total: 161
Minor High Volume: 80

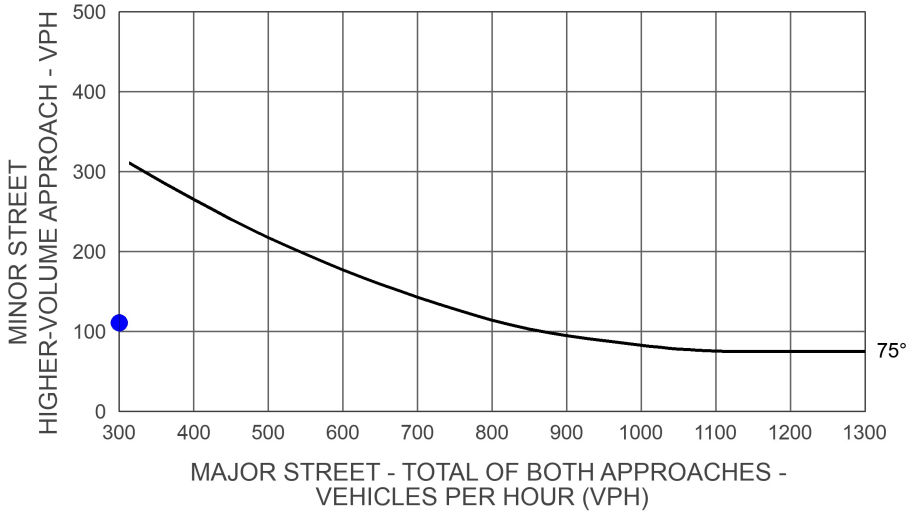


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 8

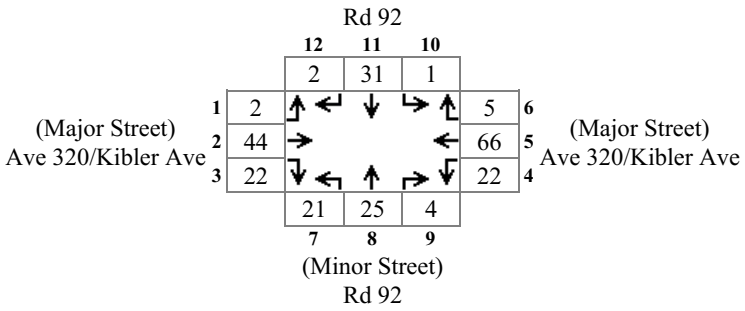


Major Total: 173
Minor High Volume: 111

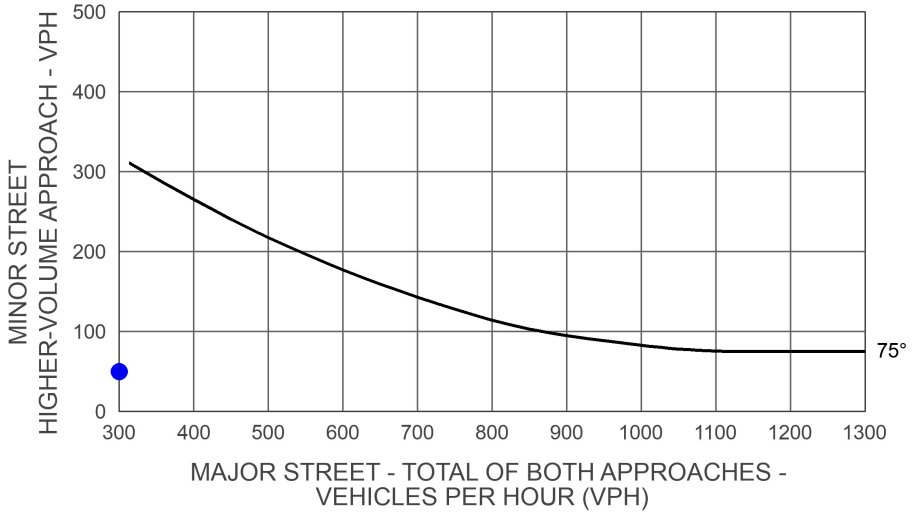


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 8

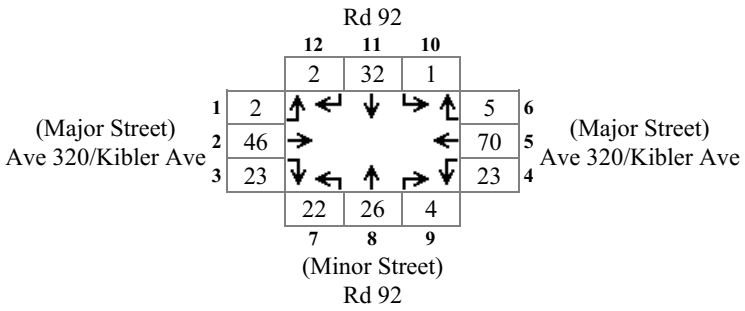


Major Total: 161
Minor High Volume: 50

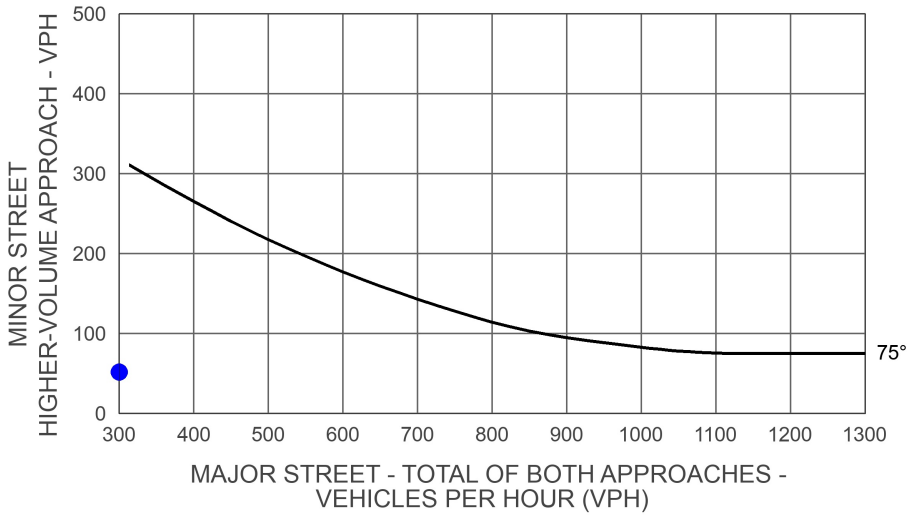


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 8

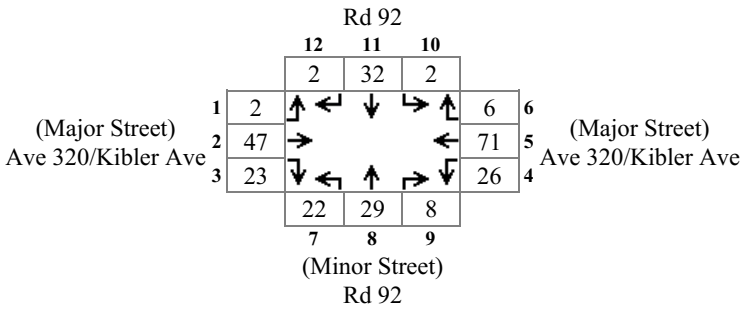


Major Total: 169
Minor High Volume: 52

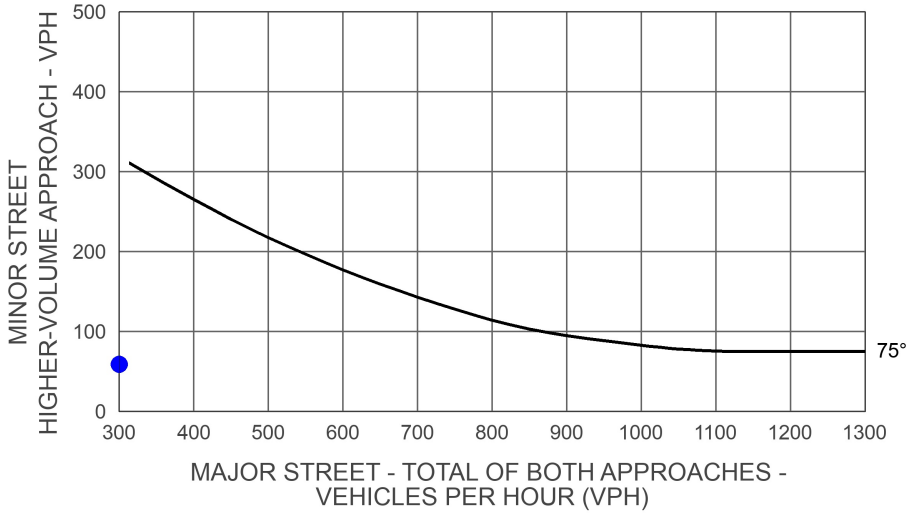


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 8



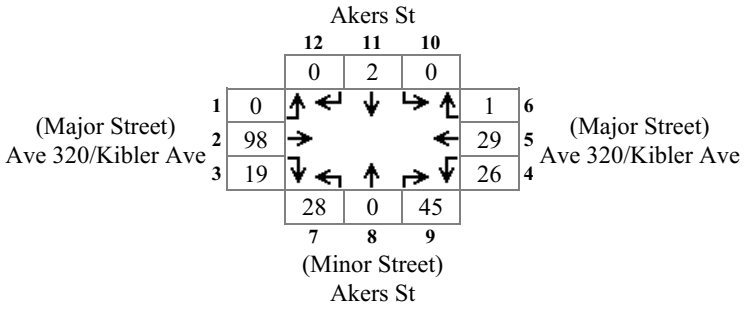
Major Total: 175
Minor High Volume: 59



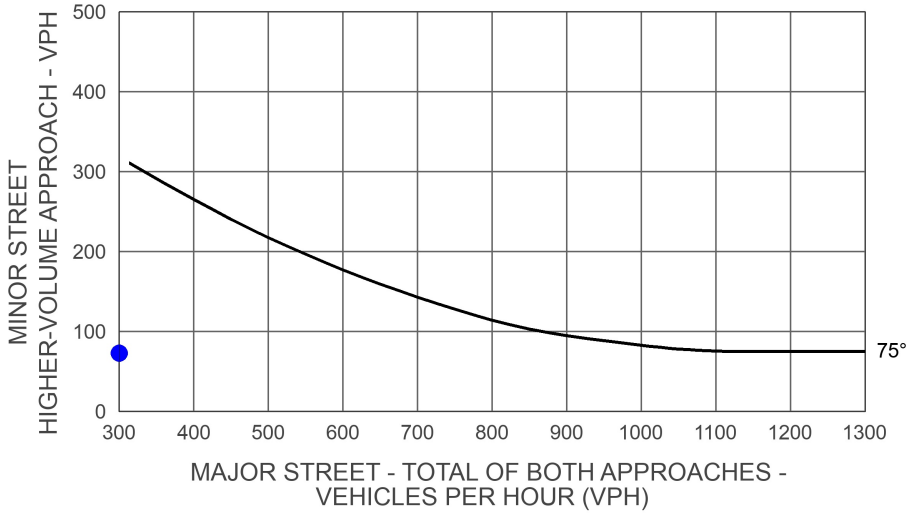
Intersection 12
Akers St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 12

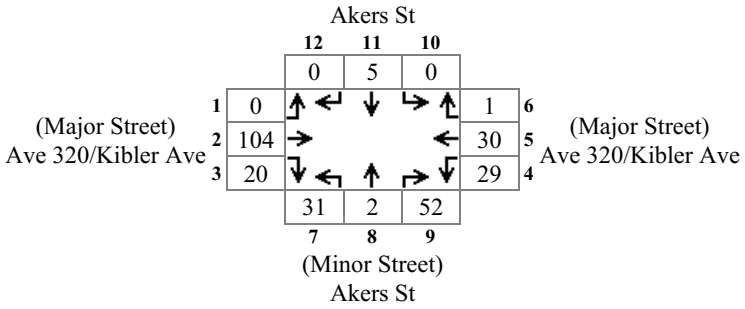


Major Total: 173
Minor High Volume: 73

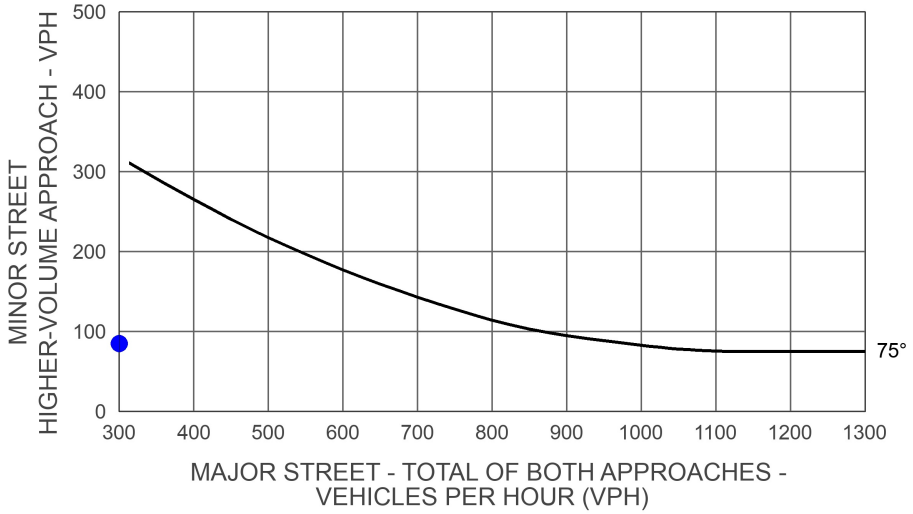


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 12

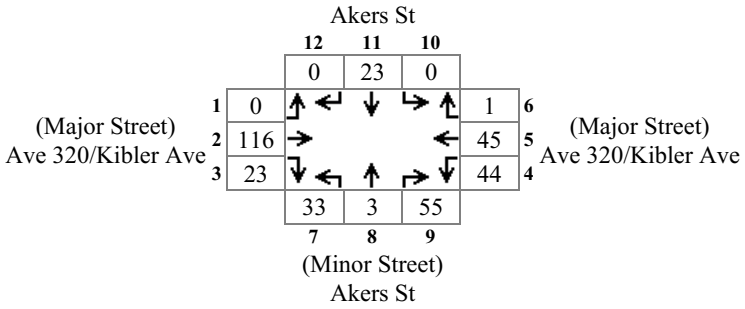


Major Total: 184
Minor High Volume: 85

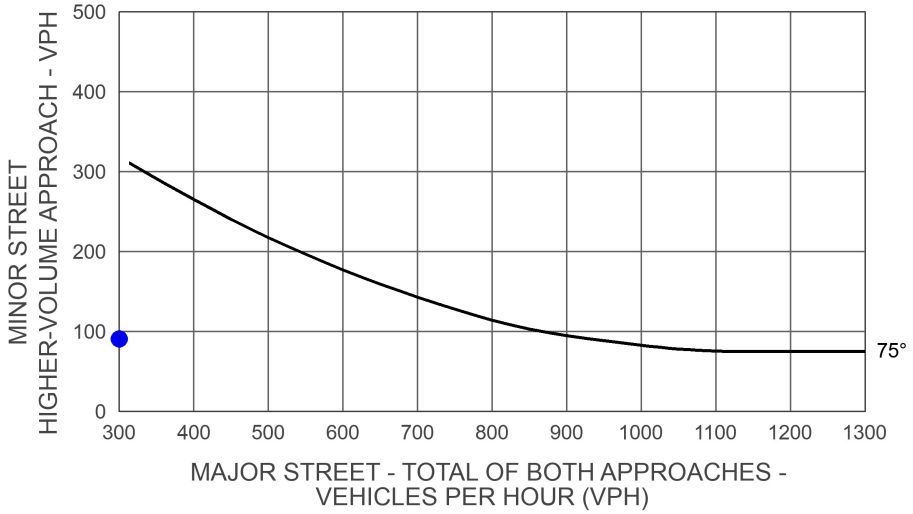


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 12

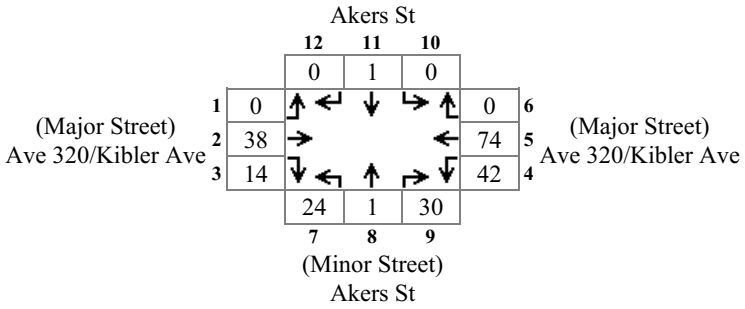


Major Total: 229
Minor High Volume: 91

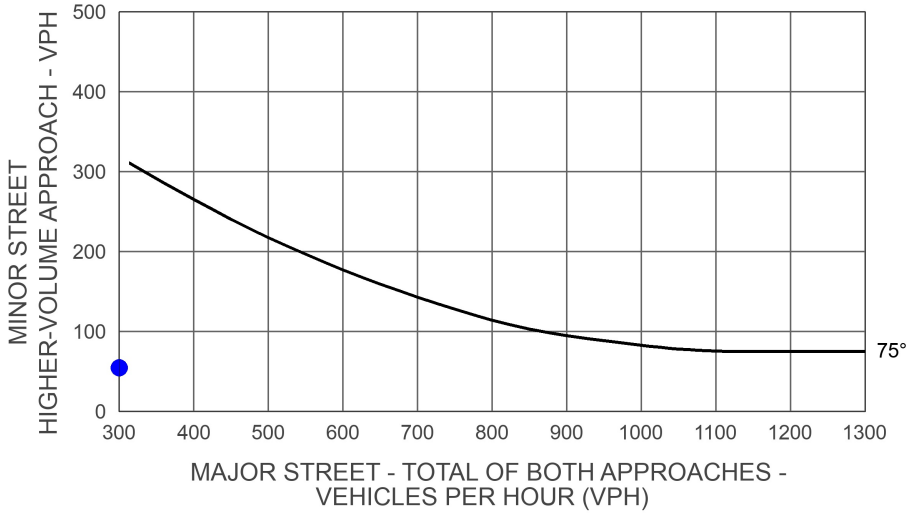


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 12

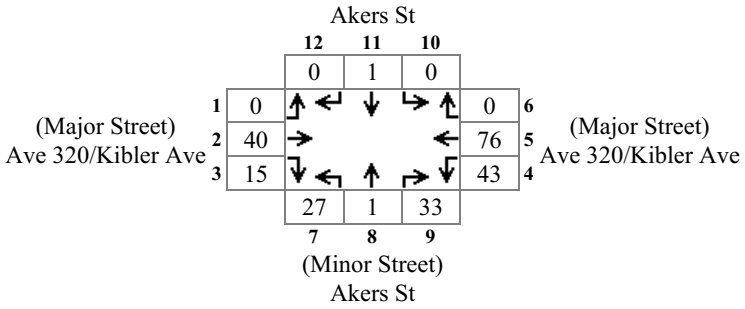


Major Total: 168
Minor High Volume: 55

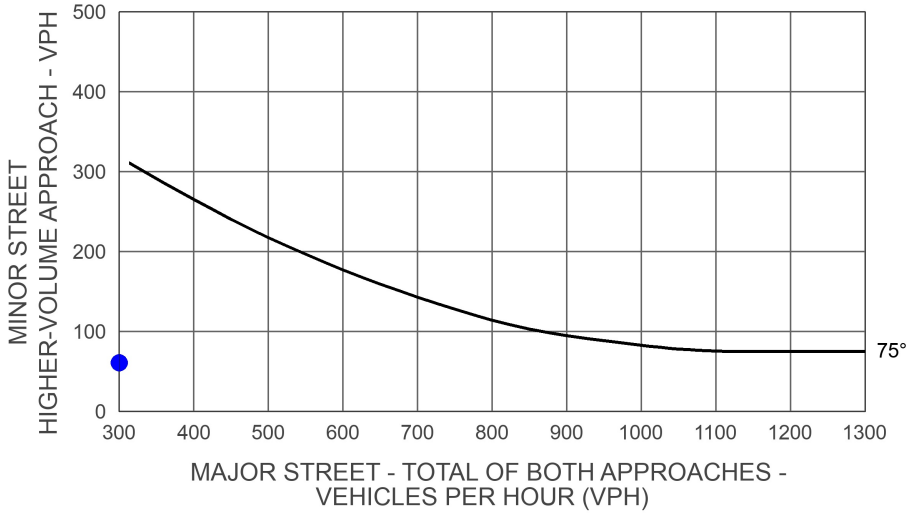


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 12

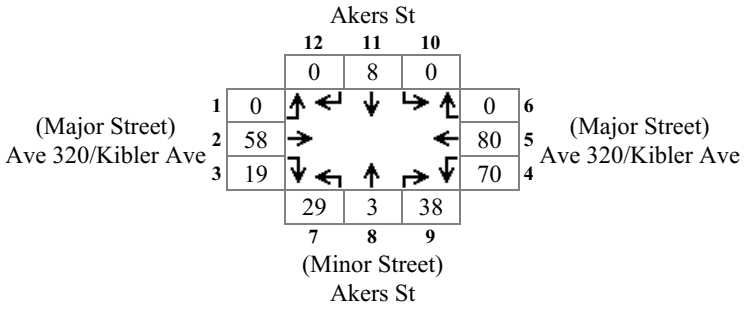


Major Total: 174
Minor High Volume: 61

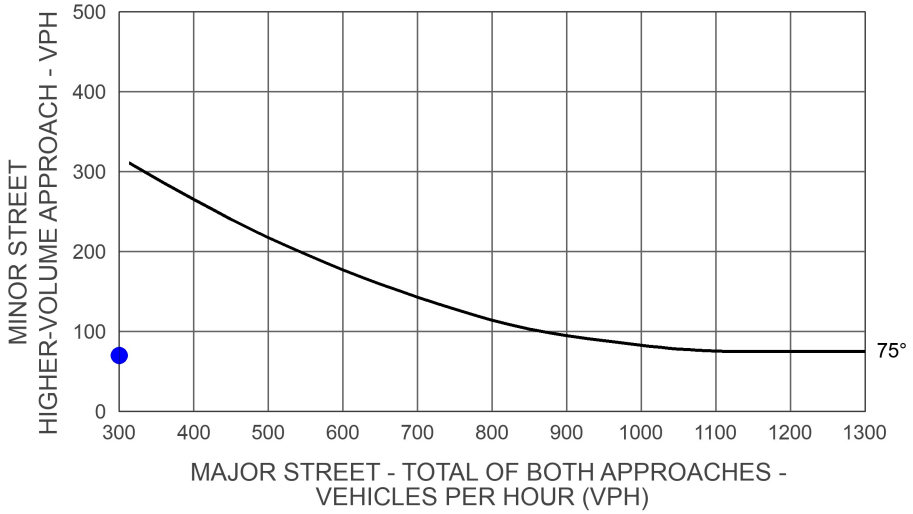


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 12



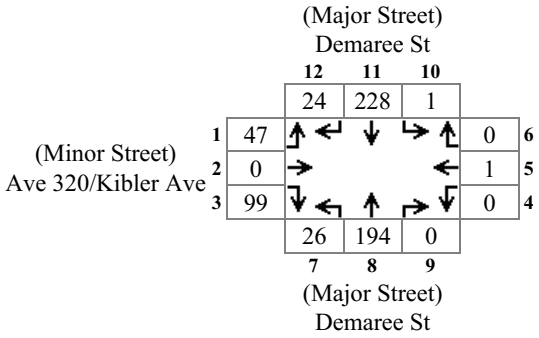
Major Total: 227
Minor High Volume: 70



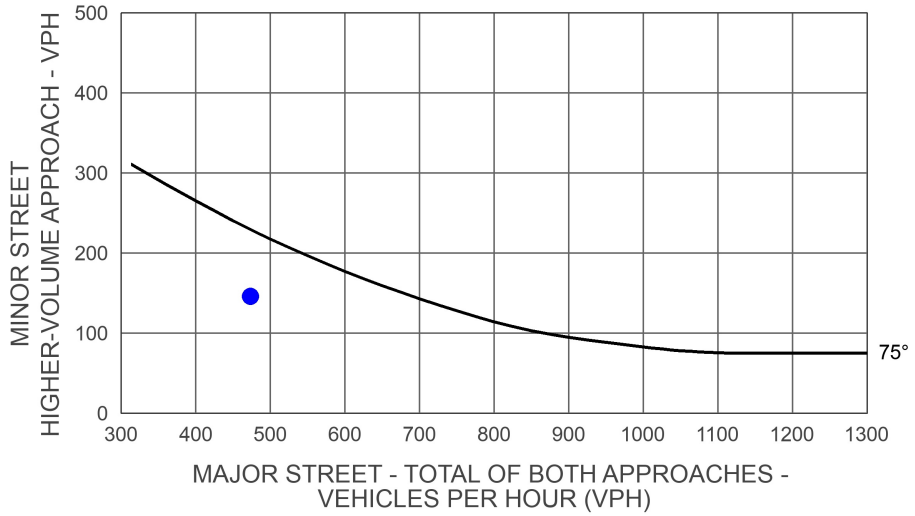
Intersection 13
Demaree St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 13

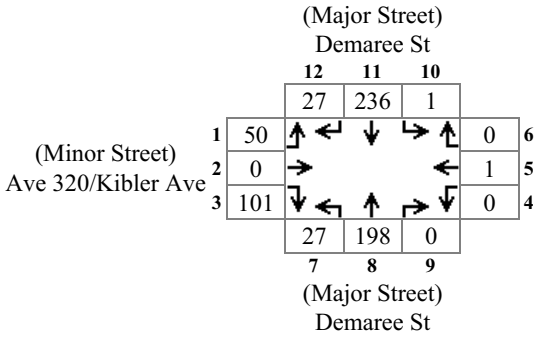


Major Total: 473
Minor High Volume: 146

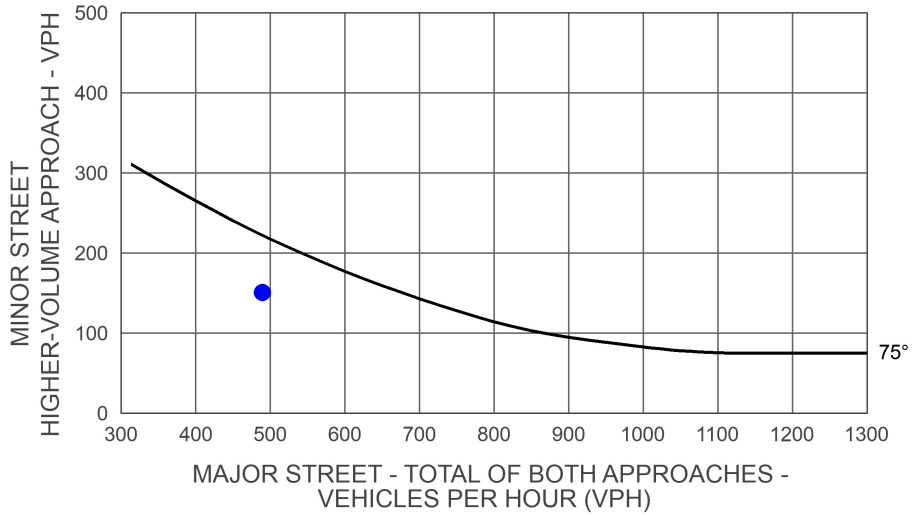


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 13

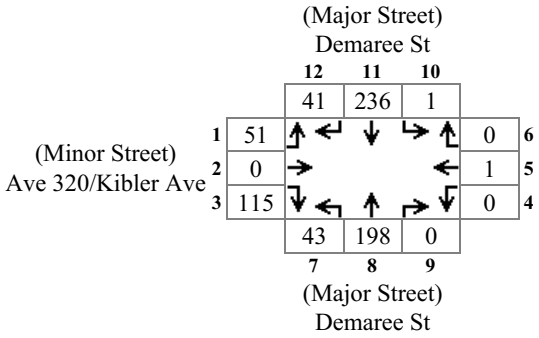


Major Total: 489
Minor High Volume: 151

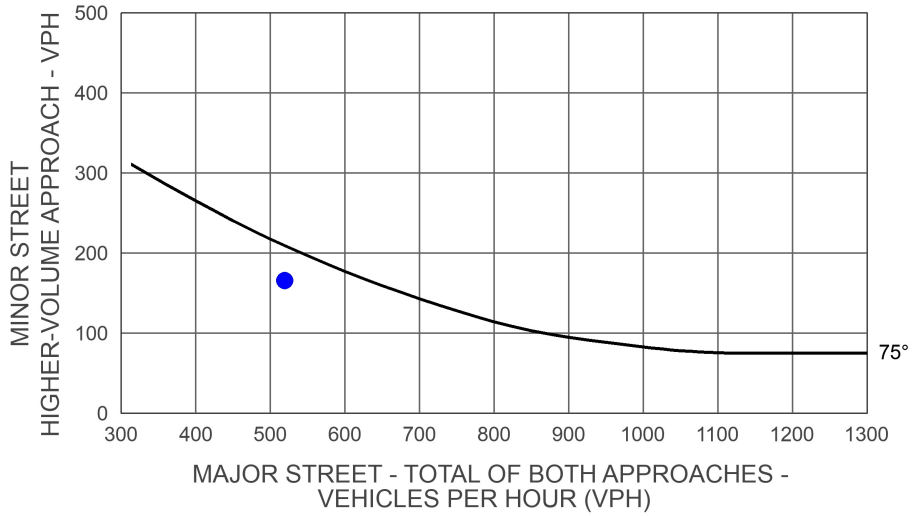


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 13

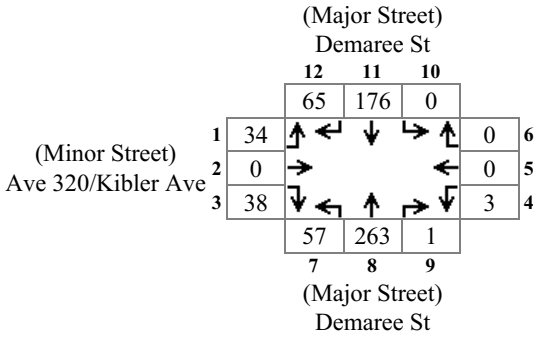


Major Total: 519
Minor High Volume: 166

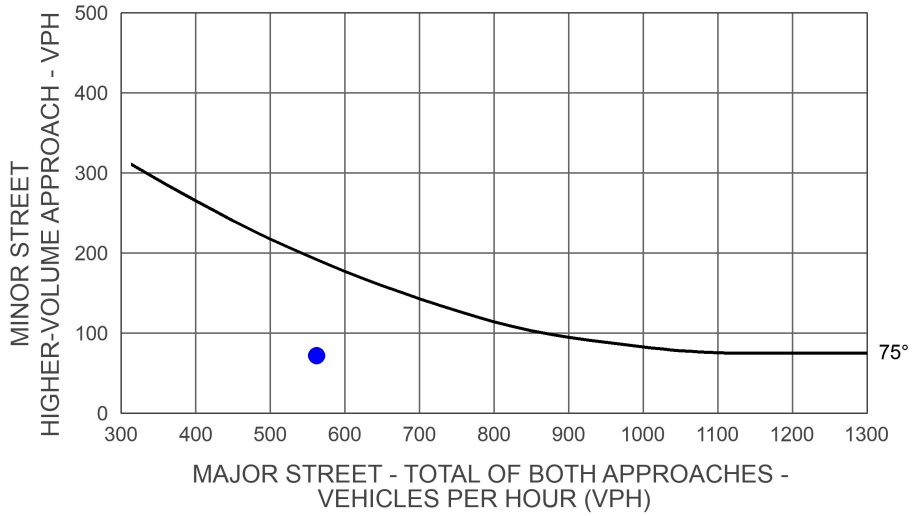


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 13

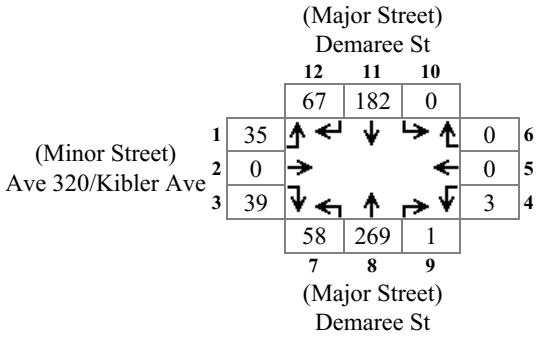


Major Total: 562
Minor High Volume: 72

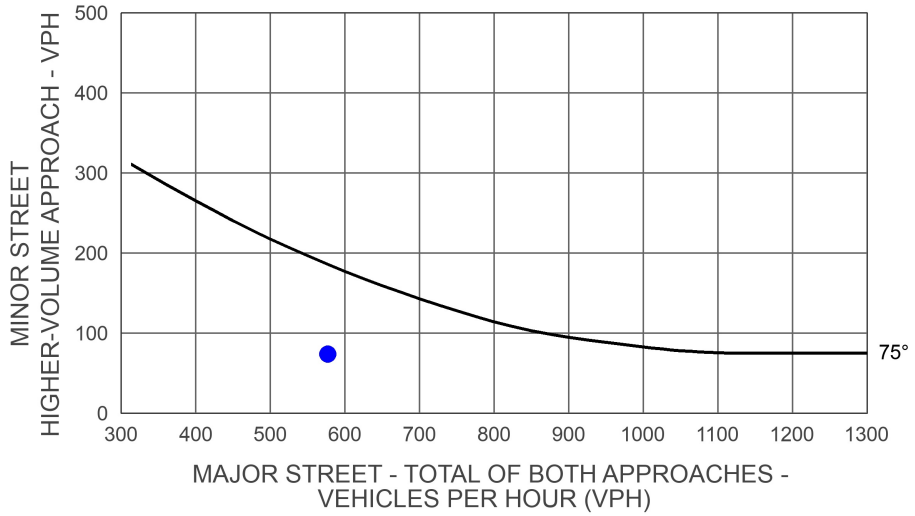


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 13

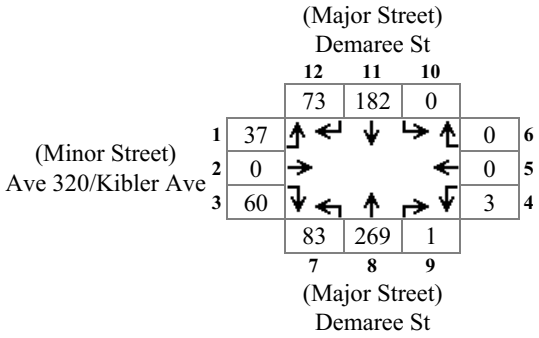


Major Total: 577
Minor High Volume: 74

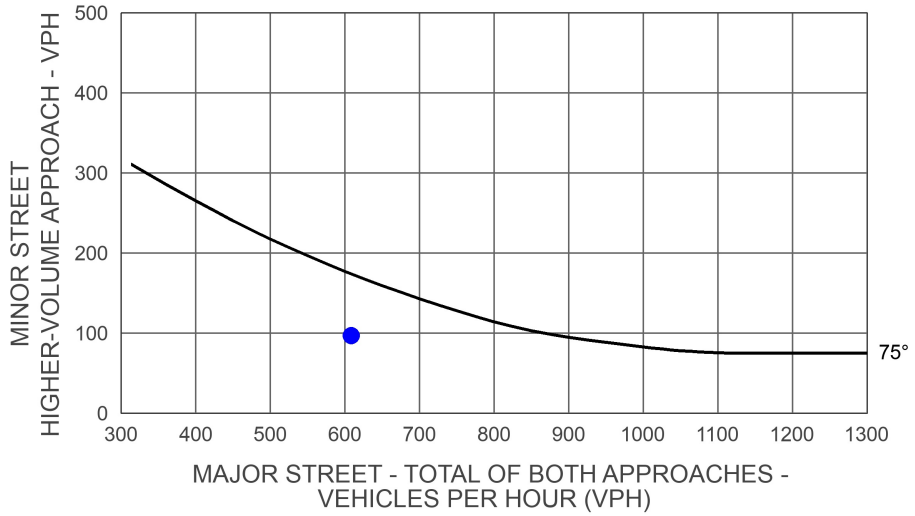


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 13



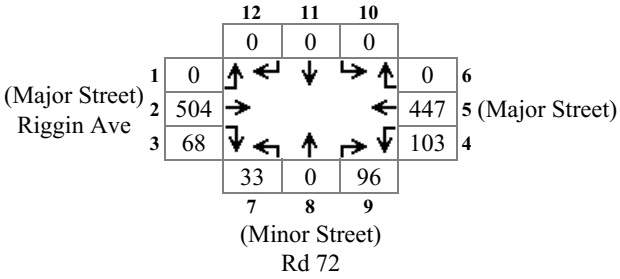
Major Total: 608
Minor High Volume: 97



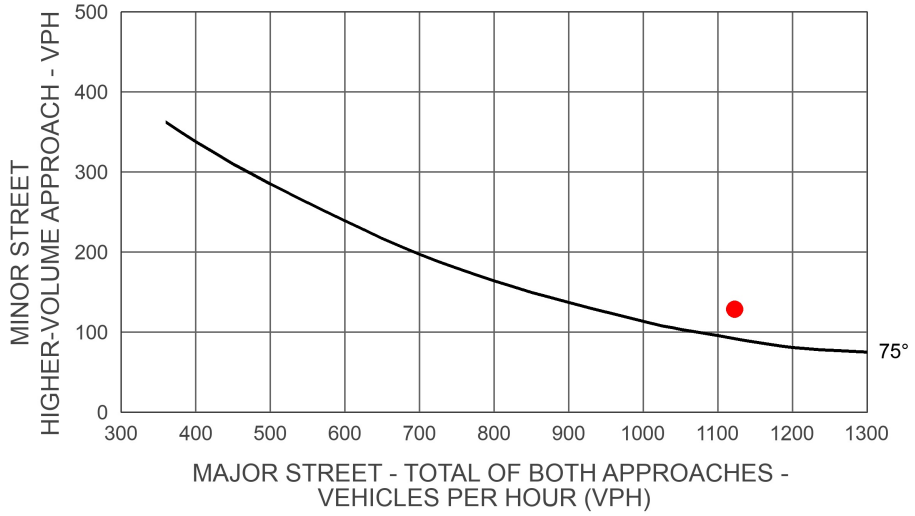
Intersection 33
Rd 72 & Riggin Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Existing
Intersection #: 33

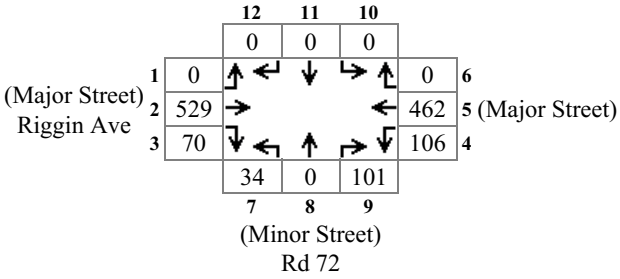


Major Total: 1122
Minor High Volume: 129

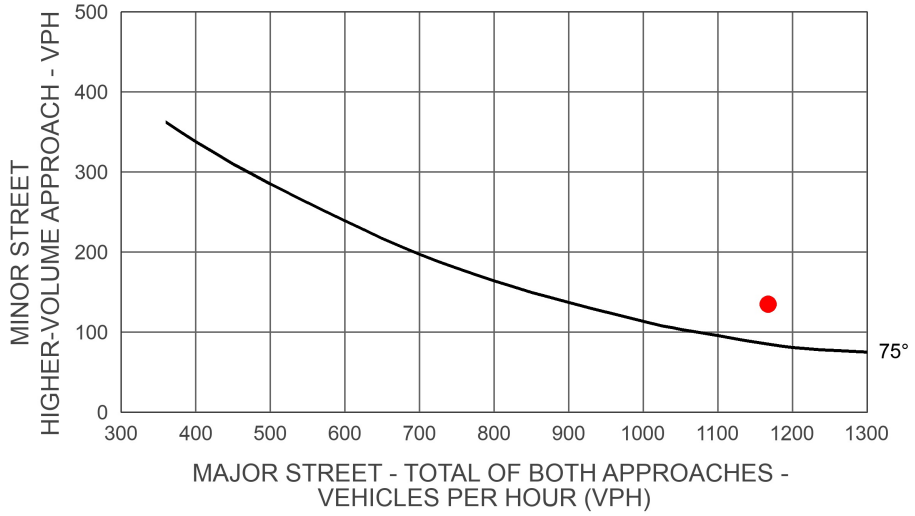


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 33

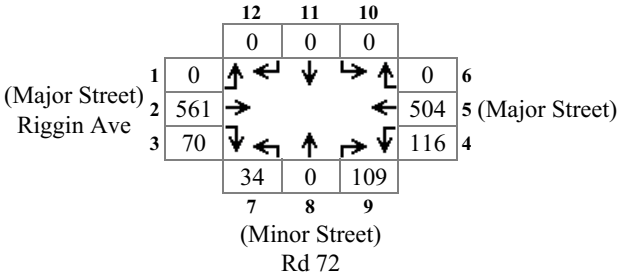


Major Total: 1167
Minor High Volume: 135

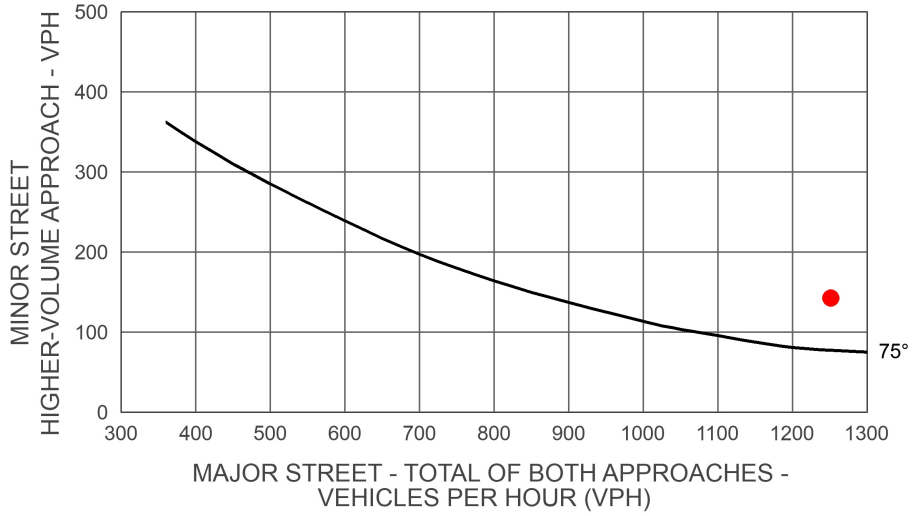


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Phase 1
Intersection #: 33

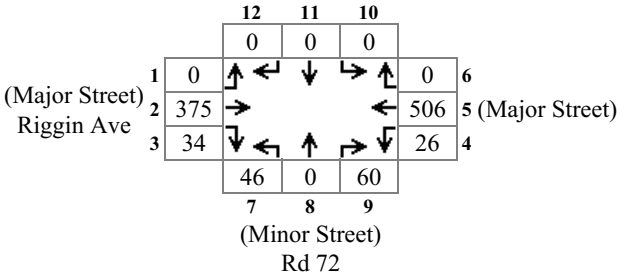


Major Total: 1251
Minor High Volume: 143

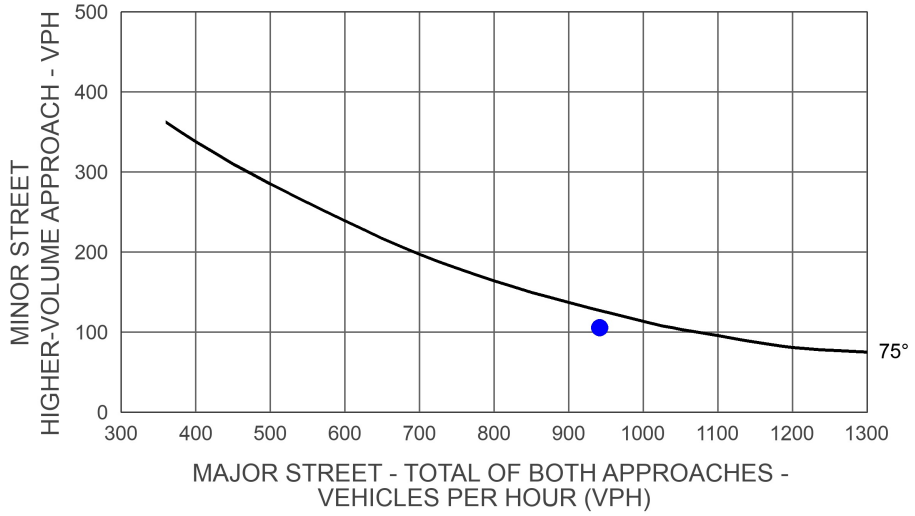


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 33

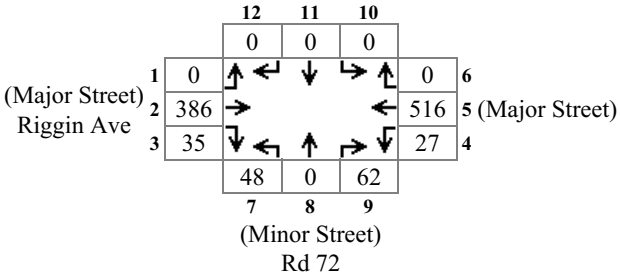


Major Total: 941
Minor High Volume: 106

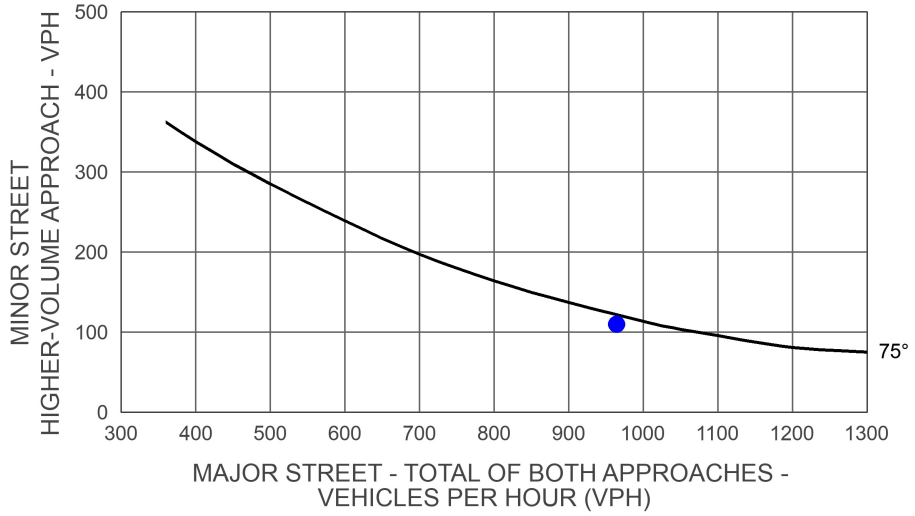


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 33

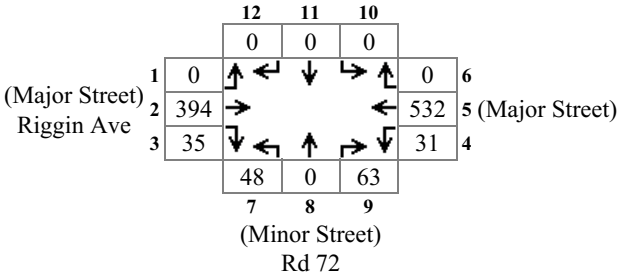


Major Total: 964
Minor High Volume: 110

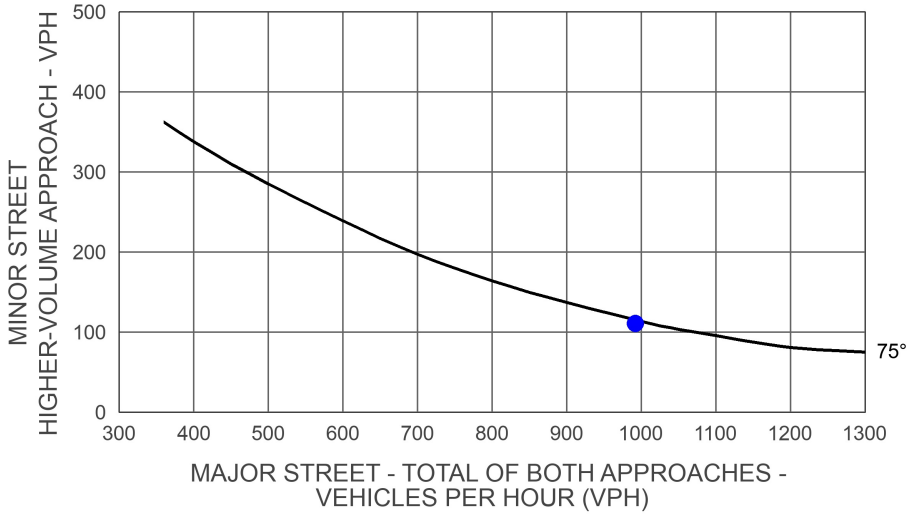


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Phase 1
Intersection #: 33



Major Total: 992
Minor High Volume: 111

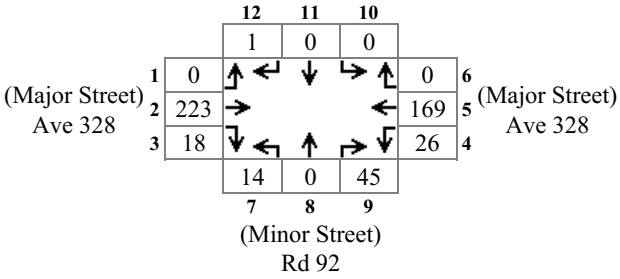


2028

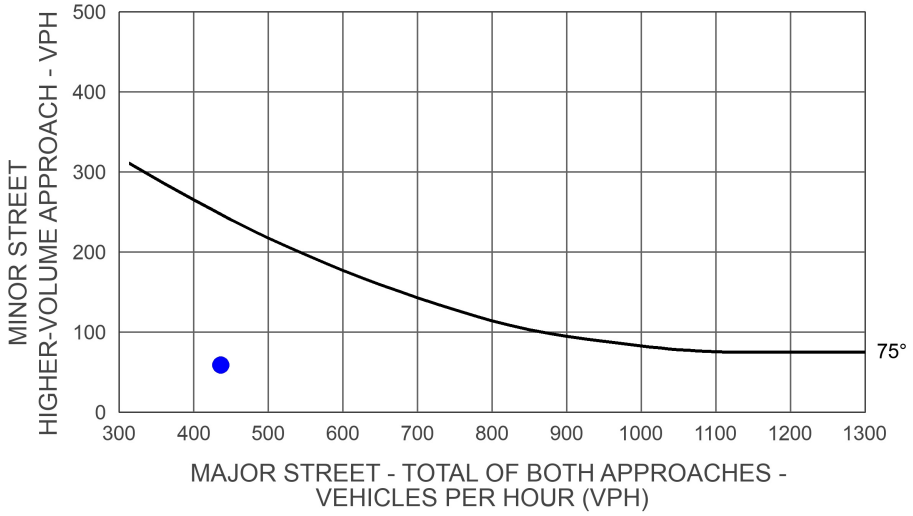
Intersection 2
Rd 92 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

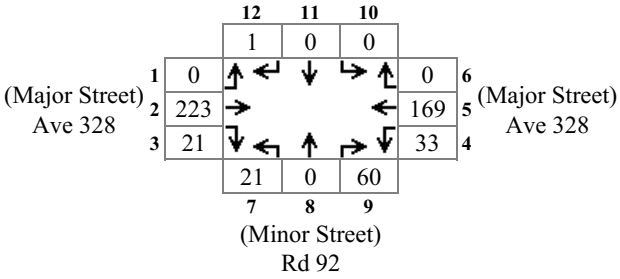


Major Total: 436
Minor High Volume: 59

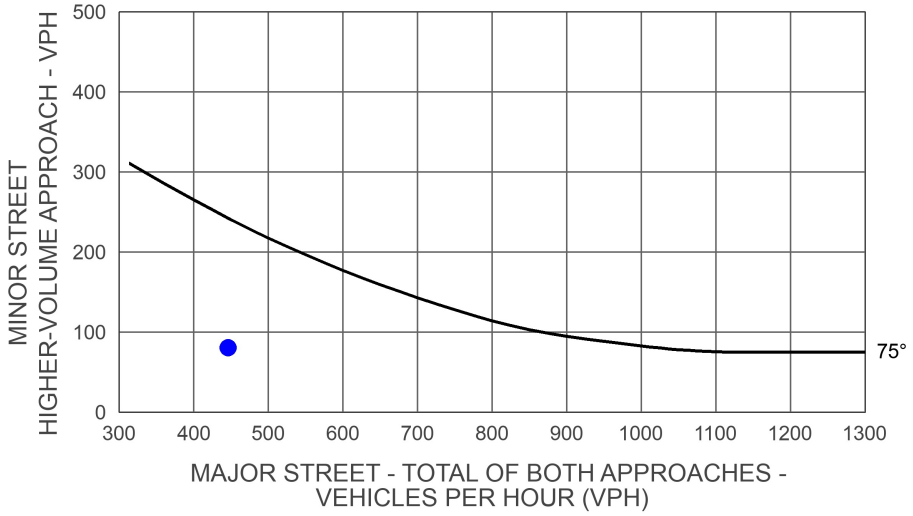


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 2

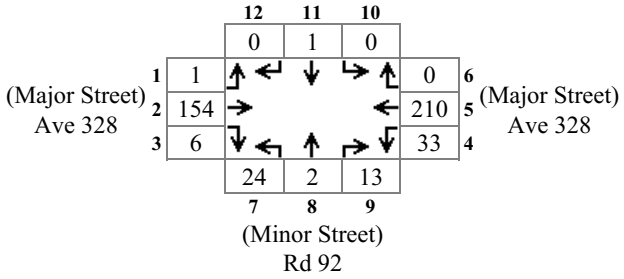


Major Total: 446
Minor High Volume: 81

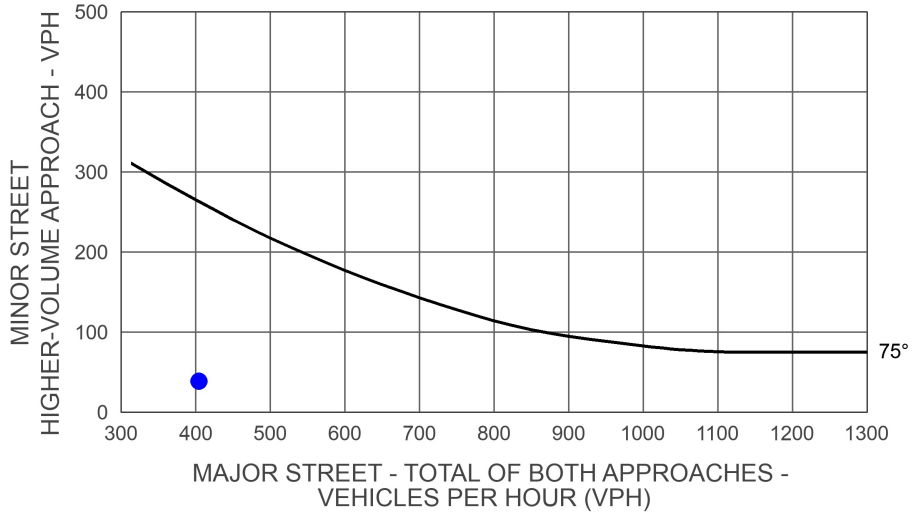


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

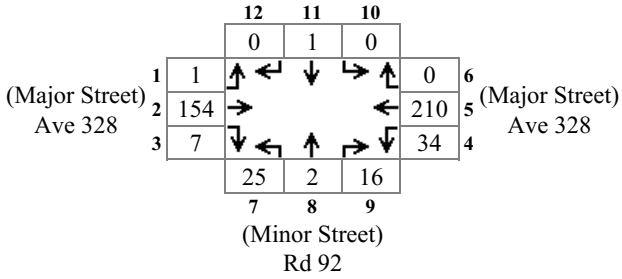


Major Total: 404
Minor High Volume: 39

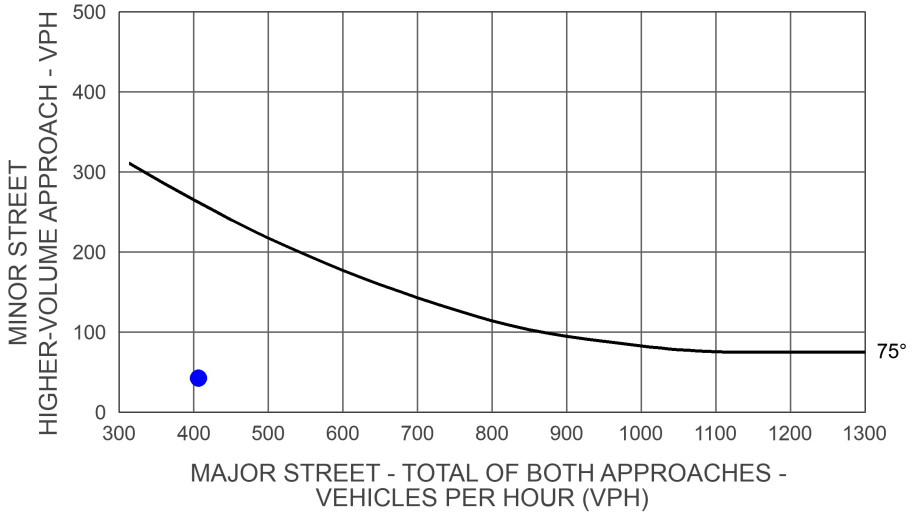


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 2



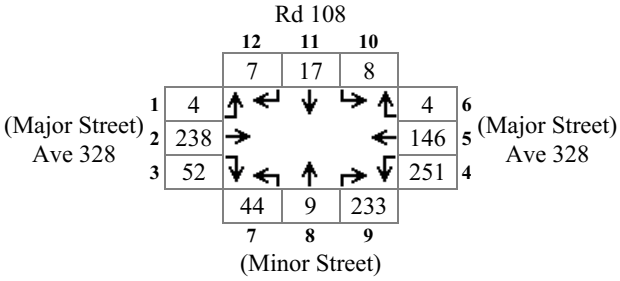
Major Total: 406
Minor High Volume: 43



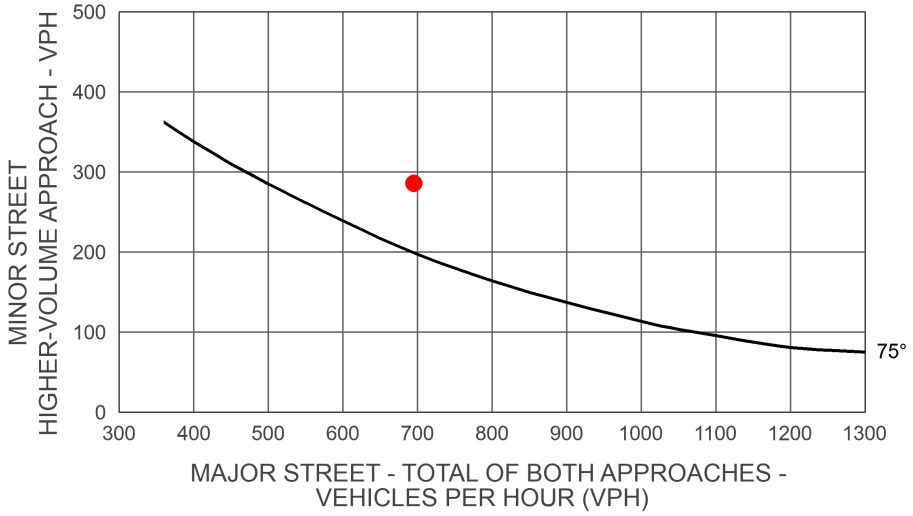
Intersection 3
Rd 108 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

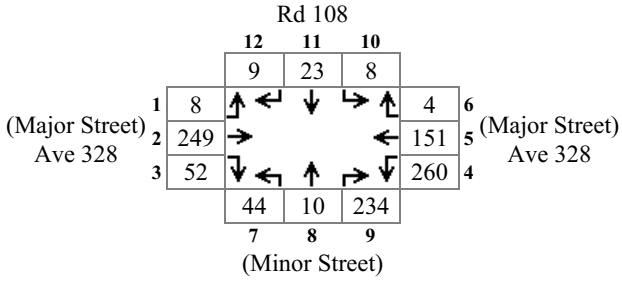


Major Total: 695
Minor High Volume: 286

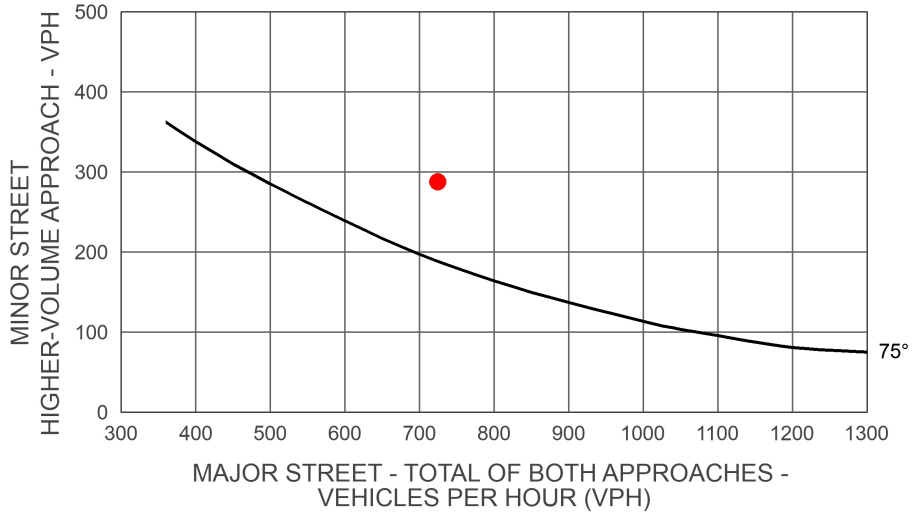


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 3

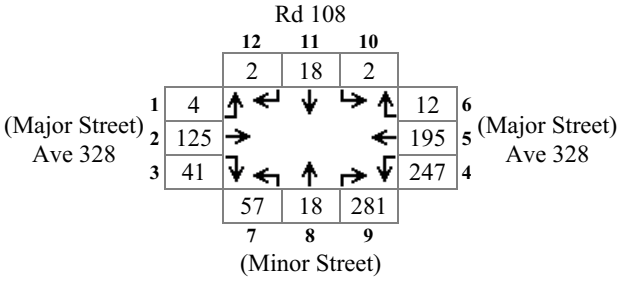


Major Total: 724
Minor High Volume: 288

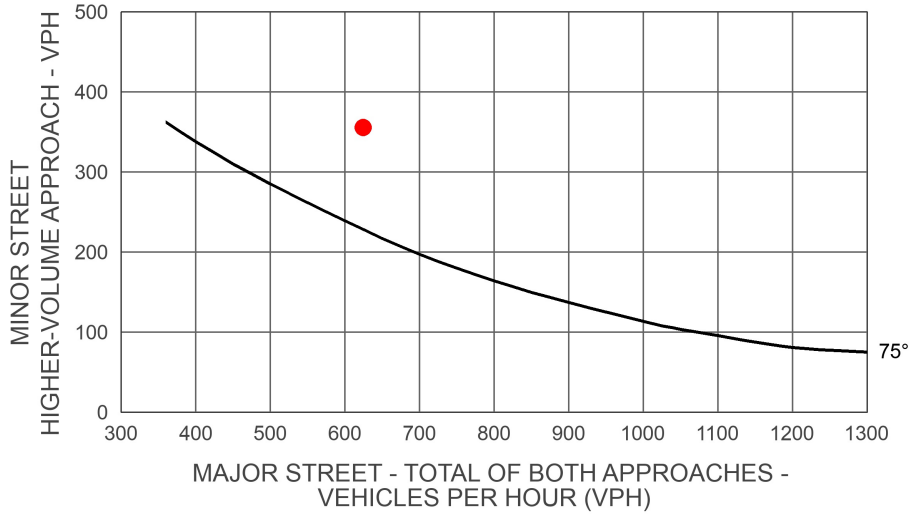


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

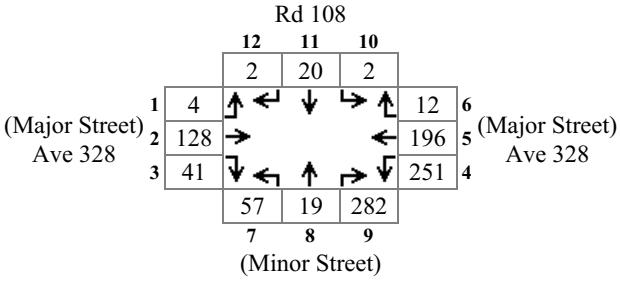


Major Total: 624
Minor High Volume: 356

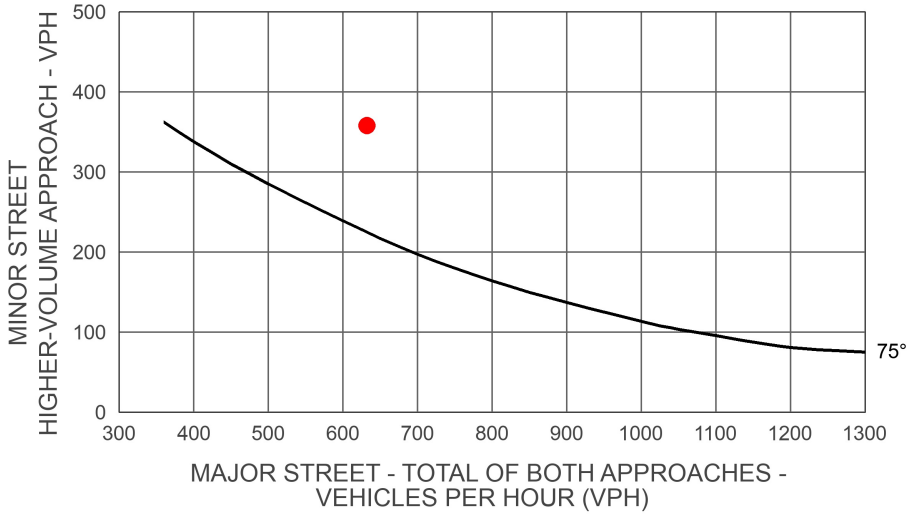


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 3



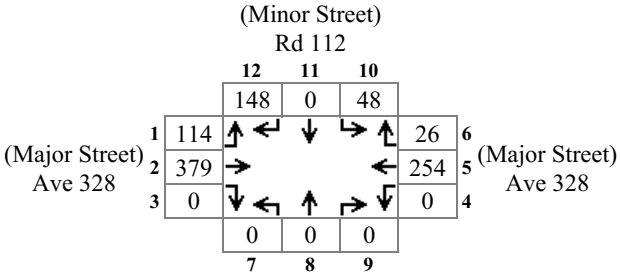
Major Total: 632
Minor High Volume: 358



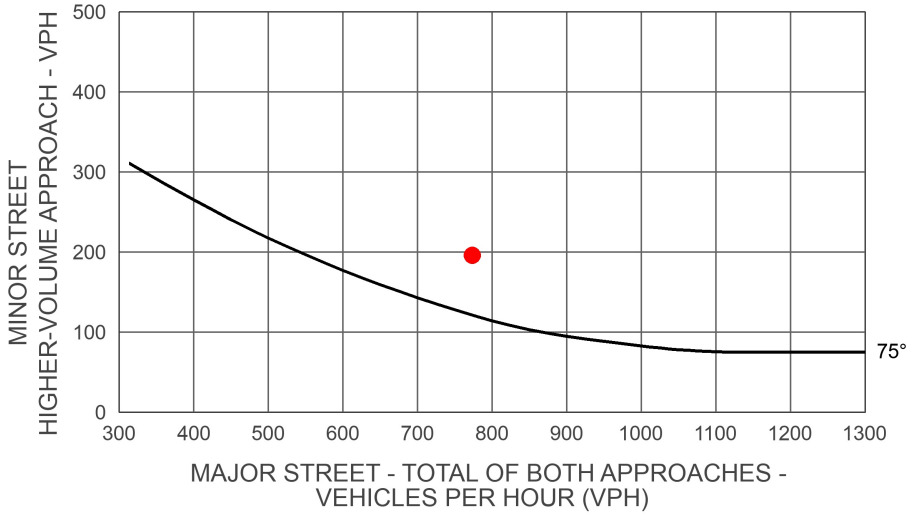
Intersection 4
Rd 112 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 4

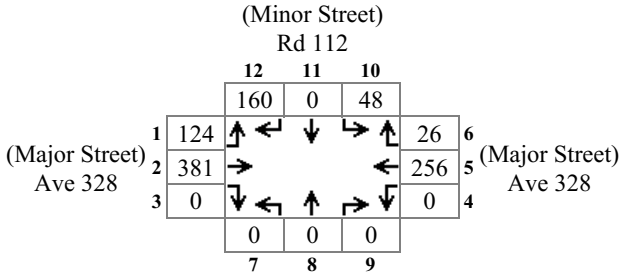


Major Total: 773
Minor High Volume: 196

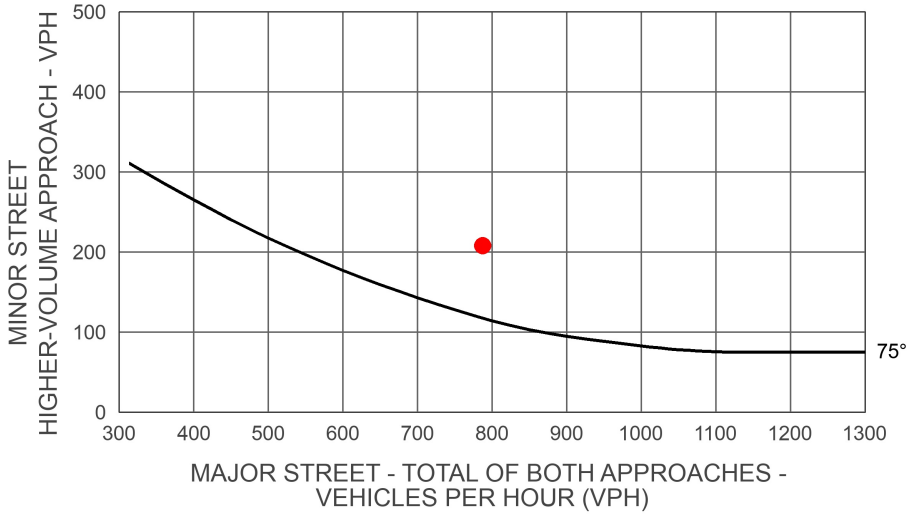


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 4

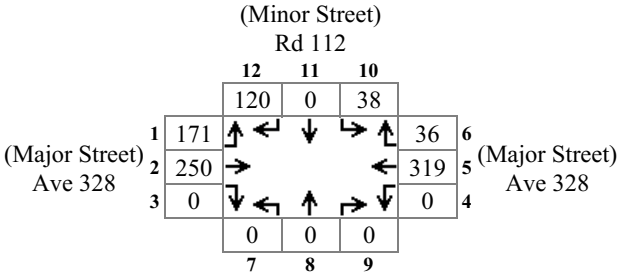


Major Total: 787
Minor High Volume: 208

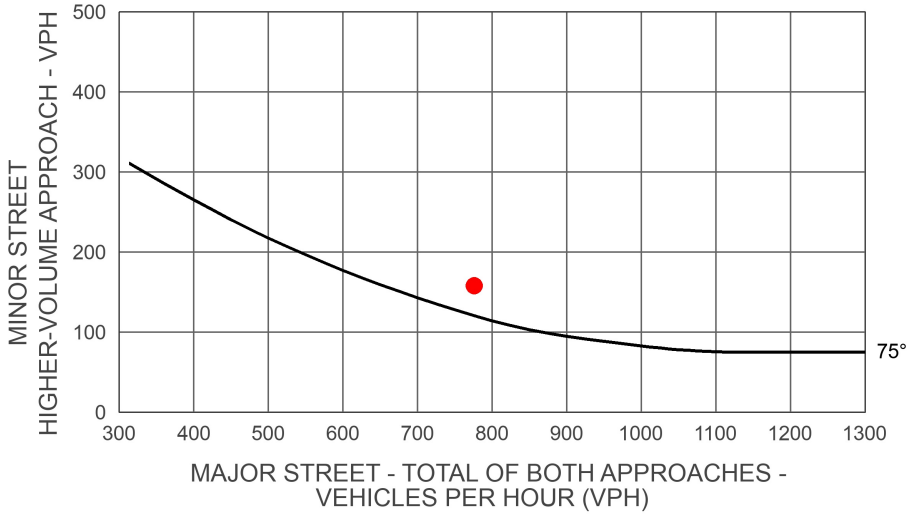


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 4

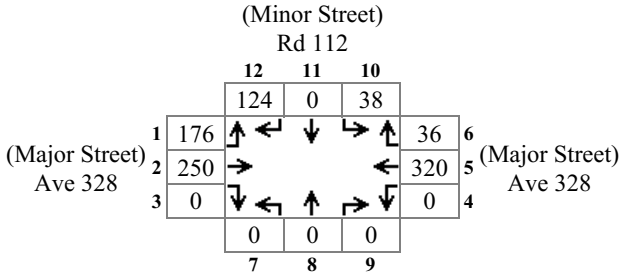


Major Total: 776
Minor High Volume: 158

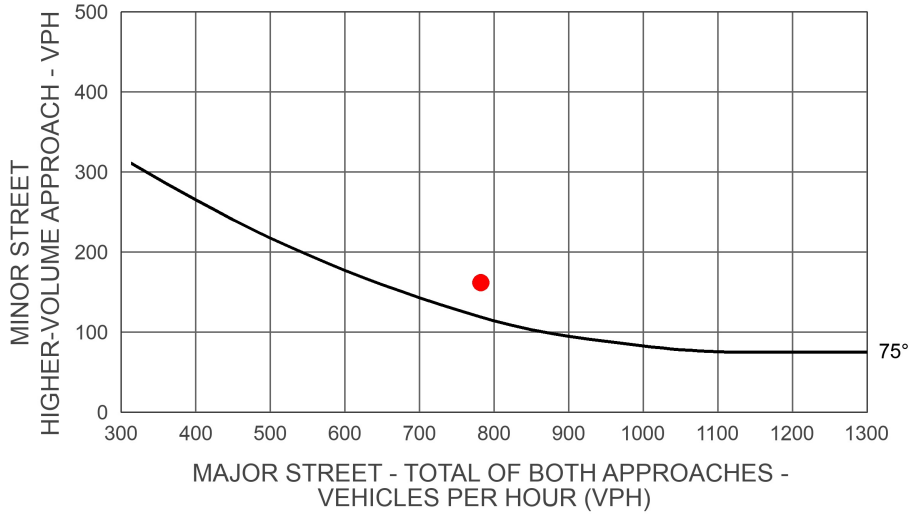


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 4



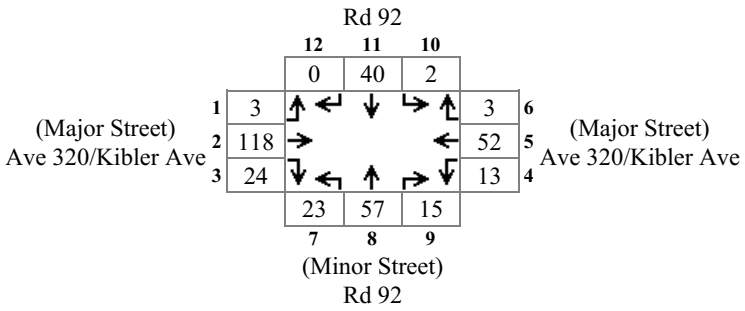
Major Total: 782
Minor High Volume: 162



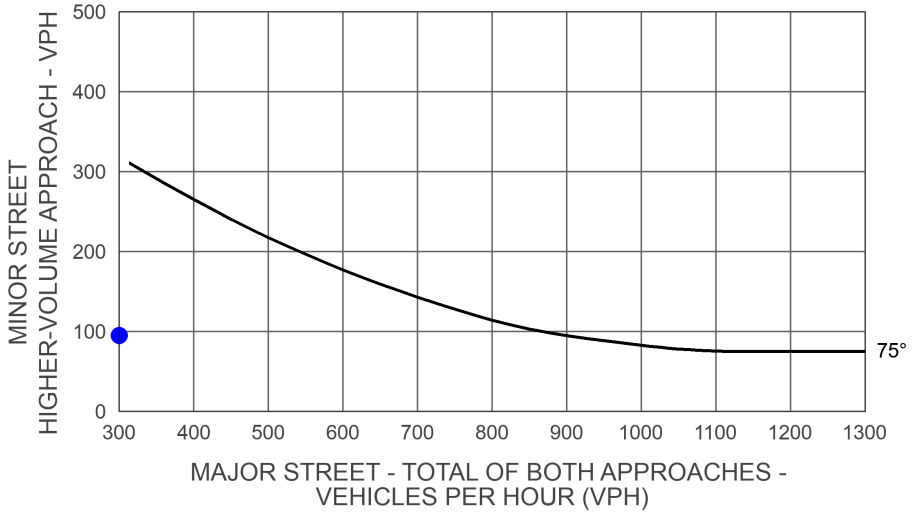
Intersection 8
Rd 92 & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 8

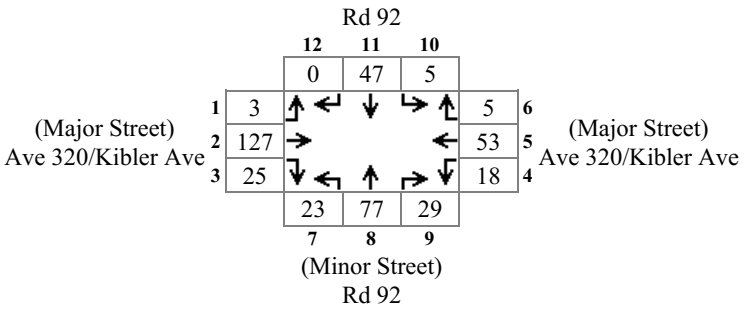


Major Total: 213
Minor High Volume: 95

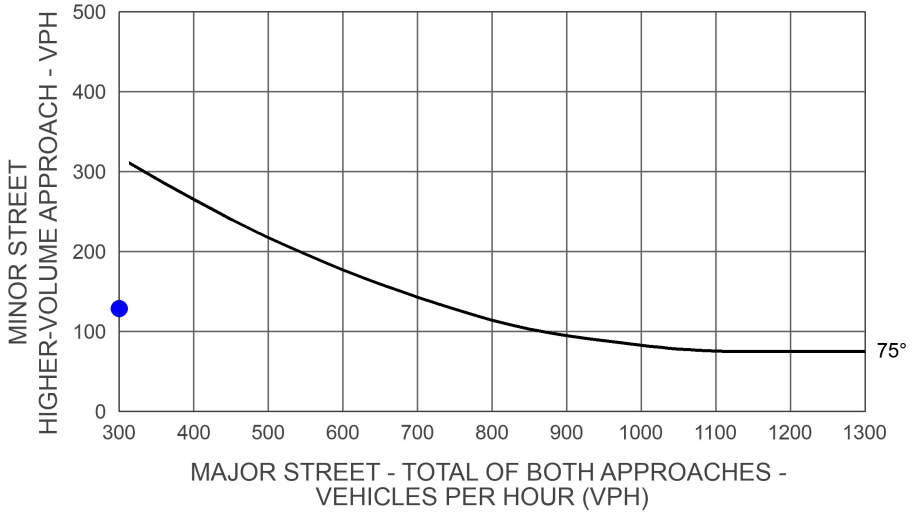


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 8

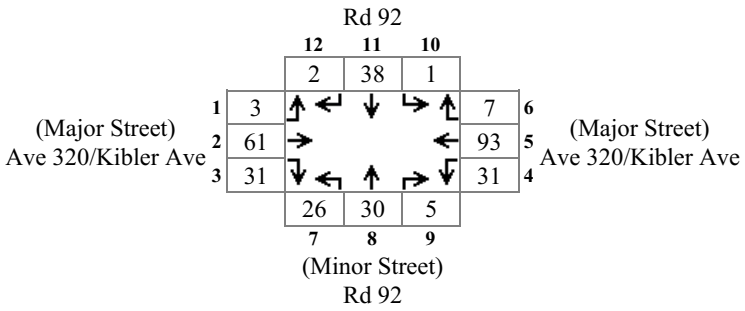


Major Total: 231
Minor High Volume: 129

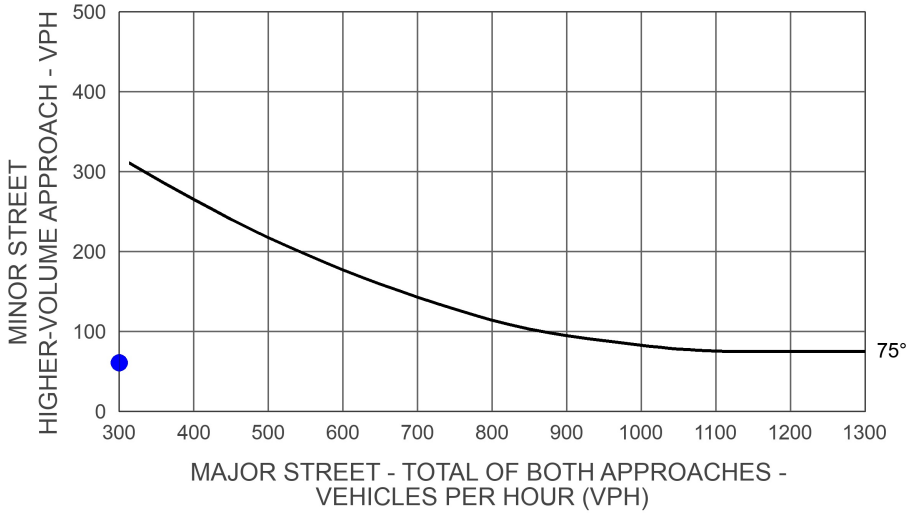


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 8

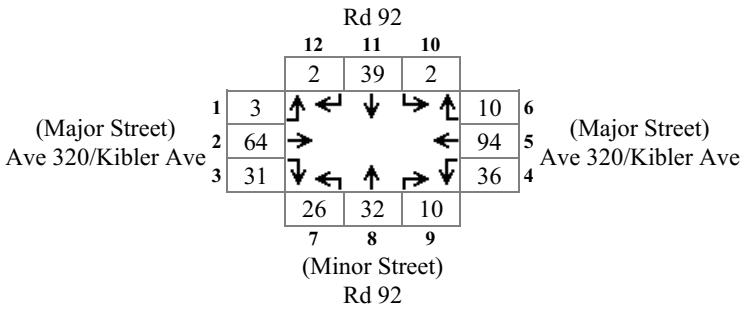


Major Total: 226
Minor High Volume: 61

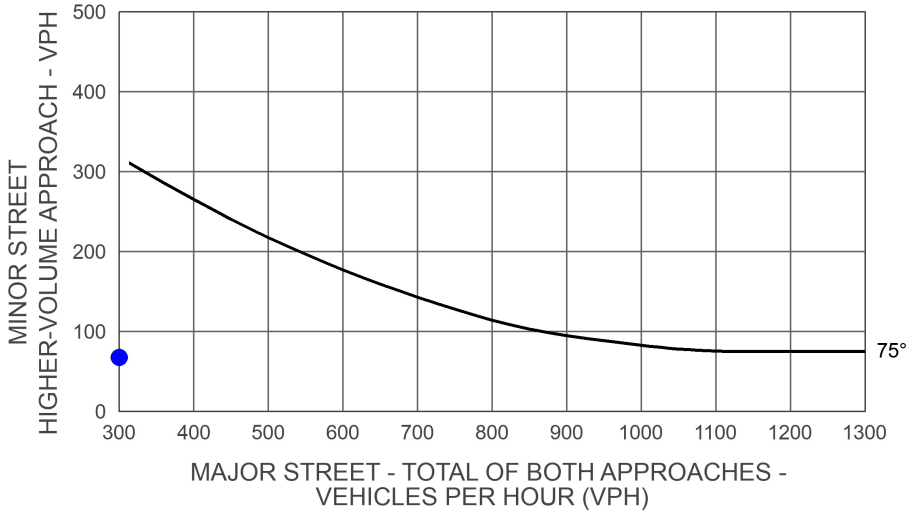


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 8



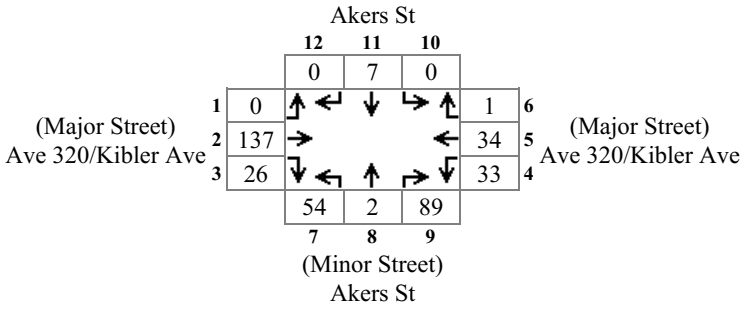
Major Total: 238
Minor High Volume: 68



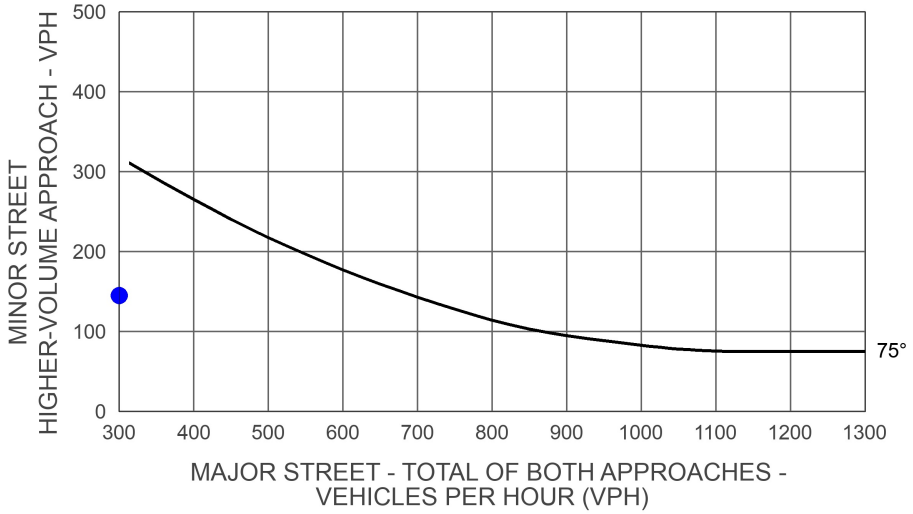
Intersection 12
Akers St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 12

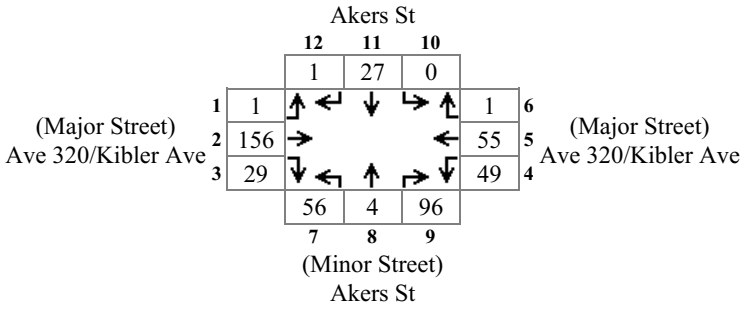


Major Total: 231
Minor High Volume: 145

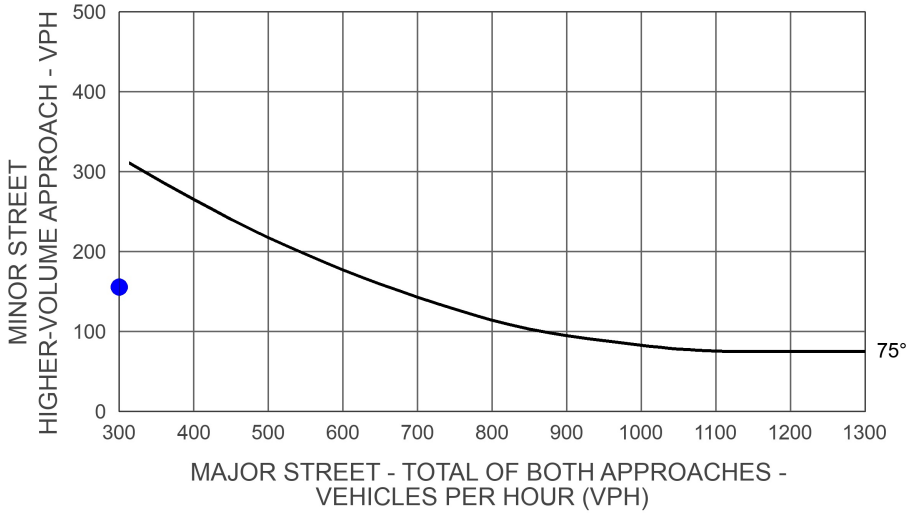


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 12

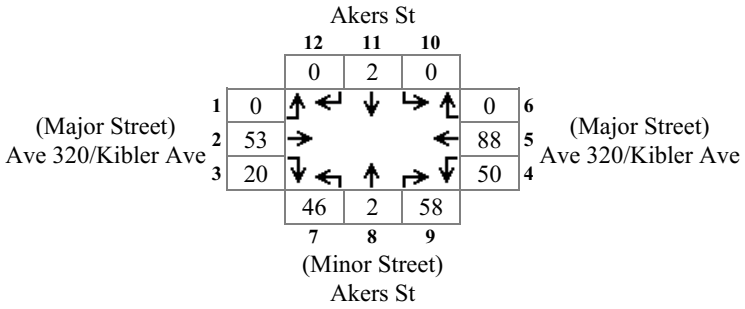


Major Total: 291
Minor High Volume: 156

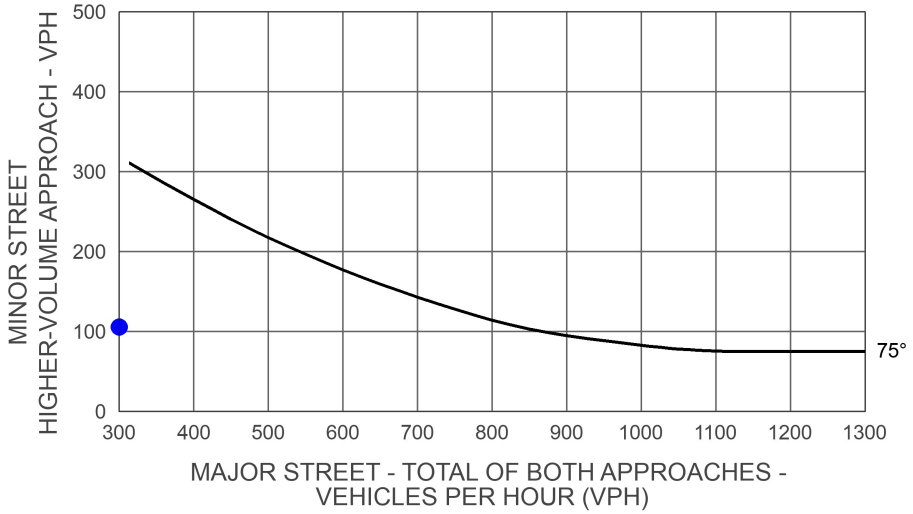


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 12

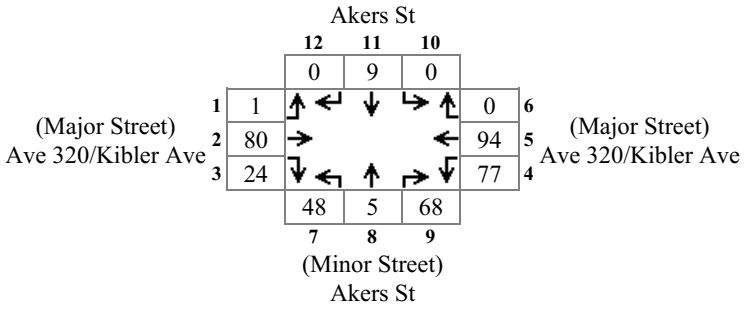


Major Total: 211
Minor High Volume: 106

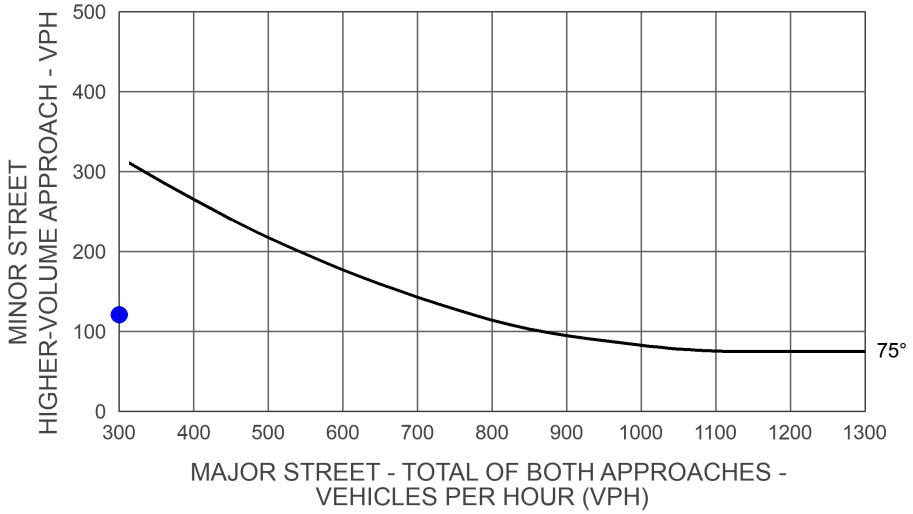


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 12



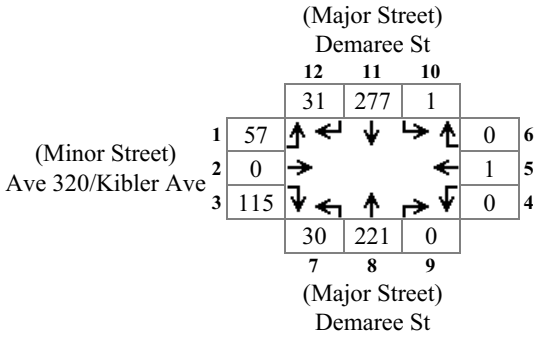
Major Total: 276
Minor High Volume: 121



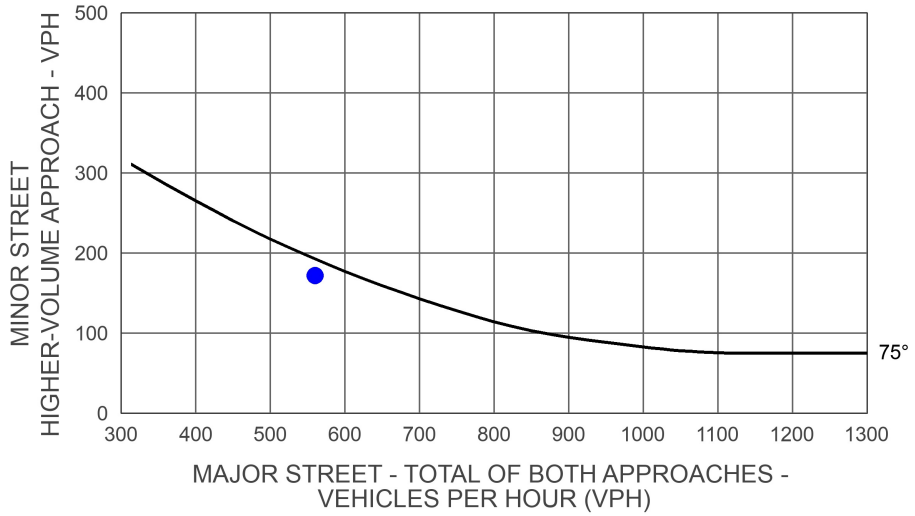
Intersection 13
Demaree St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 13

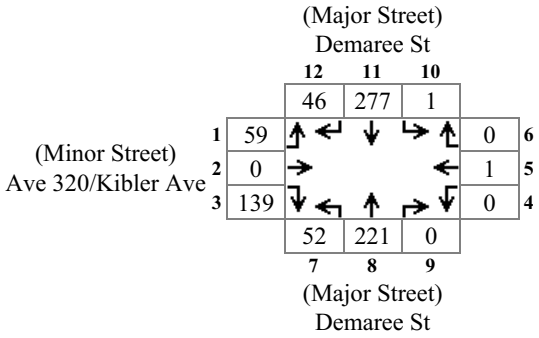


Major Total: 560
Minor High Volume: 172

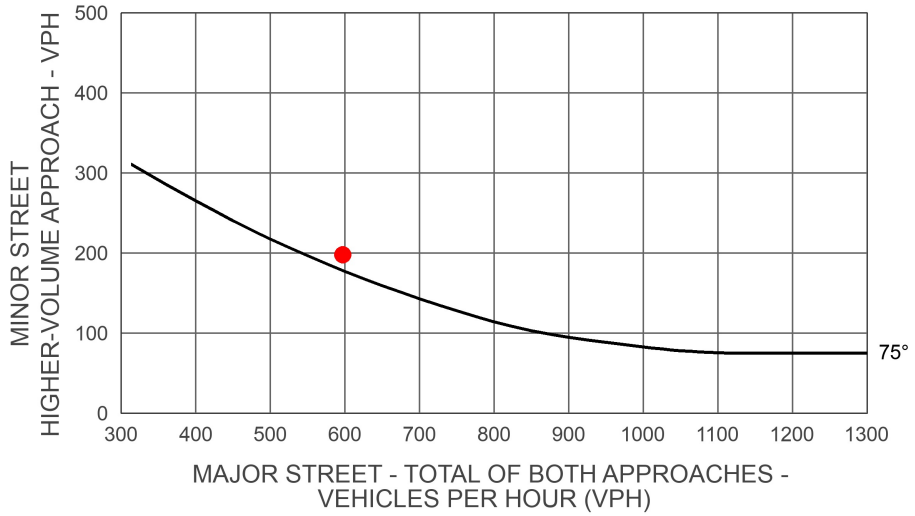


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 13

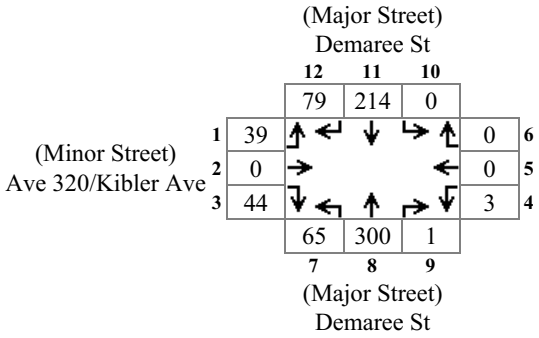


Major Total: 597
Minor High Volume: 198

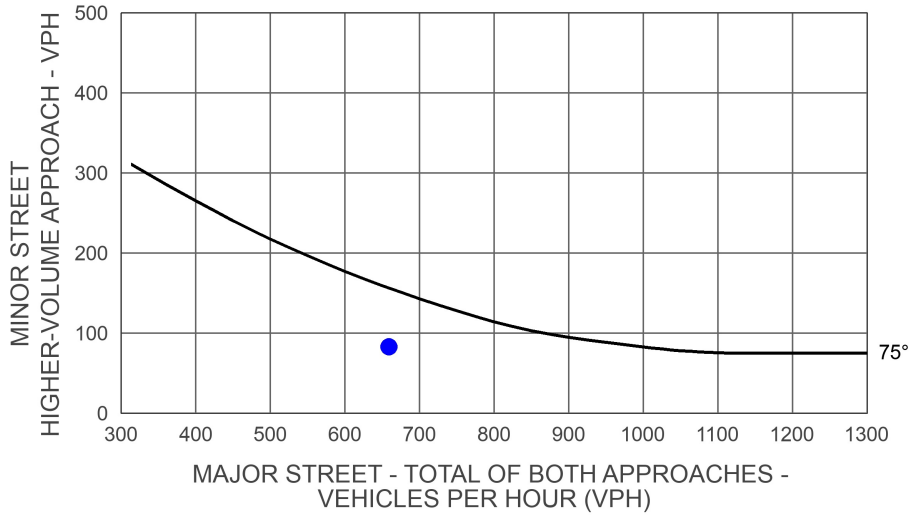


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 13

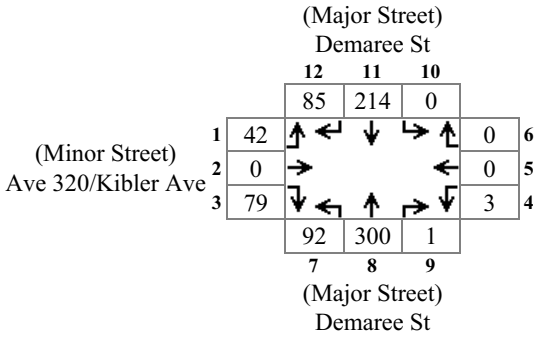


Major Total: 659
Minor High Volume: 83

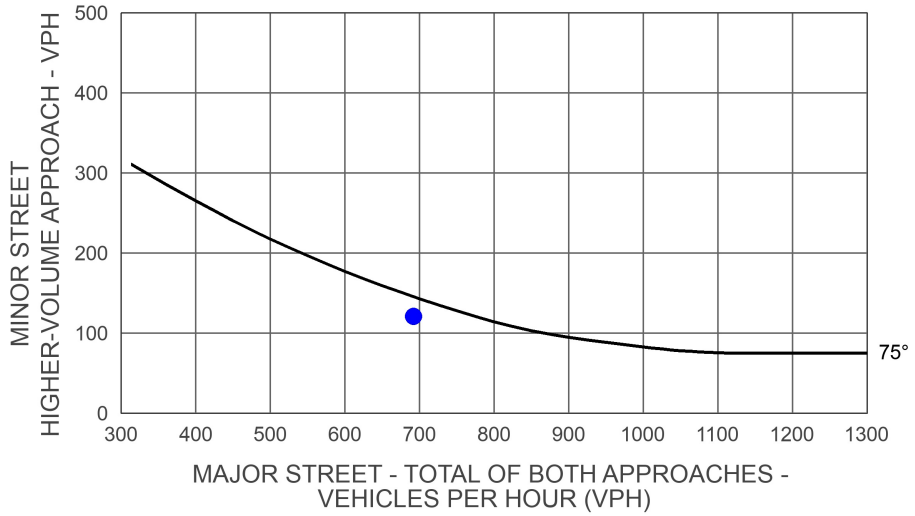


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 13



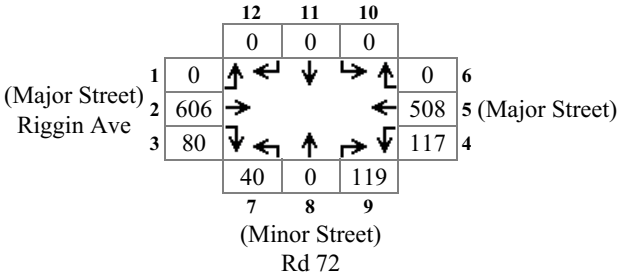
Major Total: 692
Minor High Volume: 121



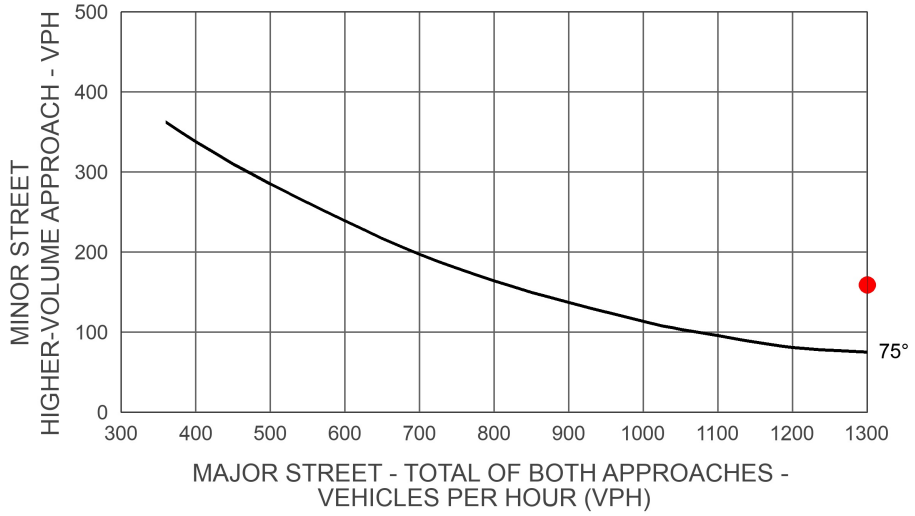
Intersection 33
Rd 72 & Riggin Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 33

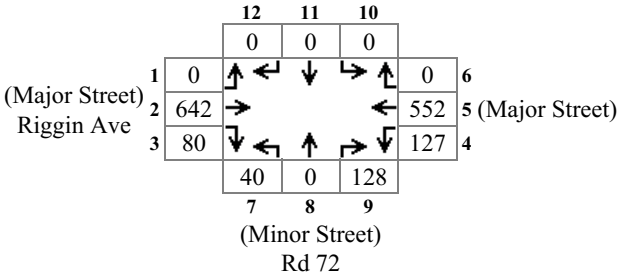


Major Total: 1311
Minor High Volume: 159

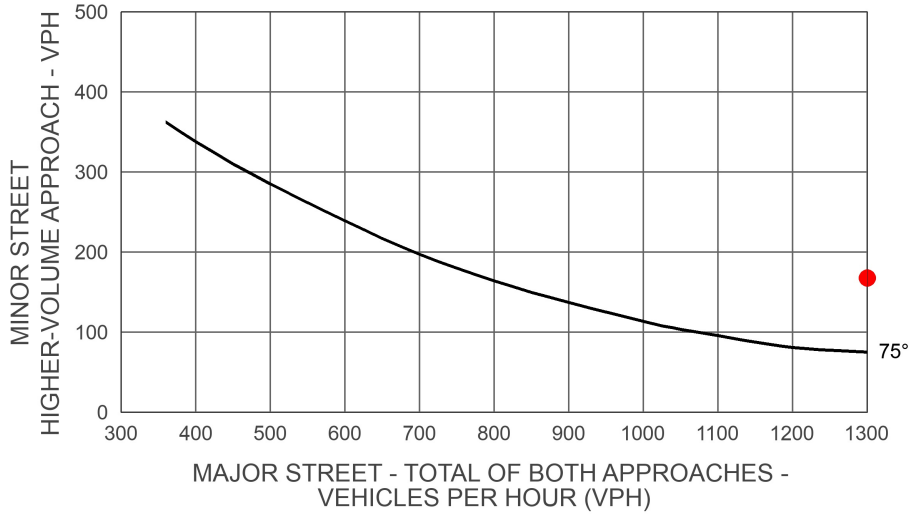


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2
Intersection #: 33

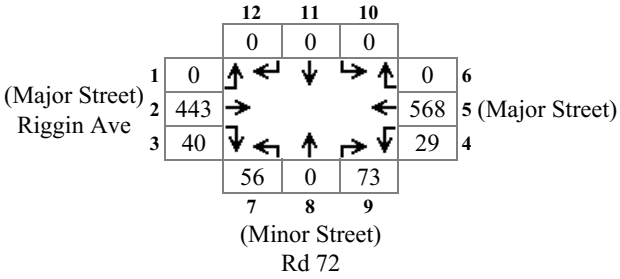


Major Total: 1401
Minor High Volume: 168

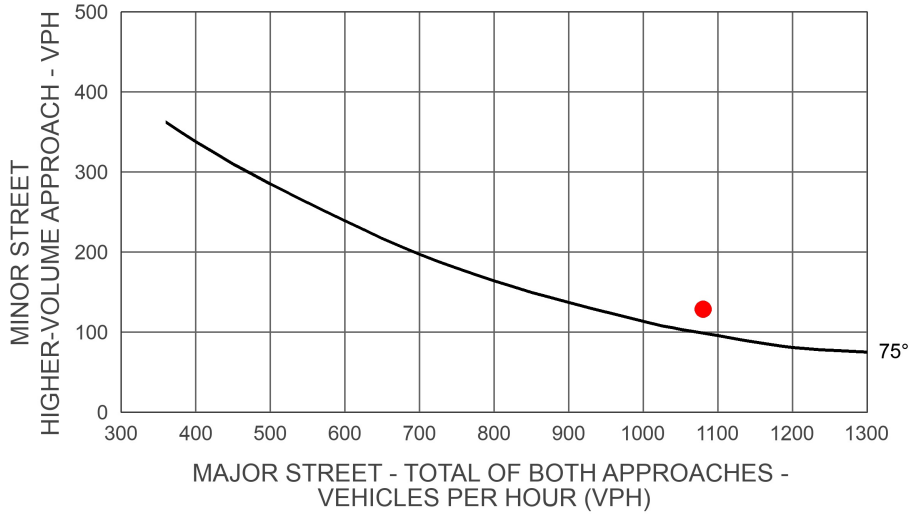


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 33

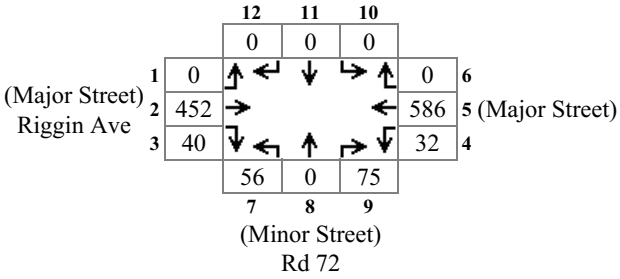


Major Total: 1080
Minor High Volume: 129

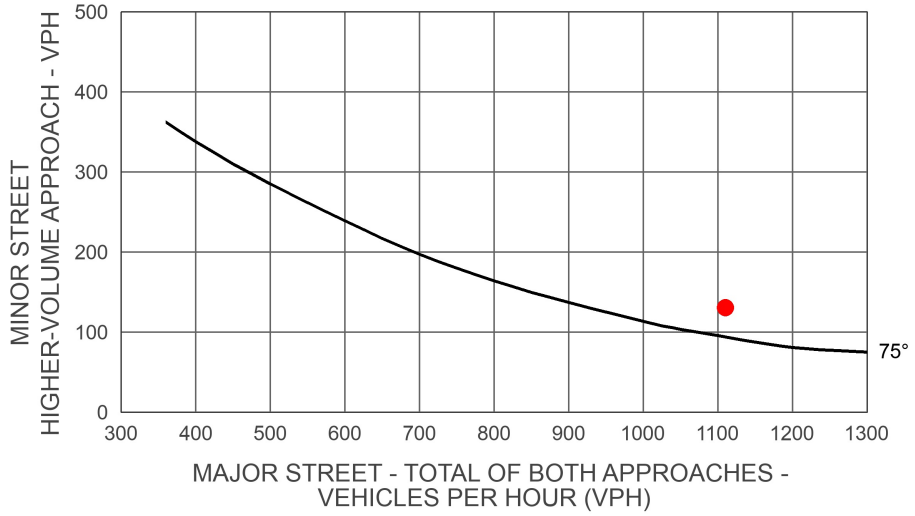


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2
Intersection #: 33



Major Total: 1110
Minor High Volume: 131

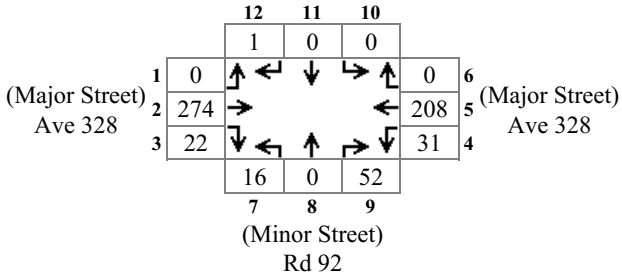


2033

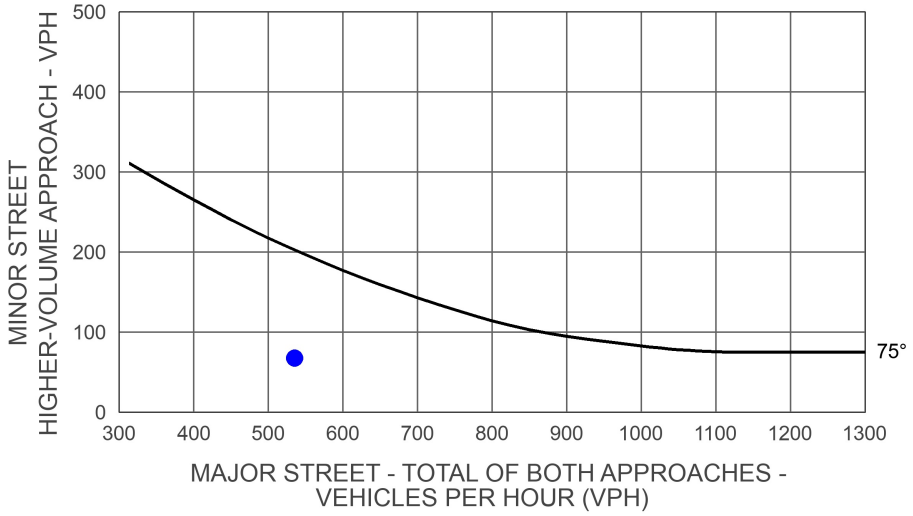
Intersection 2
Rd 92 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

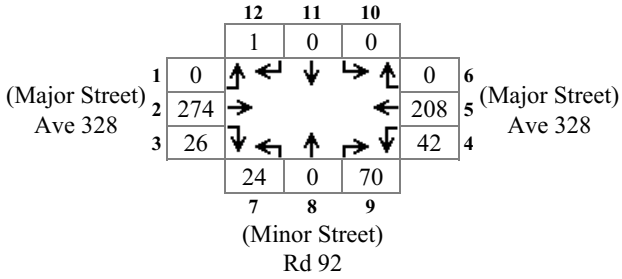


Major Total: 535
Minor High Volume: 68

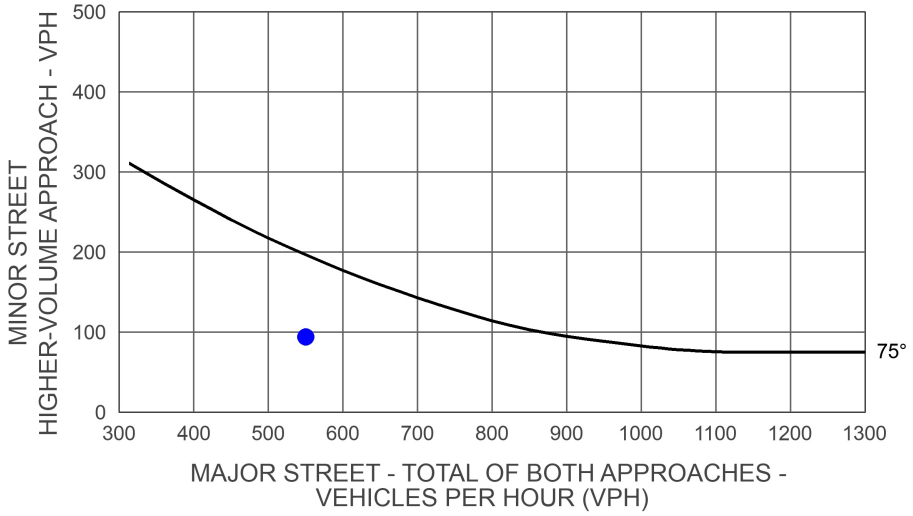


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 2

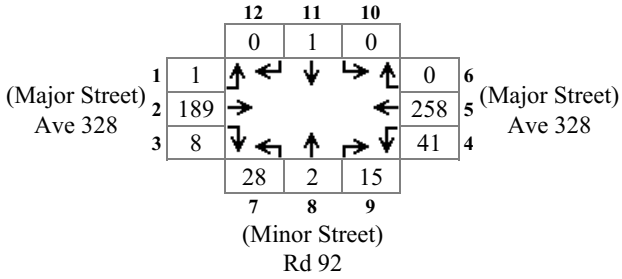


Major Total: 550
Minor High Volume: 94

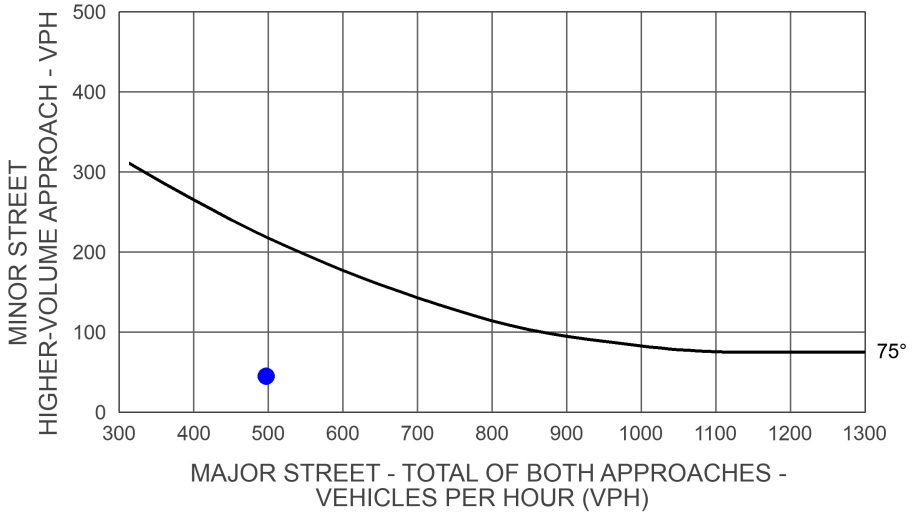


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

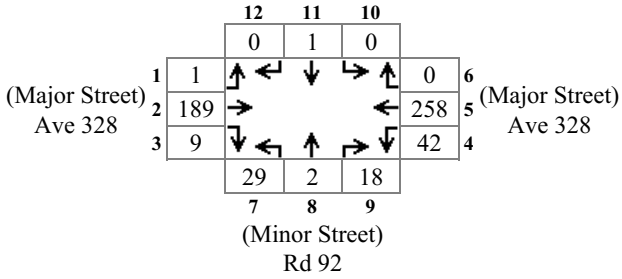


Major Total: 497
Minor High Volume: 45

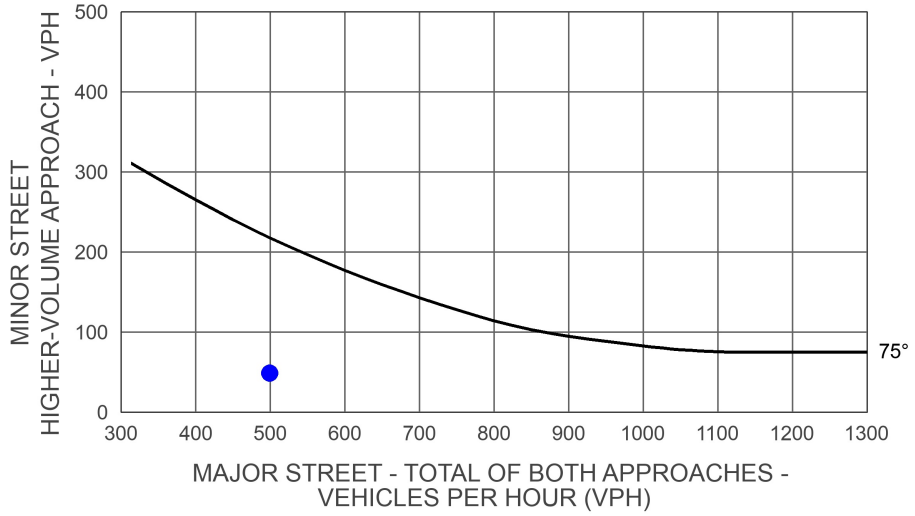


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 2



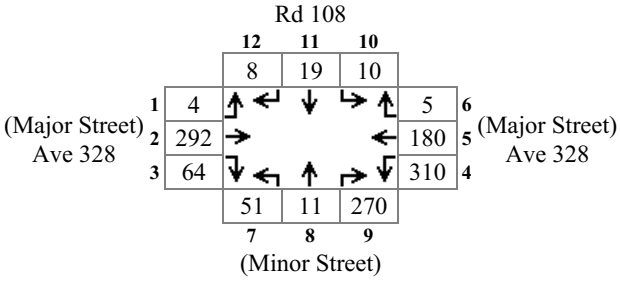
Major Total: 499
Minor High Volume: 49



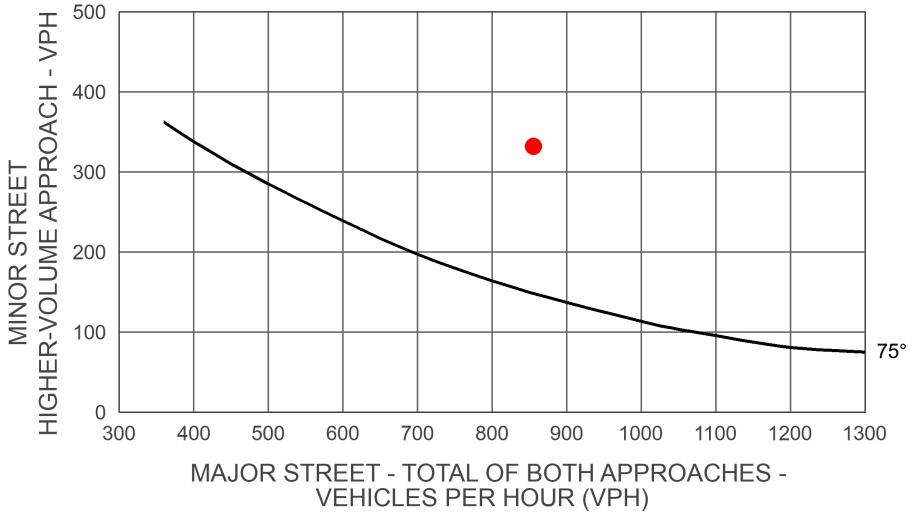
Intersection 3
Rd 108 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

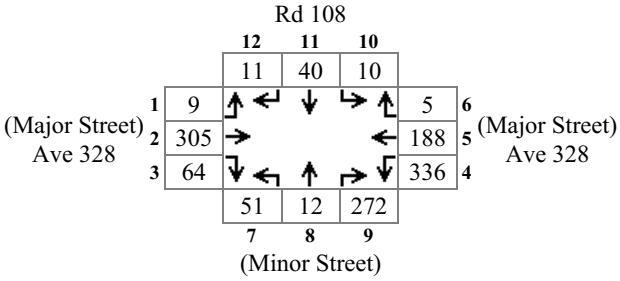


Major Total: 855
Minor High Volume: 332

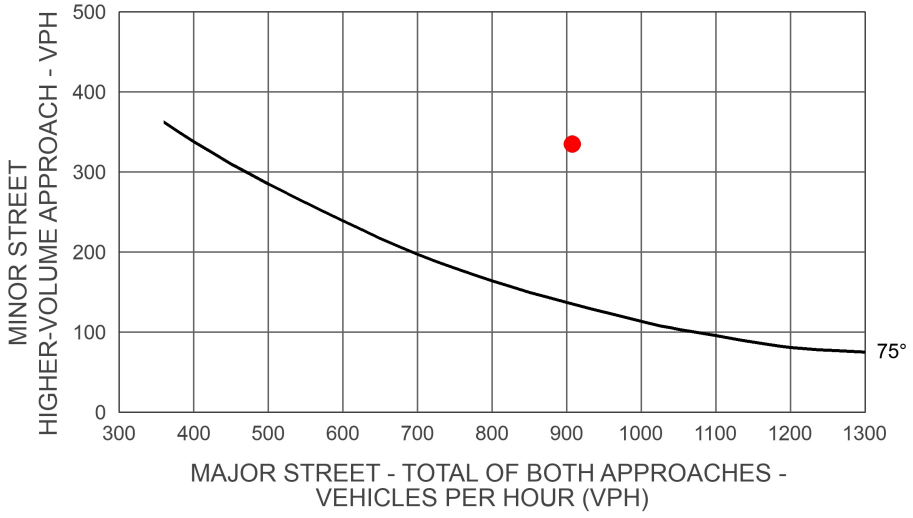


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 3

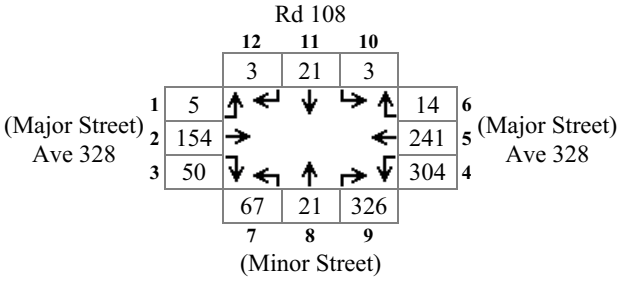


Major Total: 907
Minor High Volume: 335

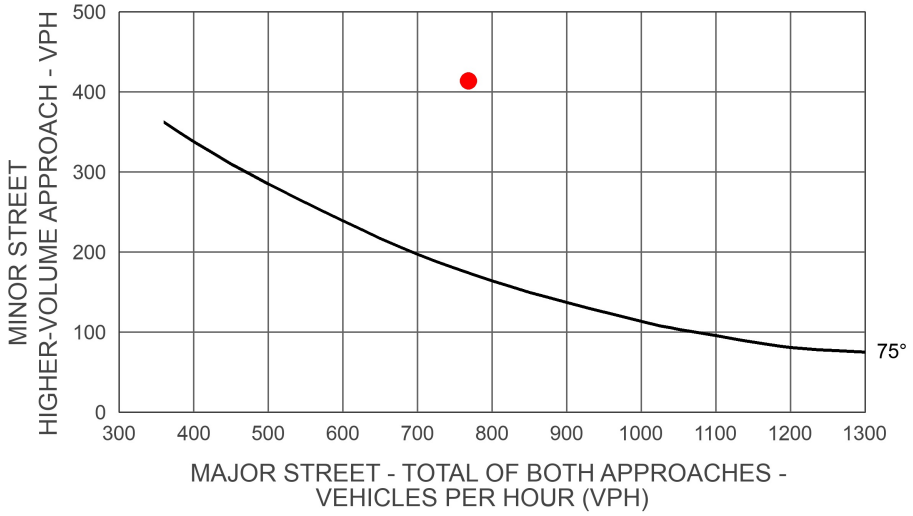


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

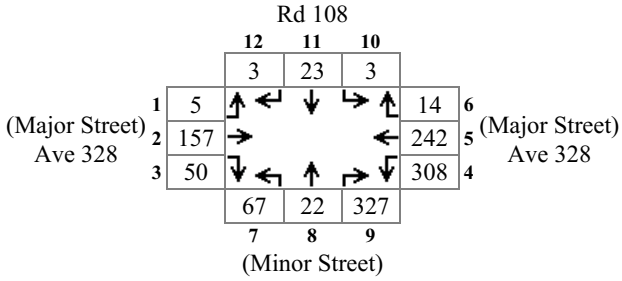


Major Total: 768
Minor High Volume: 414

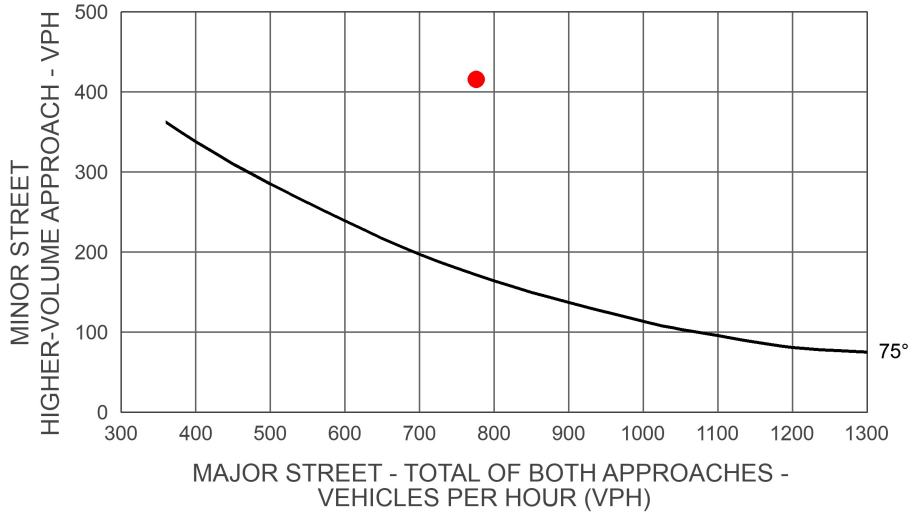


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 3



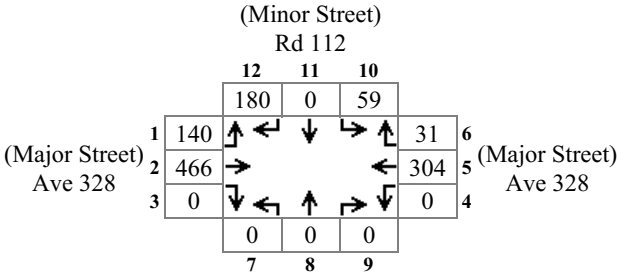
Major Total: 776
Minor High Volume: 416



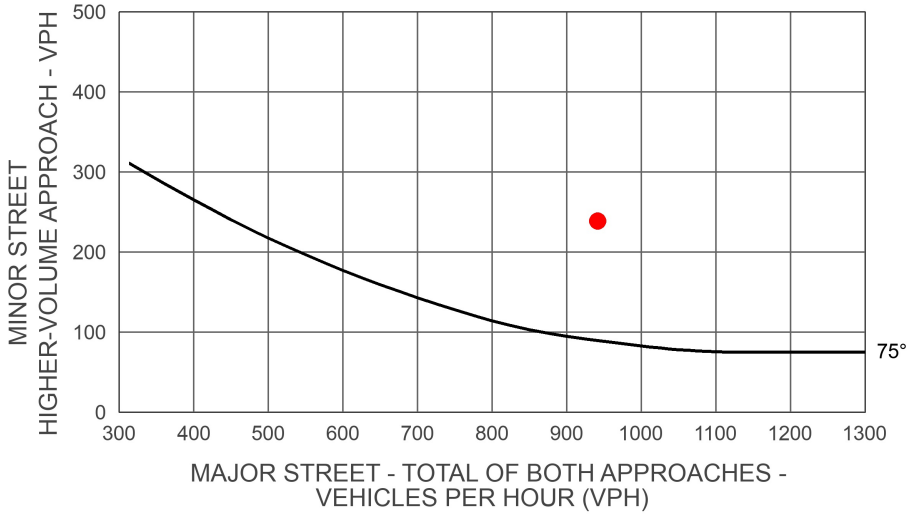
Intersection 4
Rd 112 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 4

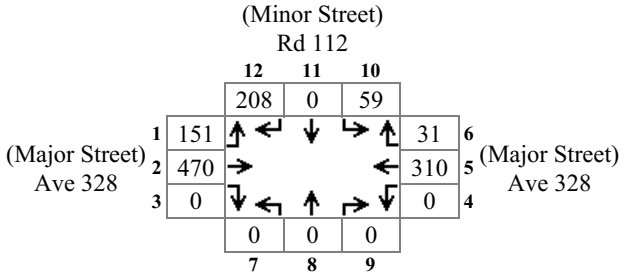


Major Total: 941
Minor High Volume: 239

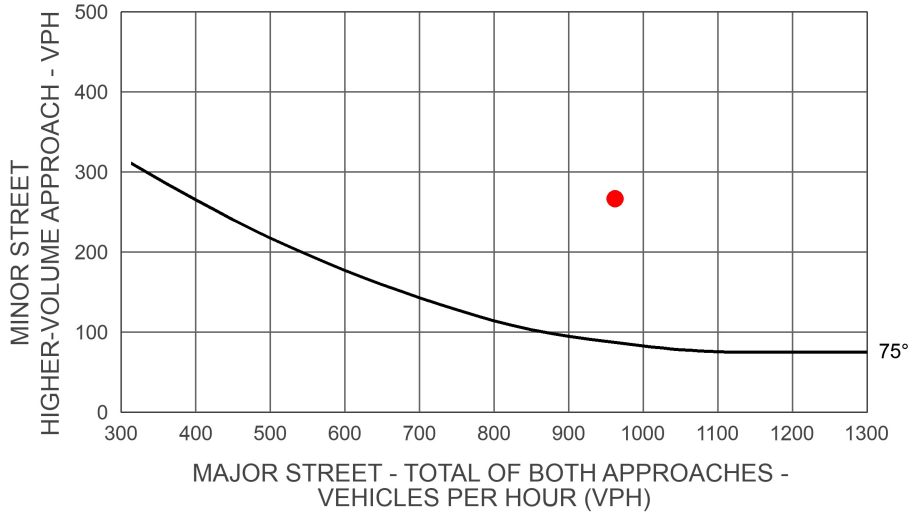


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 4

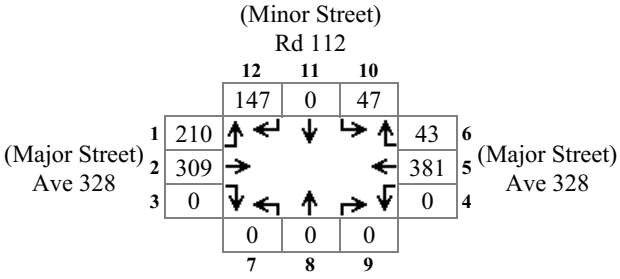


Major Total: 962
Minor High Volume: 267

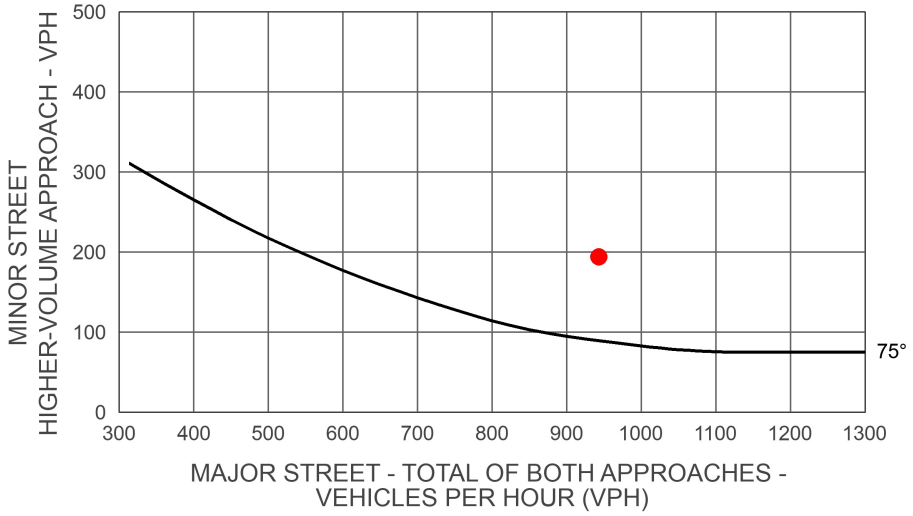


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 4

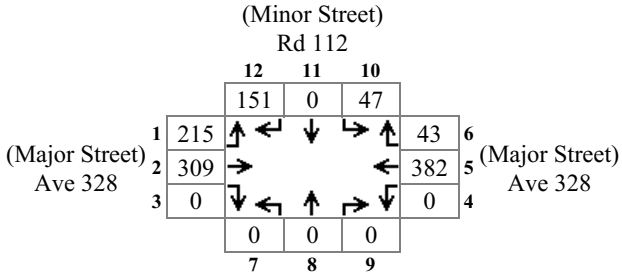


Major Total: 943
Minor High Volume: 194

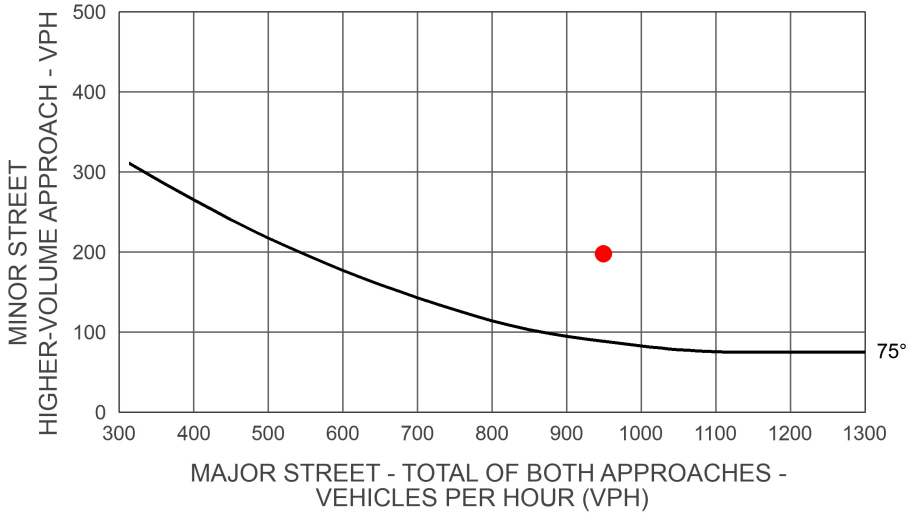


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 4



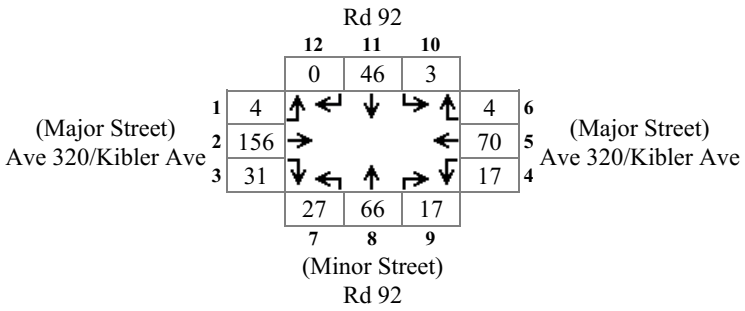
Major Total: 949
Minor High Volume: 198



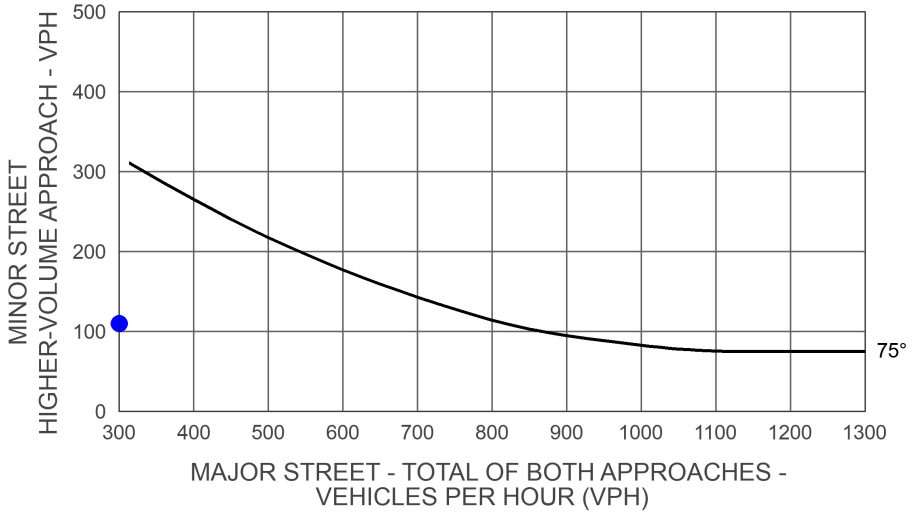
Intersection 8
Rd 92 & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 8

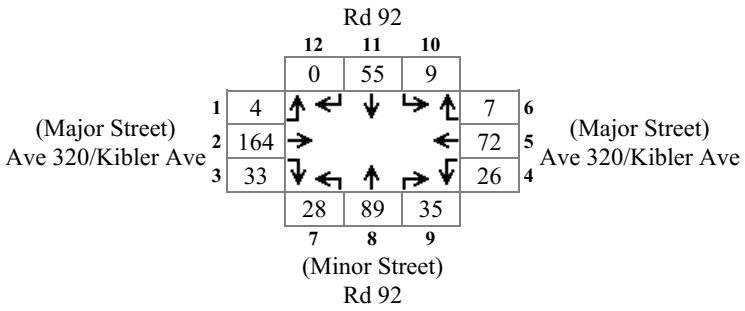


Major Total: 282
Minor High Volume: 110

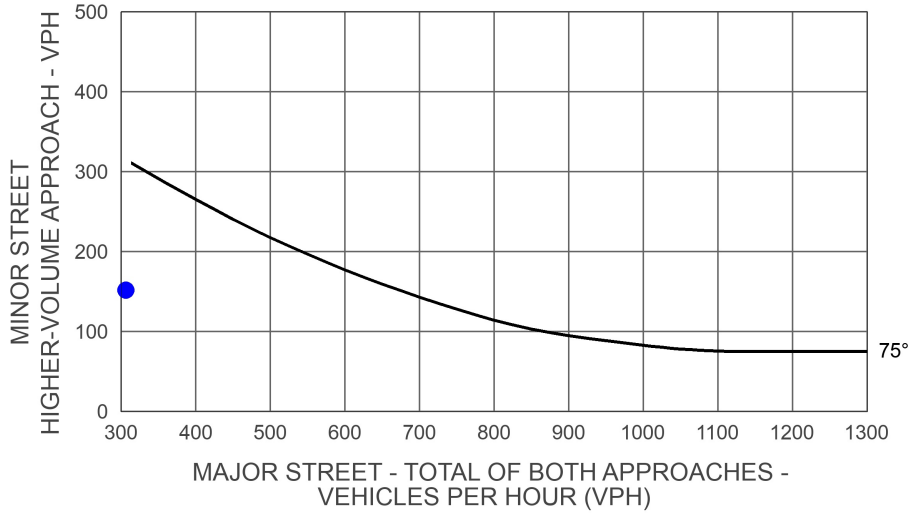


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 8

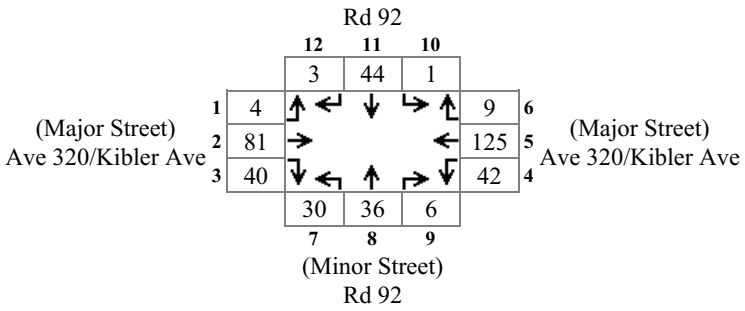


Major Total: 306
Minor High Volume: 152

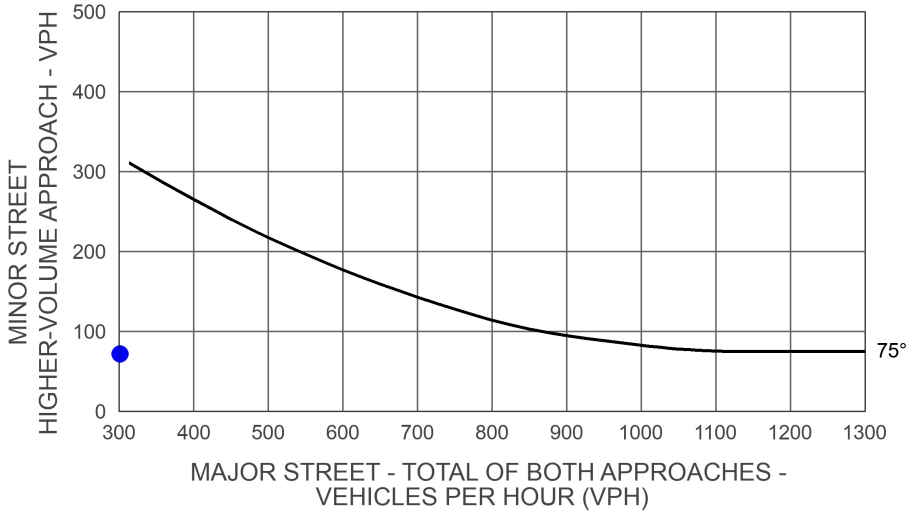


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 8

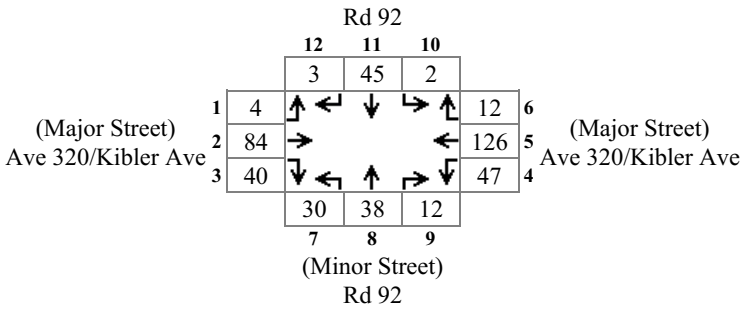


Major Total: 301
Minor High Volume: 72

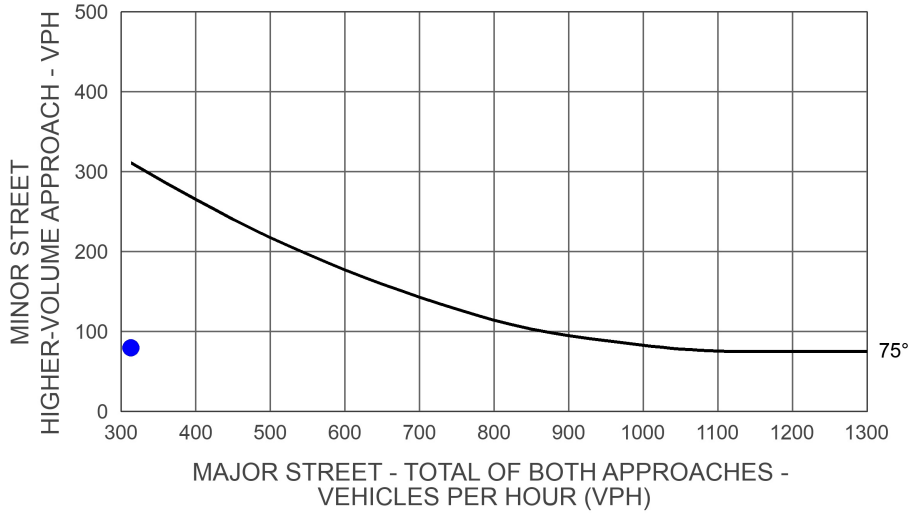


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 8



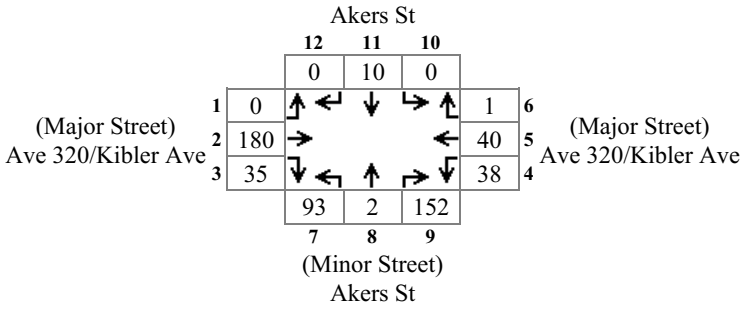
Major Total: 313
Minor High Volume: 80



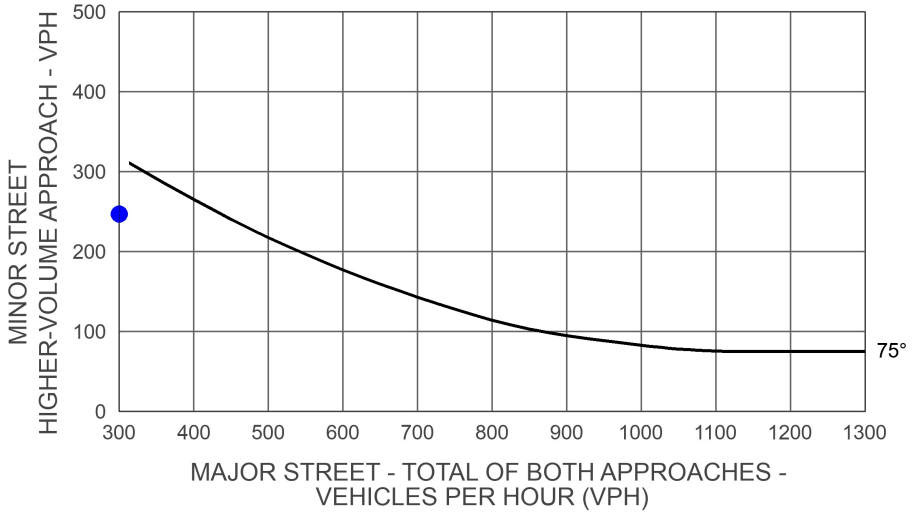
Intersection 12
Akers St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 12

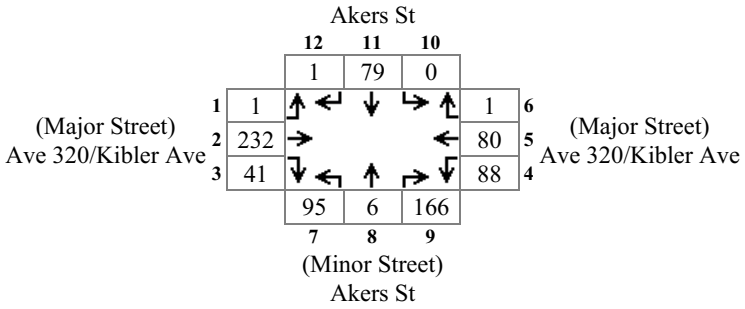


Major Total: 294
Minor High Volume: 247

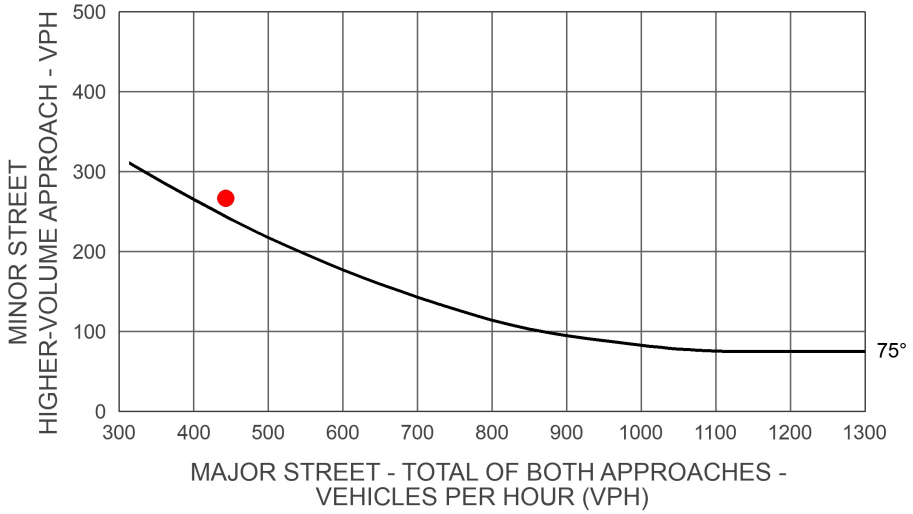


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 12

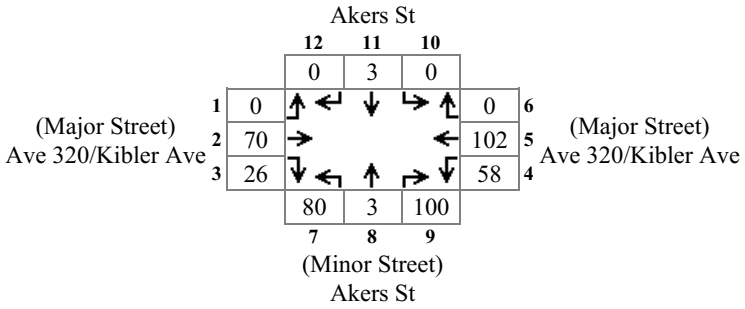


Major Total: 443
Minor High Volume: 267

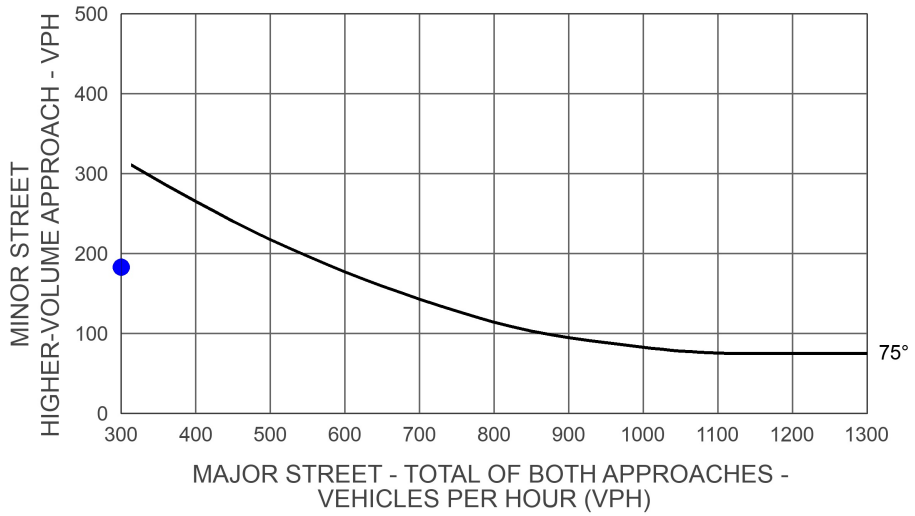


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 12

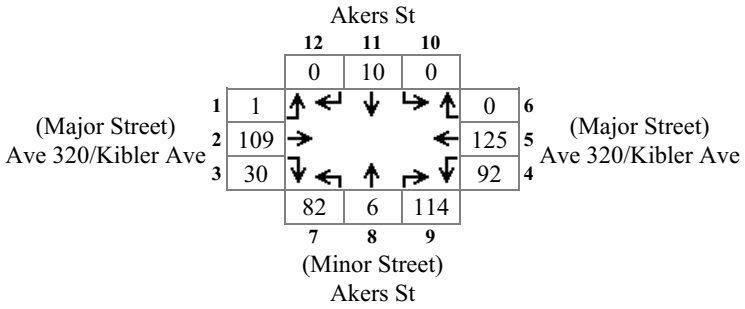


Major Total: 256
Minor High Volume: 183

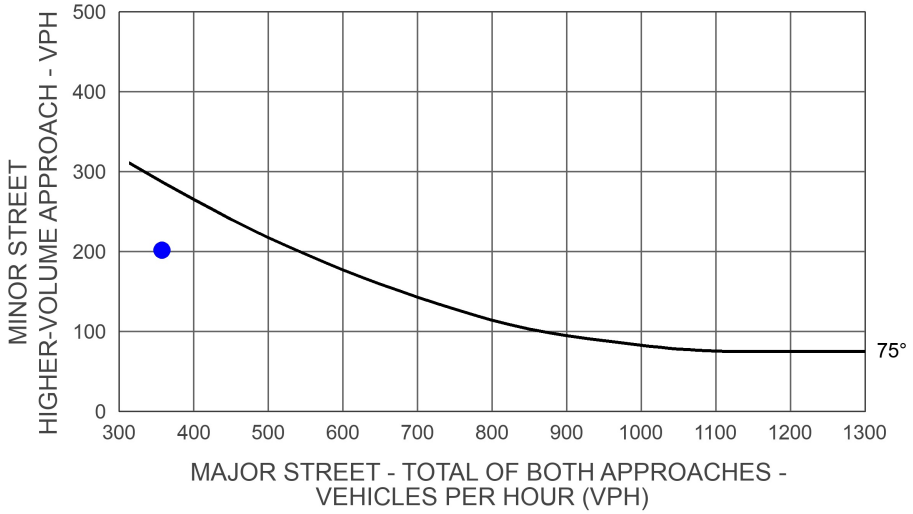


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 12



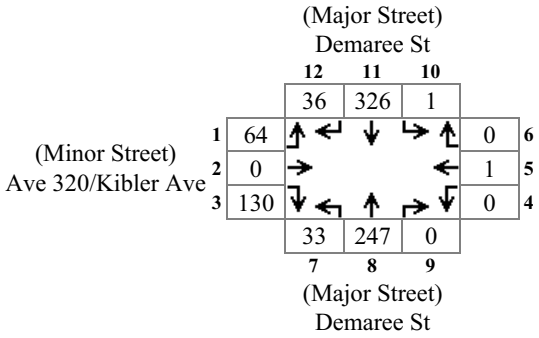
Major Total: 357
Minor High Volume: 202



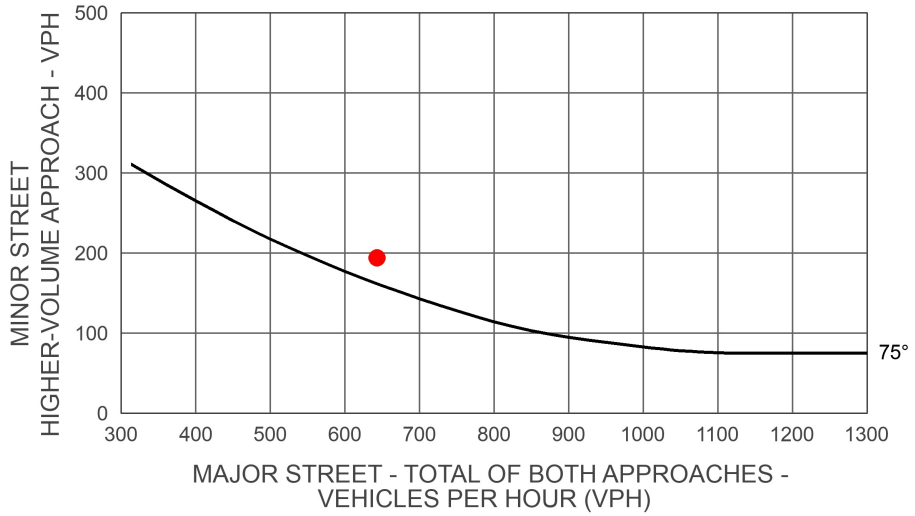
Intersection 13
Demaree St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 13

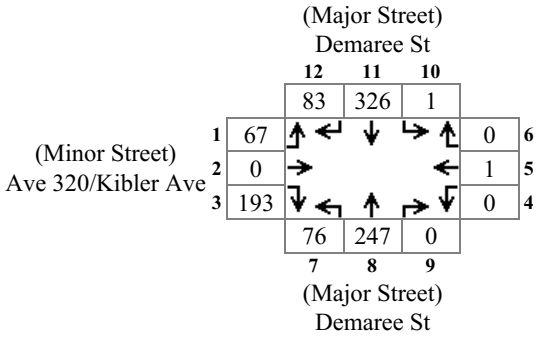


Major Total: 643
Minor High Volume: 194

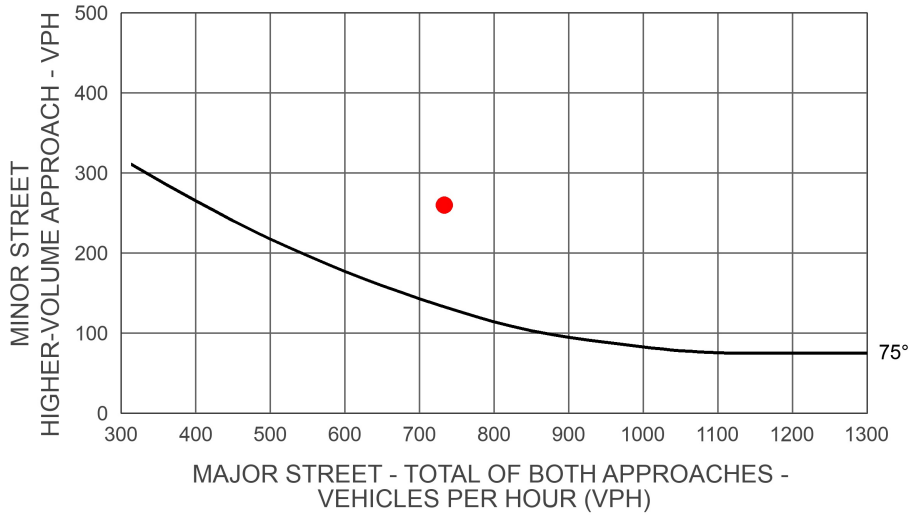


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 13

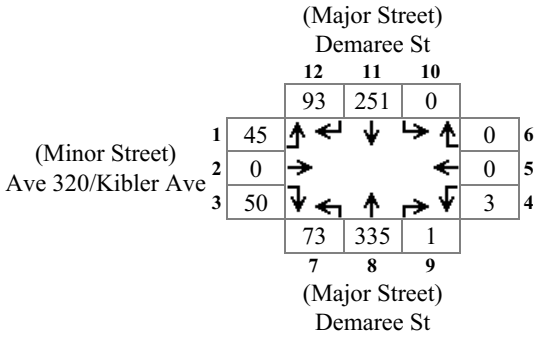


Major Total: 733
Minor High Volume: 260

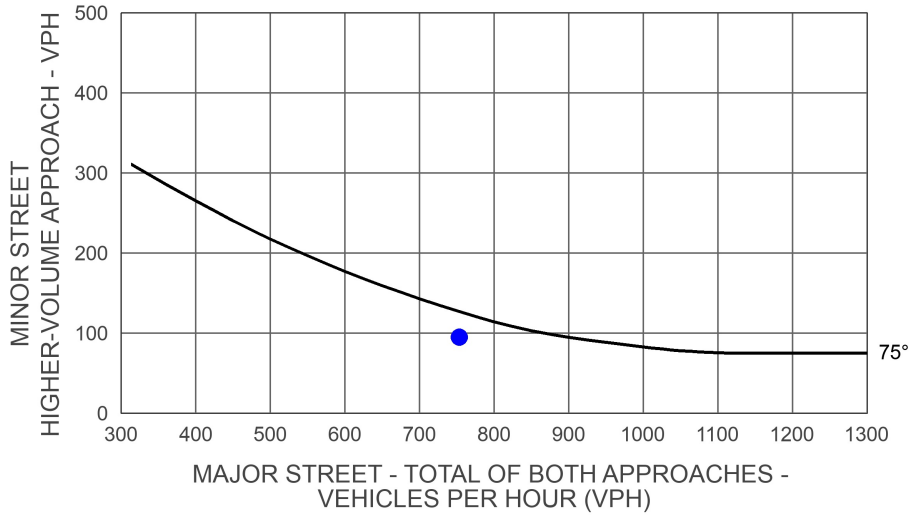


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 13

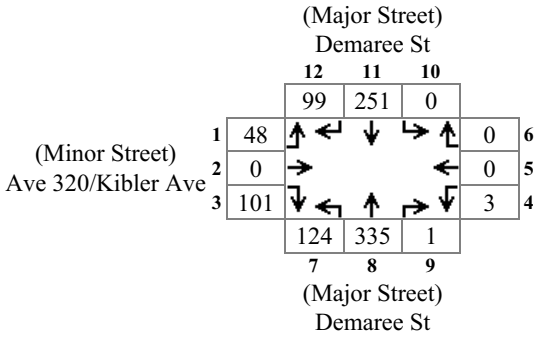


Major Total: 753
Minor High Volume: 95

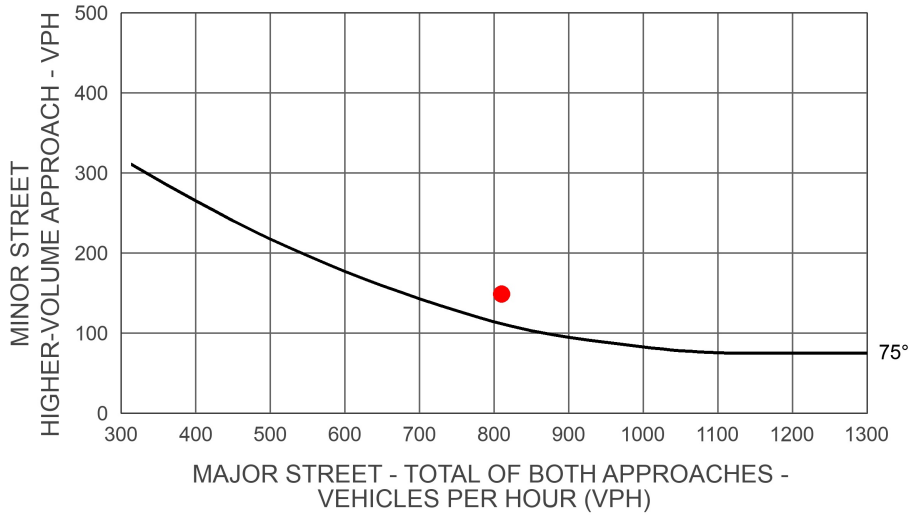


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 13



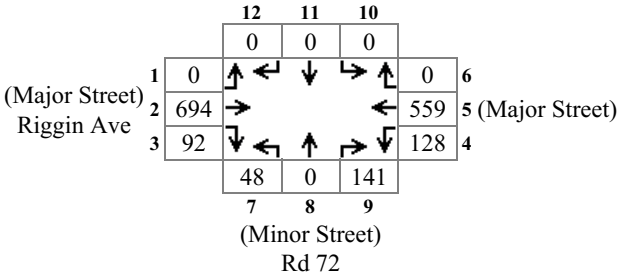
Major Total: 810
Minor High Volume: 149



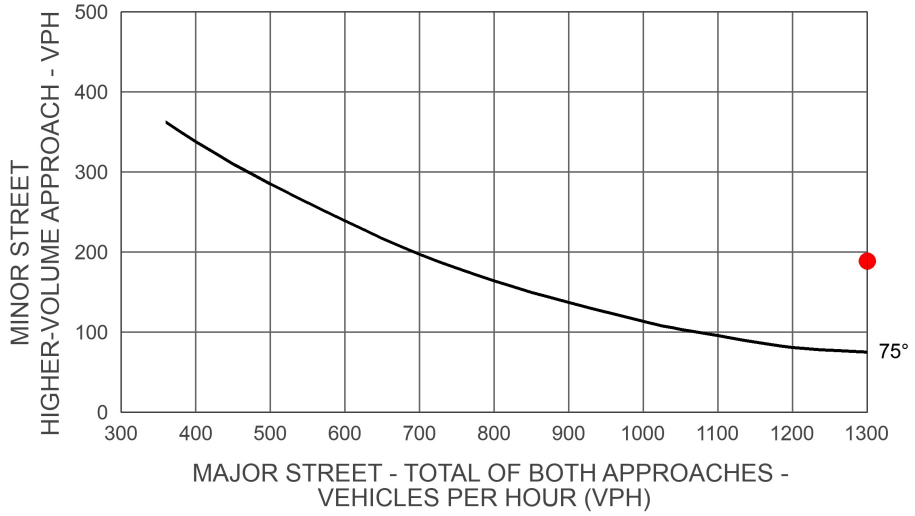
Intersection 33
Rd 72 & Riggin Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 33

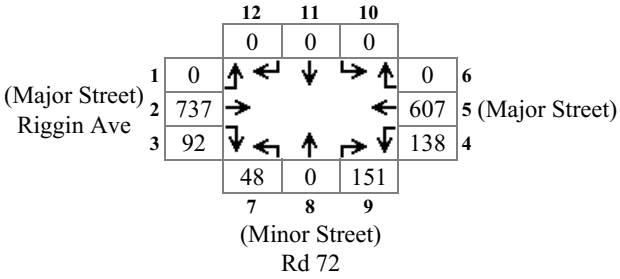


Major Total: 1473
Minor High Volume: 189

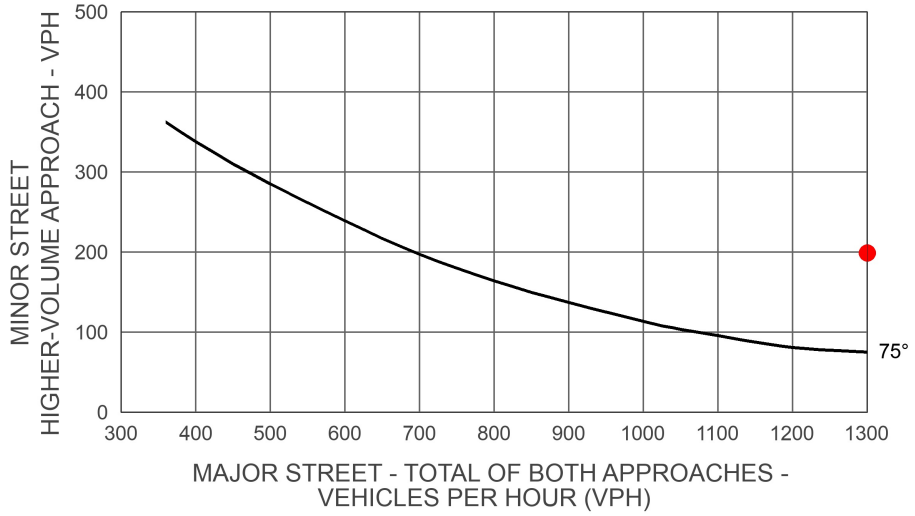


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+ProjectPhase 2.5
Intersection #: 33

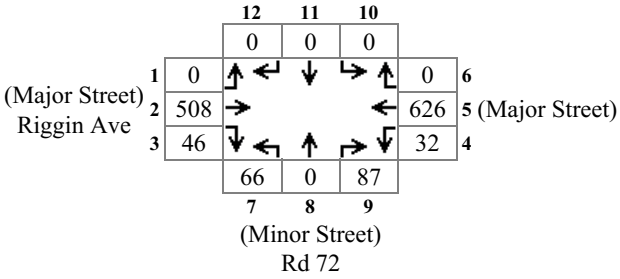


Major Total: 1574
Minor High Volume: 199

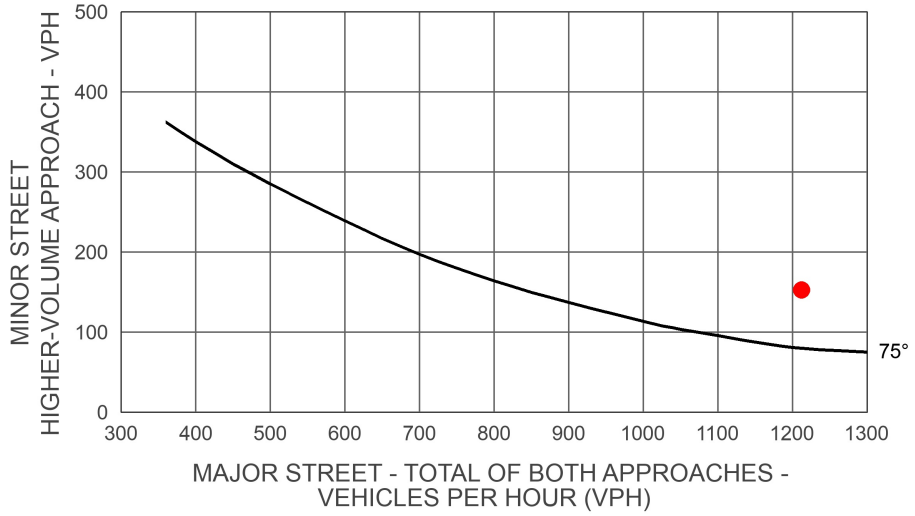


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 33

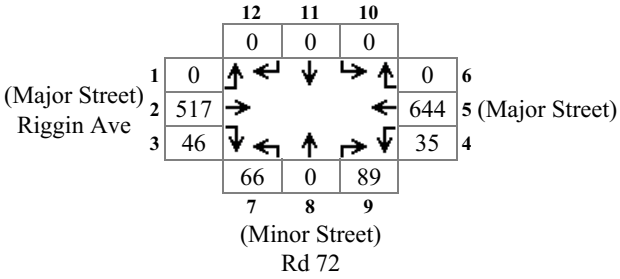


Major Total: 1212
Minor High Volume: 153

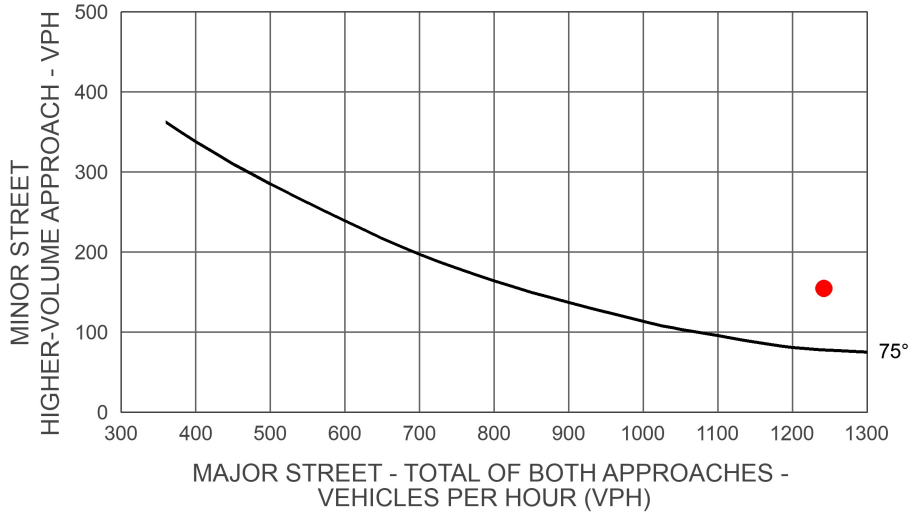


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+ProjectPhase 2.5
Intersection #: 33



Major Total: 1242
Minor High Volume: 155

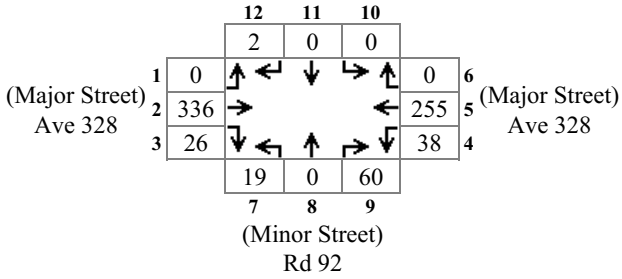


2038

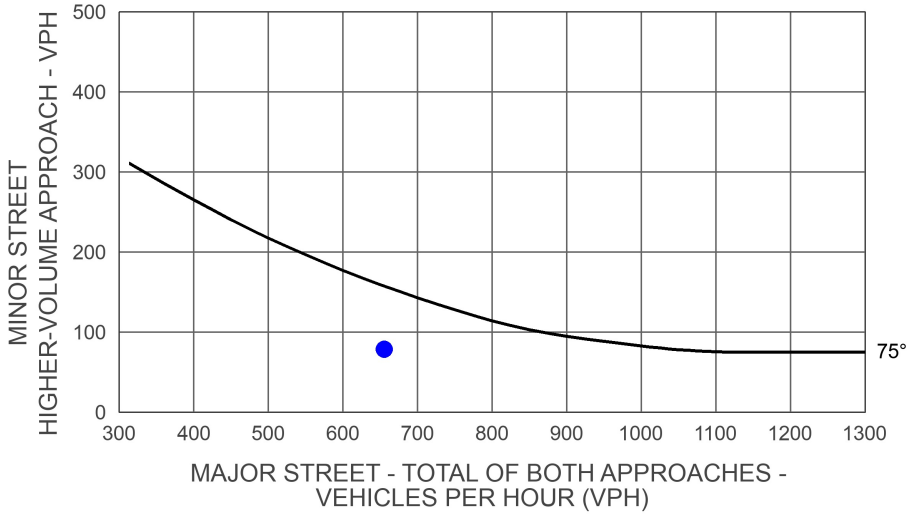
Intersection 2
Rd 92 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

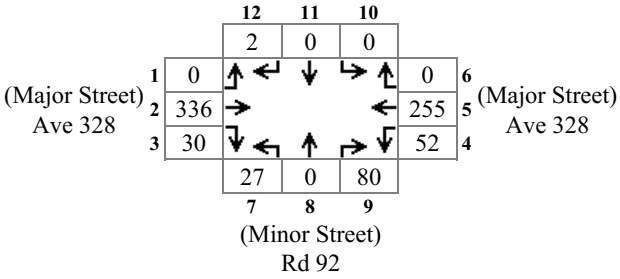


Major Total: 655
Minor High Volume: 79

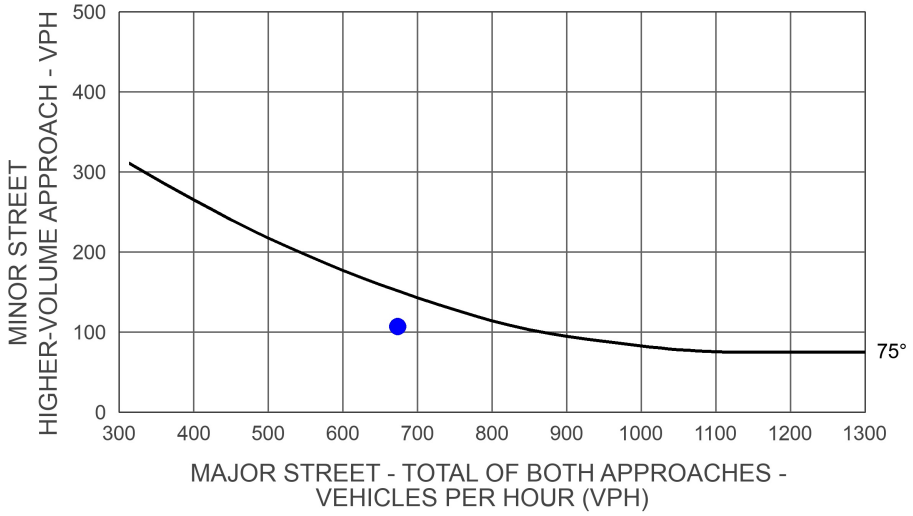


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 2

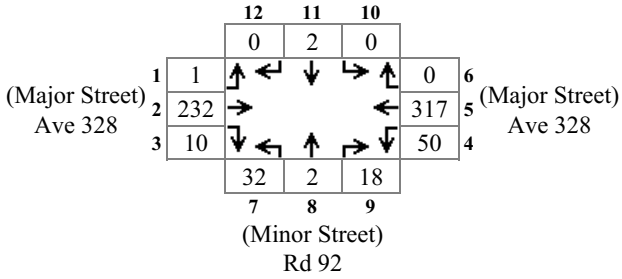


Major Total: 673
Minor High Volume: 107

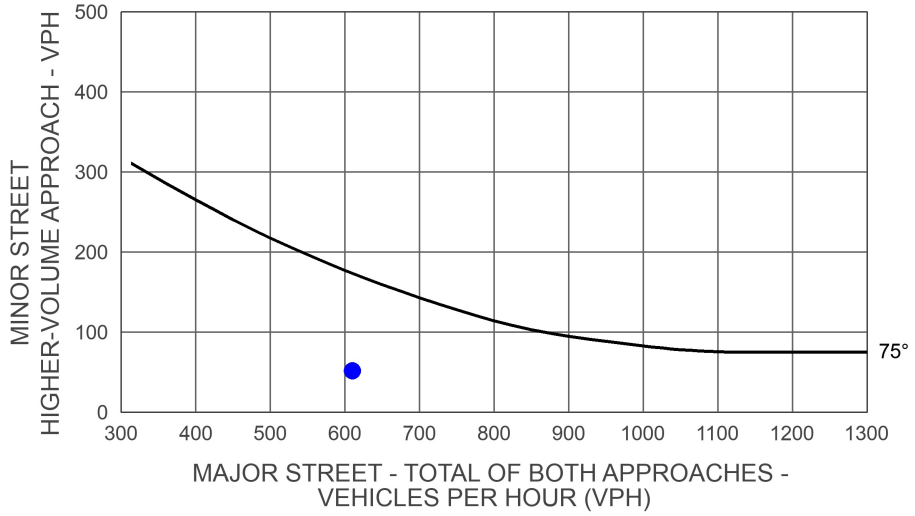


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

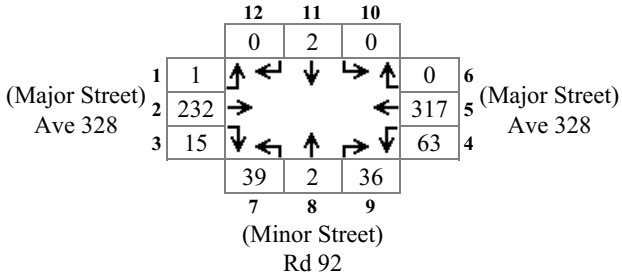


Major Total: 610
Minor High Volume: 52

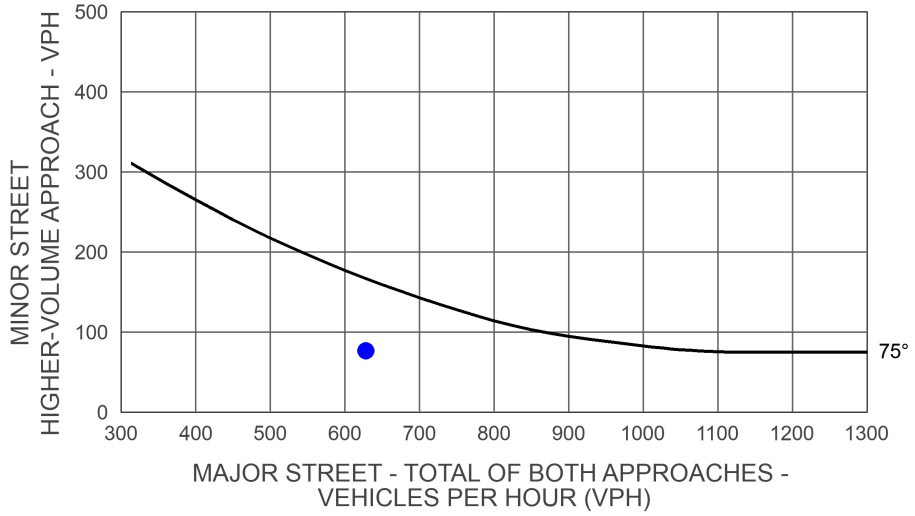


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 2



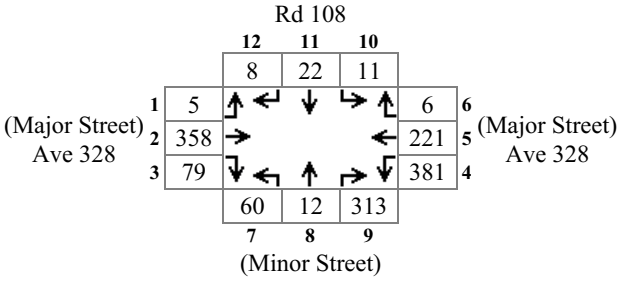
Major Total: 628
Minor High Volume: 77



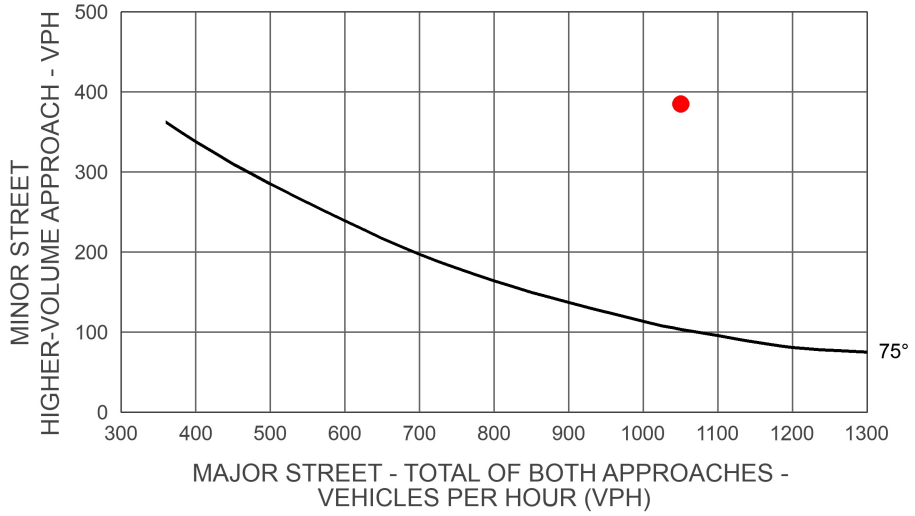
Intersection 3
Rd 108 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

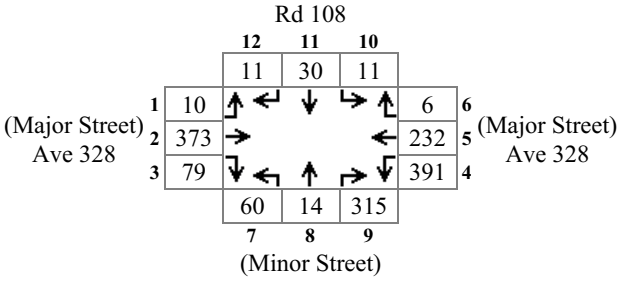


Major Total: 1050
Minor High Volume: 385

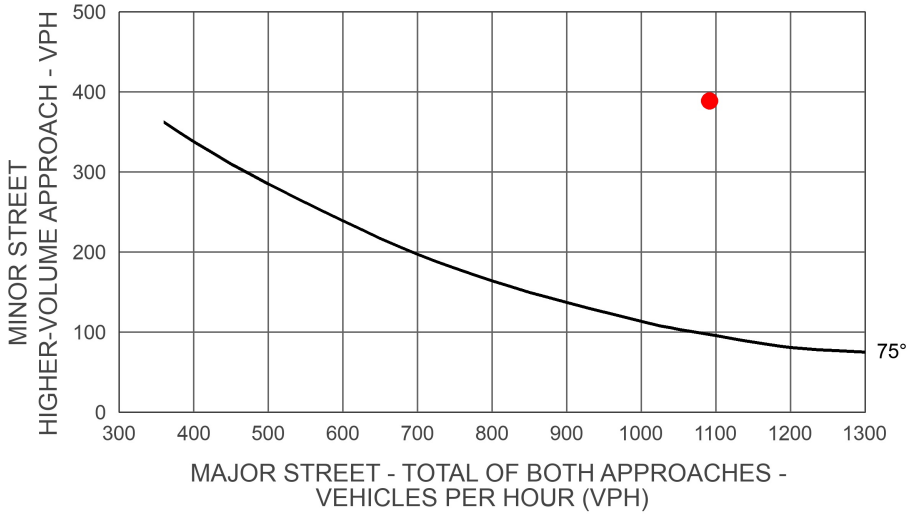


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 3

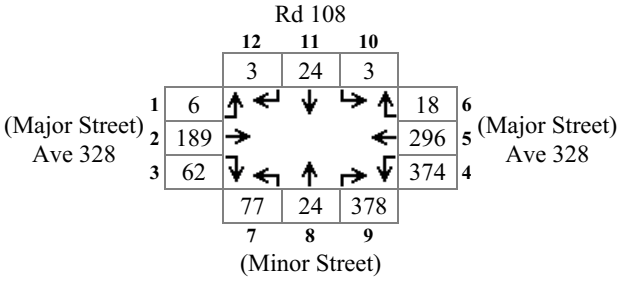


Major Total: 1091
Minor High Volume: 389

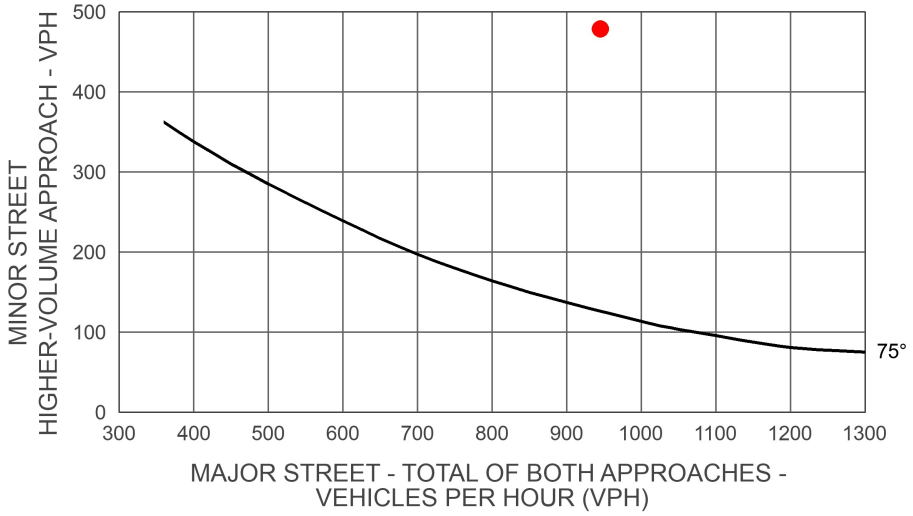


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

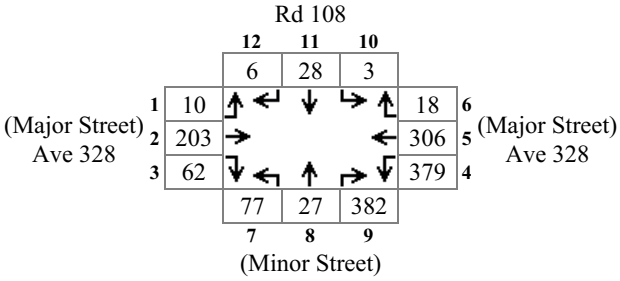


Major Total: 945
Minor High Volume: 479

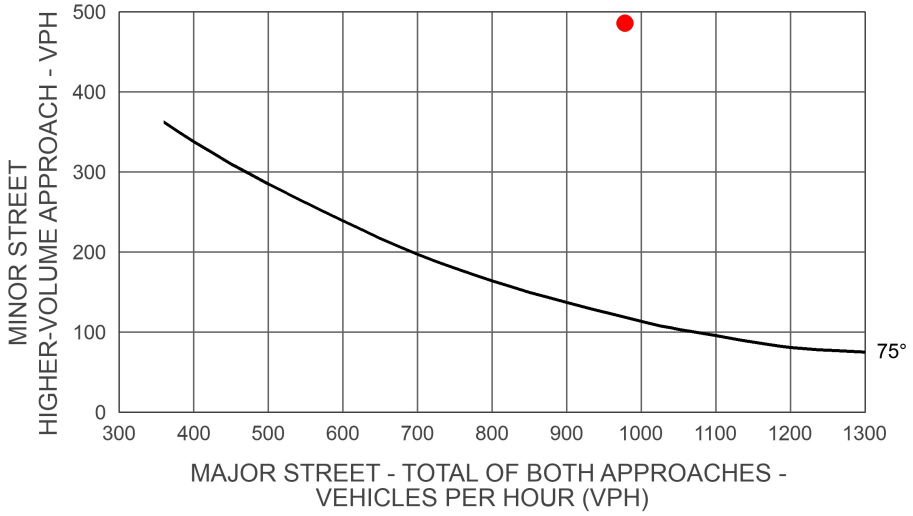


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 3



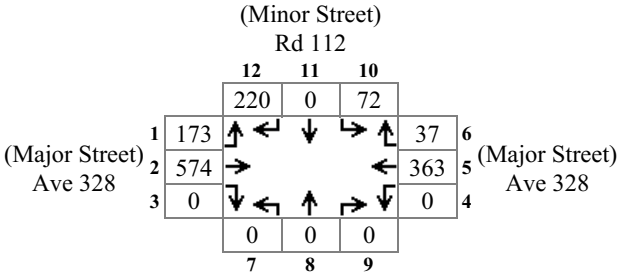
Major Total: 978
Minor High Volume: 486



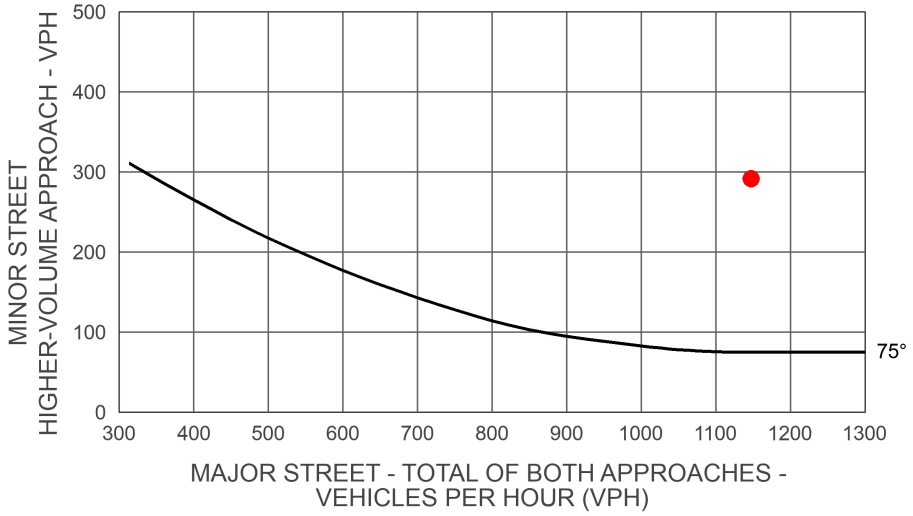
Intersection 4
Rd 112 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 4



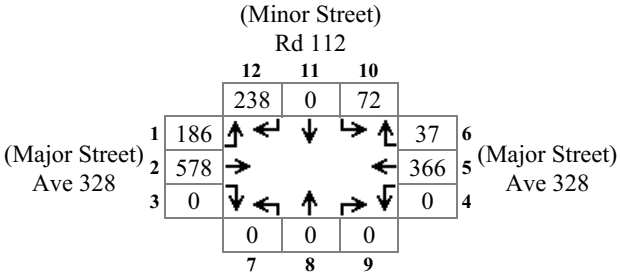
Major Total: 1147
Minor High Volume: 292



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

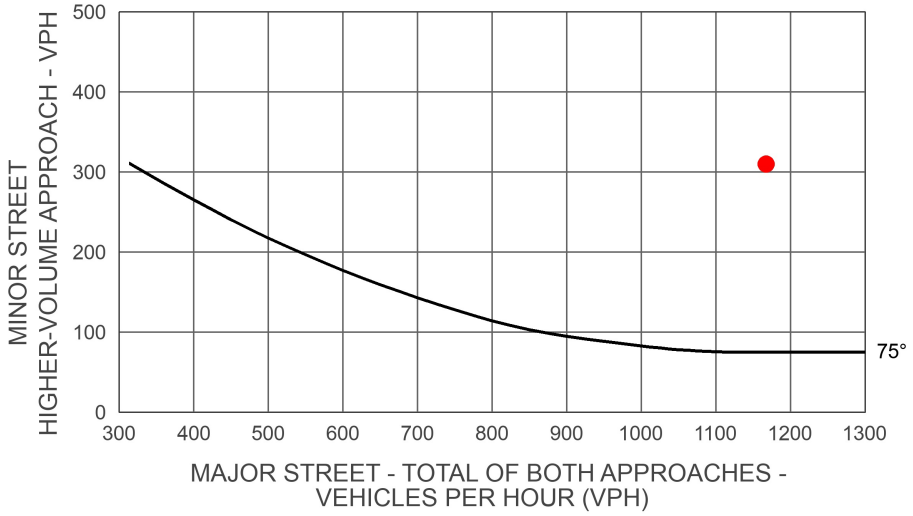
Scenario: PM Future+Project Full Buildout

Intersection #: 4



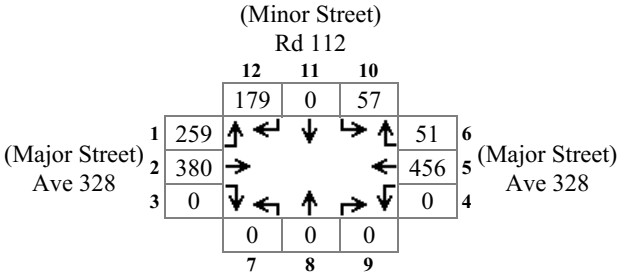
Major Total: 1167

Minor High Volume: 310

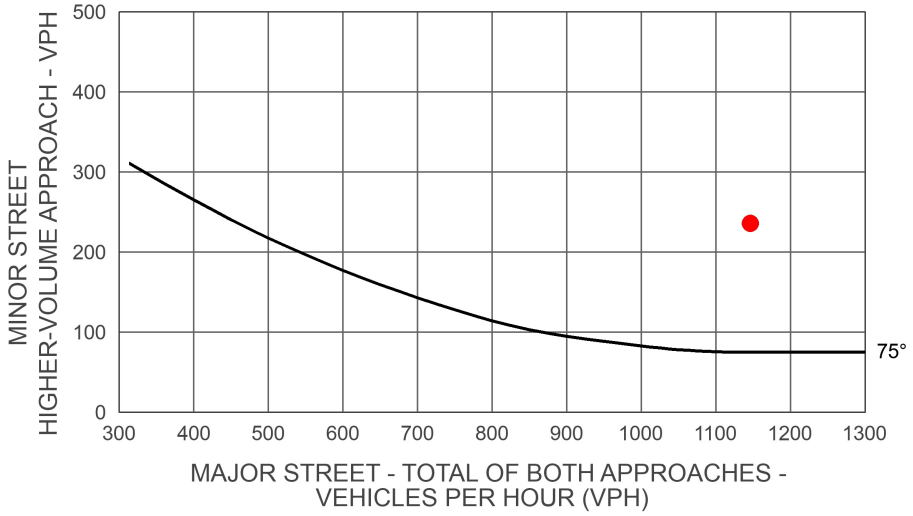


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 4



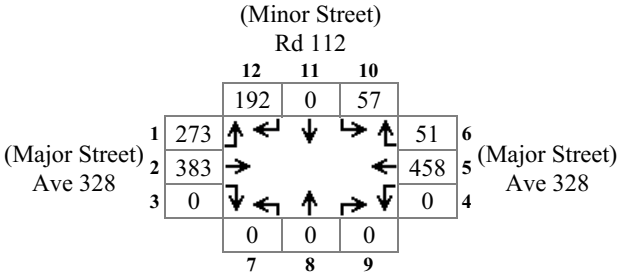
Major Total: 1146
Minor High Volume: 236



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

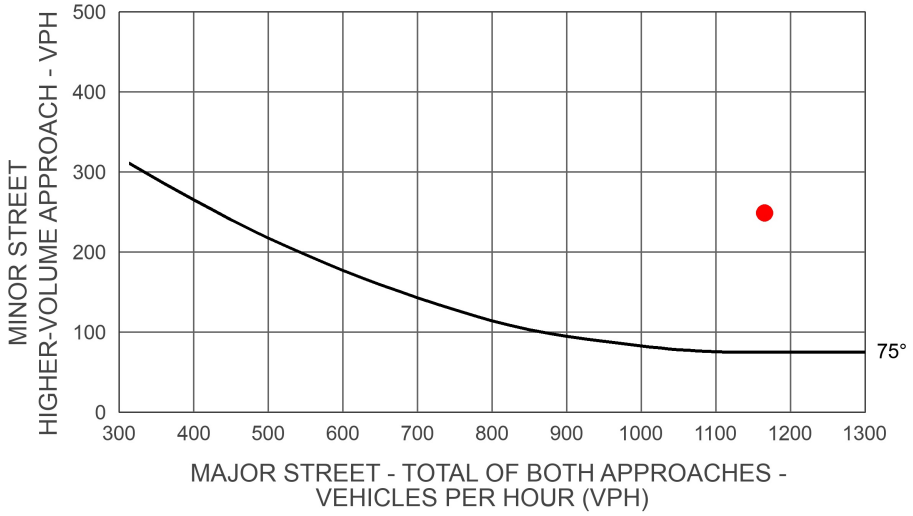
Scenario: AM Future+Project Full Buildout

Intersection #: 4



Major Total: 1165

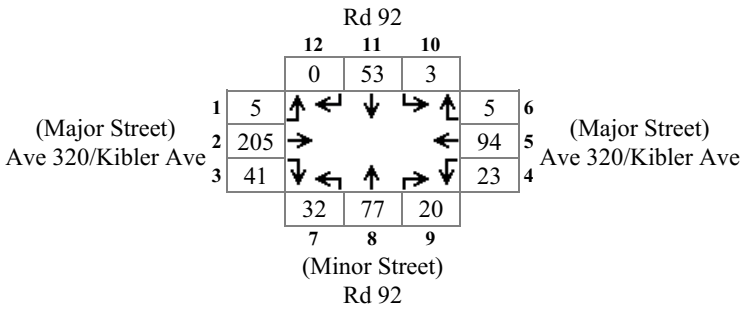
Minor High Volume: 249



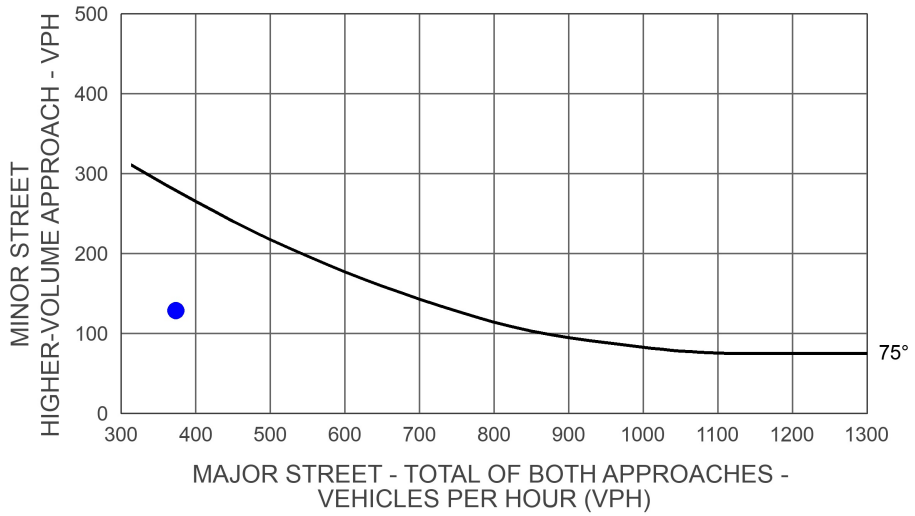
Intersection 8
Rd 92 & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 8

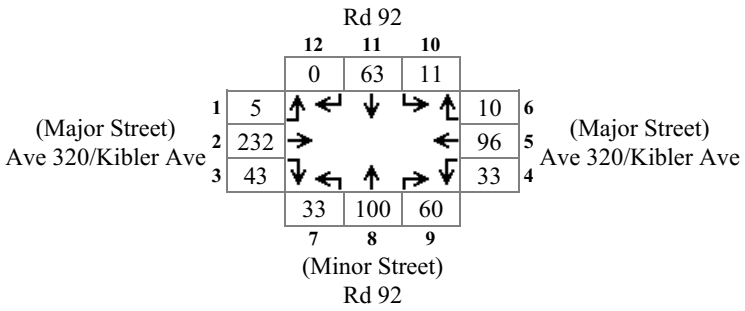


Major Total: 373
Minor High Volume: 129

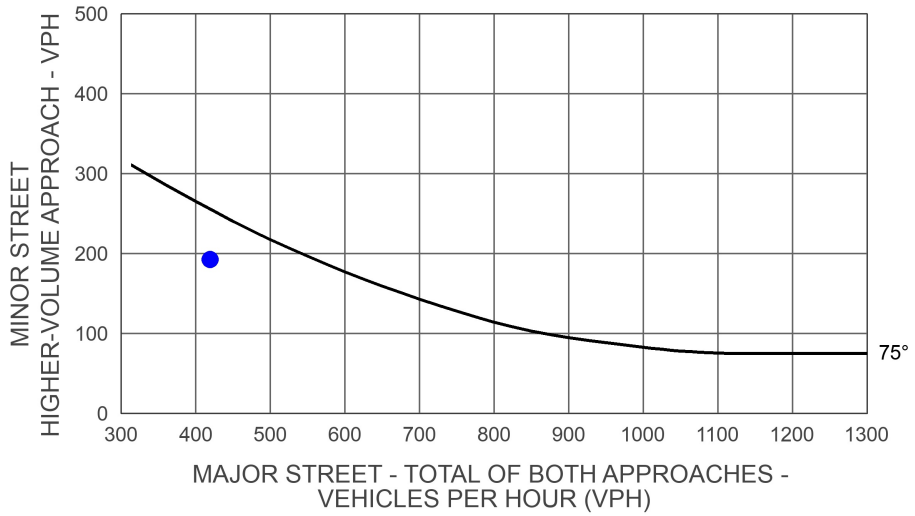


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 8

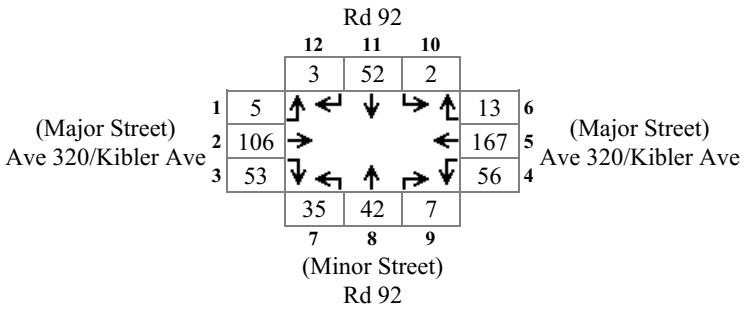


Major Total: 419
Minor High Volume: 193

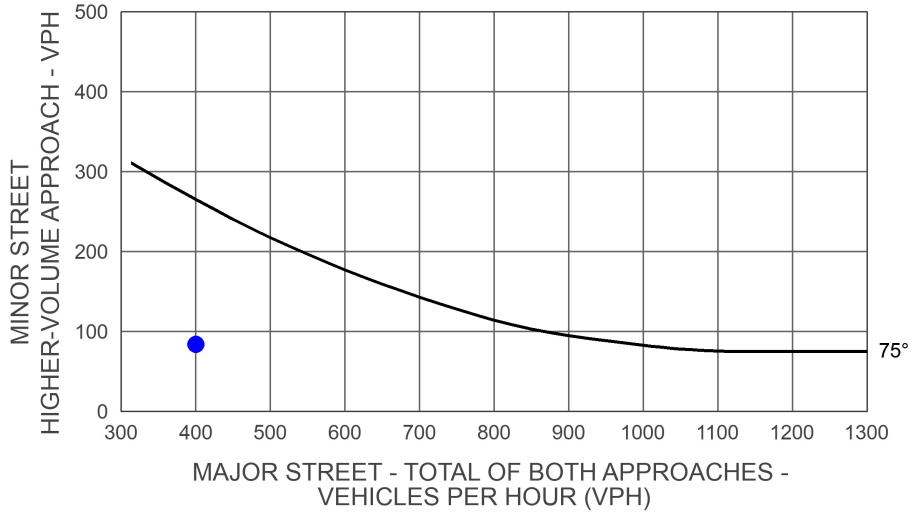


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 8

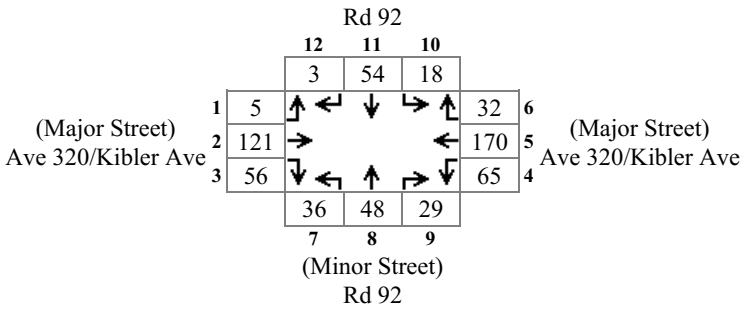


Major Total: 400
Minor High Volume: 84

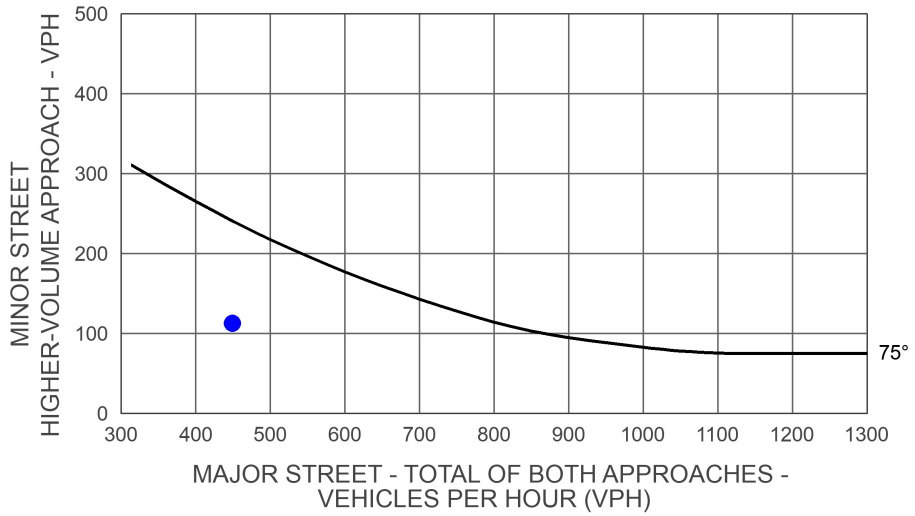


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 8



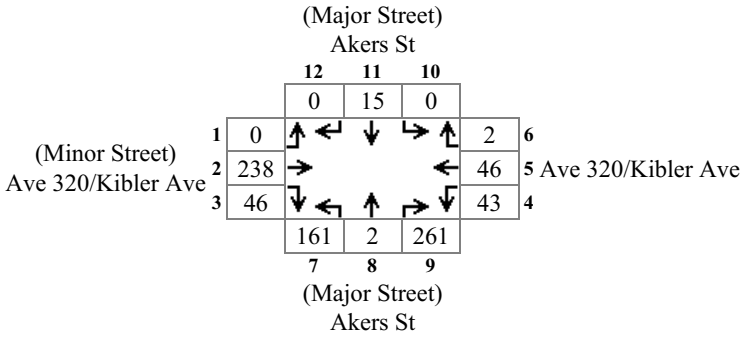
Major Total: 449
Minor High Volume: 113



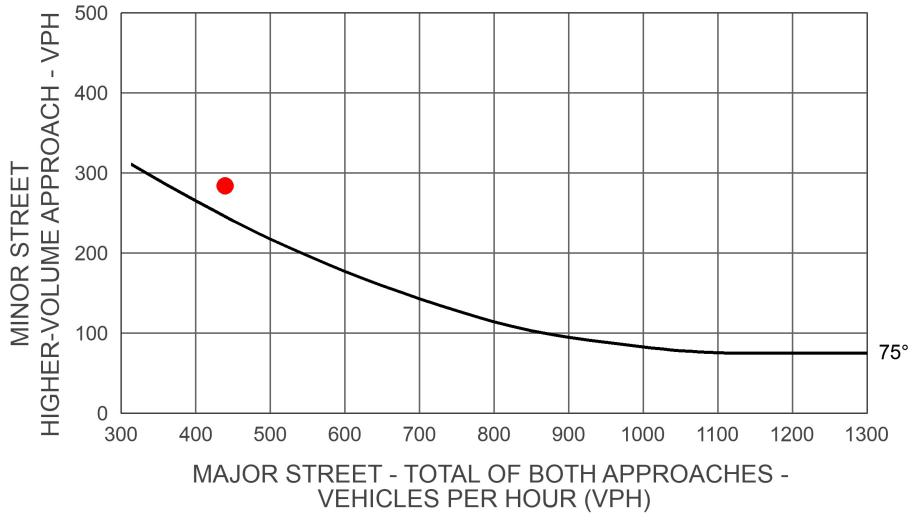
Intersection 12
Akers St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 12

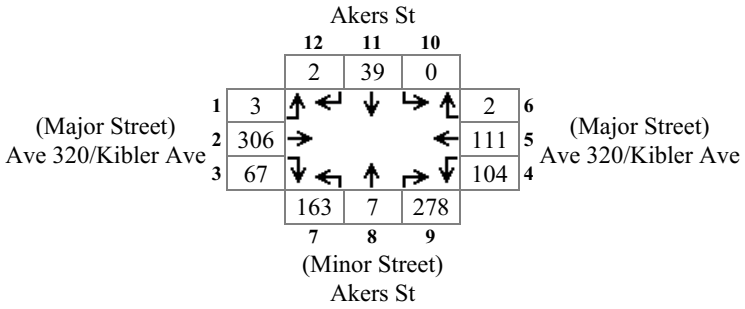


Major Total: 439
Minor High Volume: 284

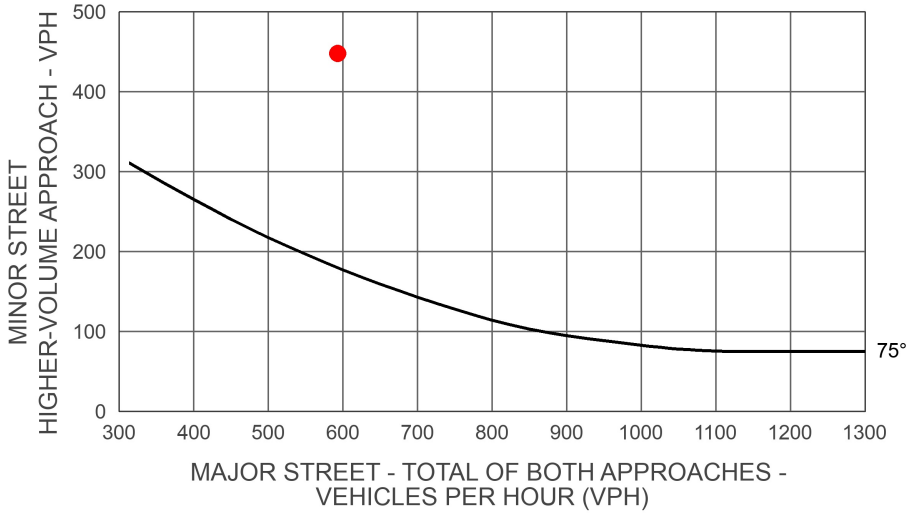


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 12

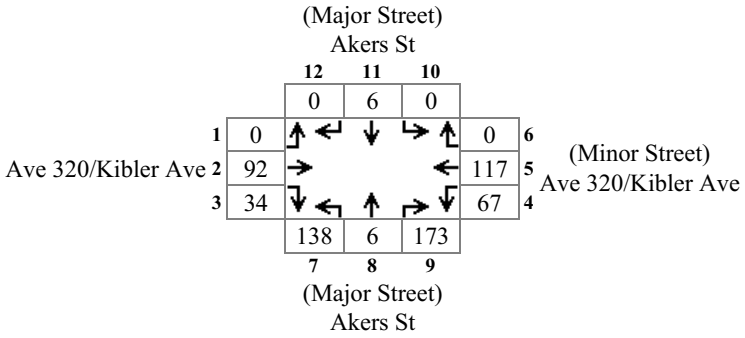


Major Total: 593
Minor High Volume: 448

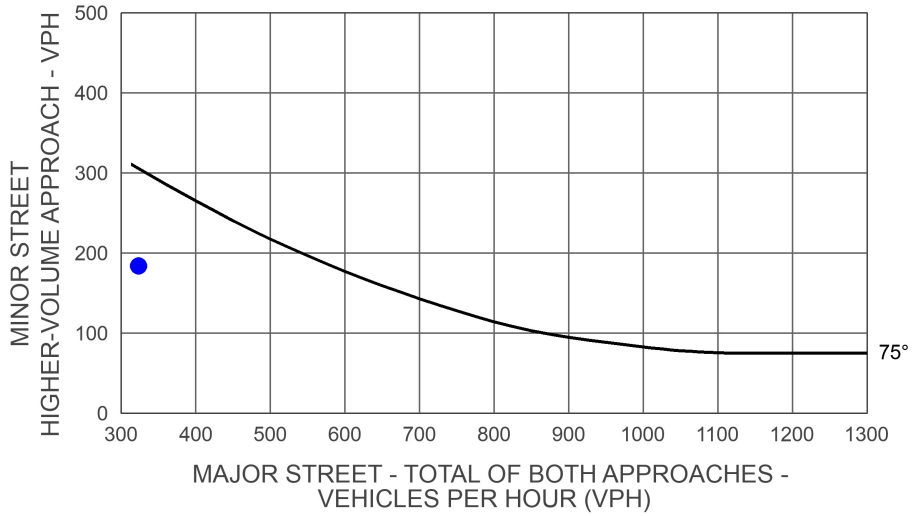


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 12

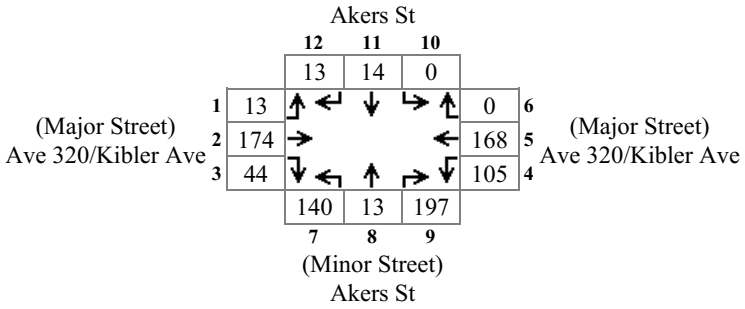


Major Total: 323
Minor High Volume: 184

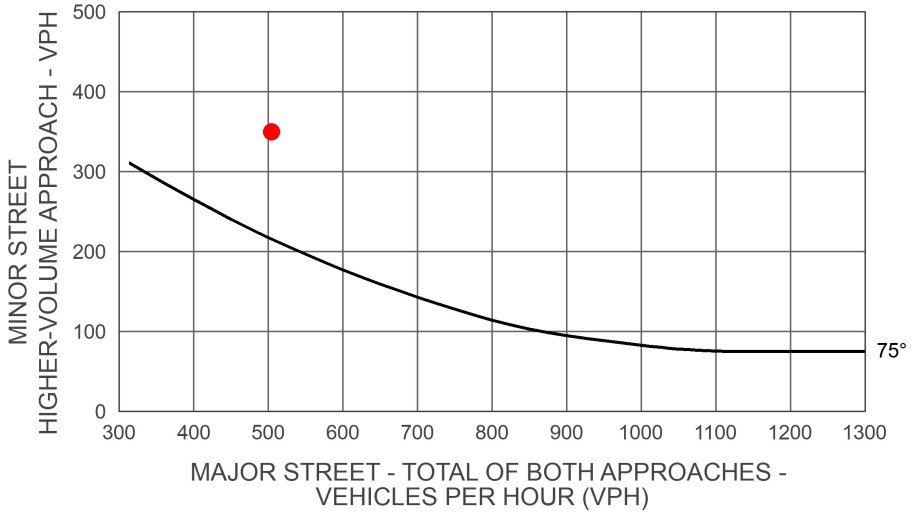


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 12



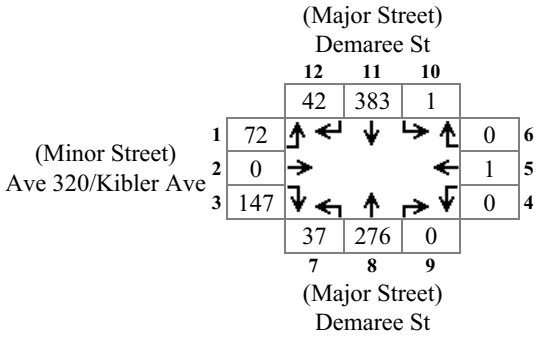
Major Total: 504
Minor High Volume: 350



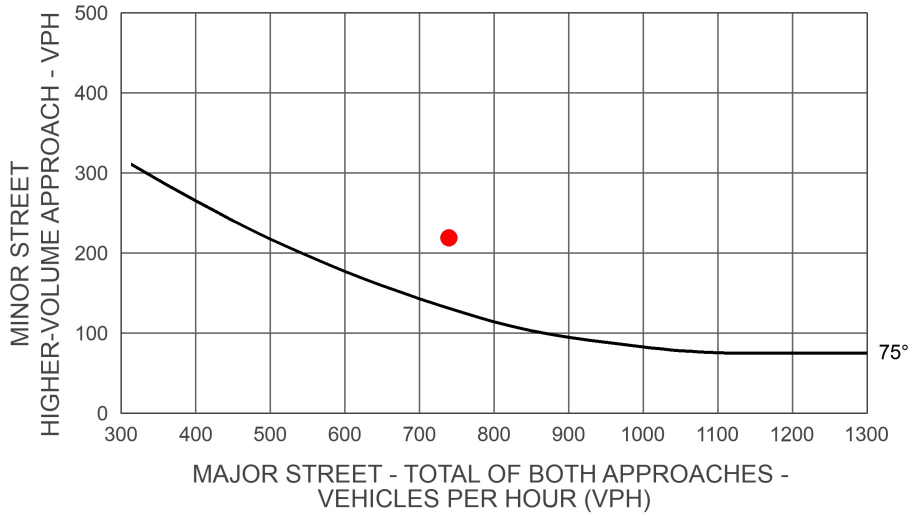
Intersection 13
Demaree St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 13

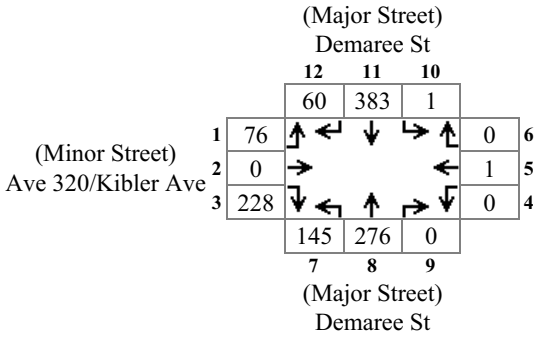


Major Total: 739
Minor High Volume: 219

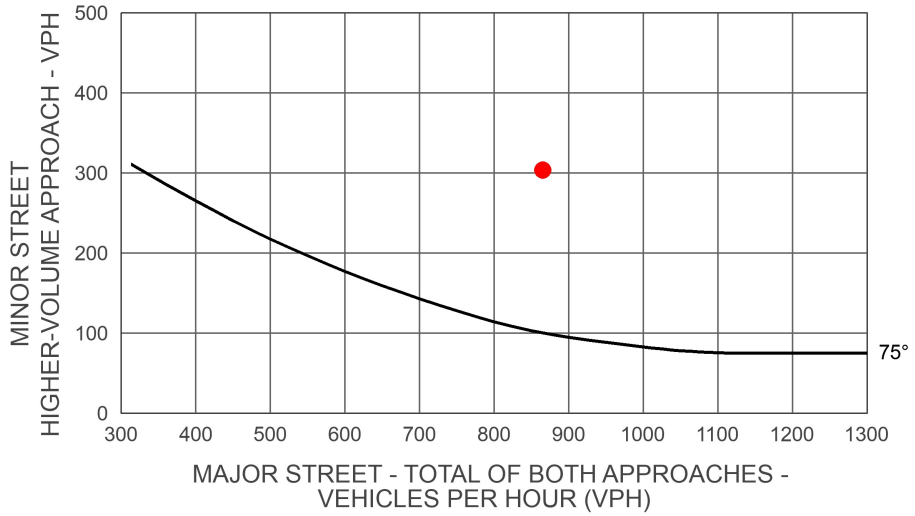


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 13

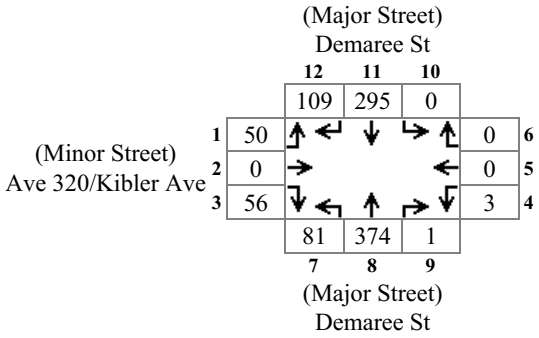


Major Total: 865
Minor High Volume: 304

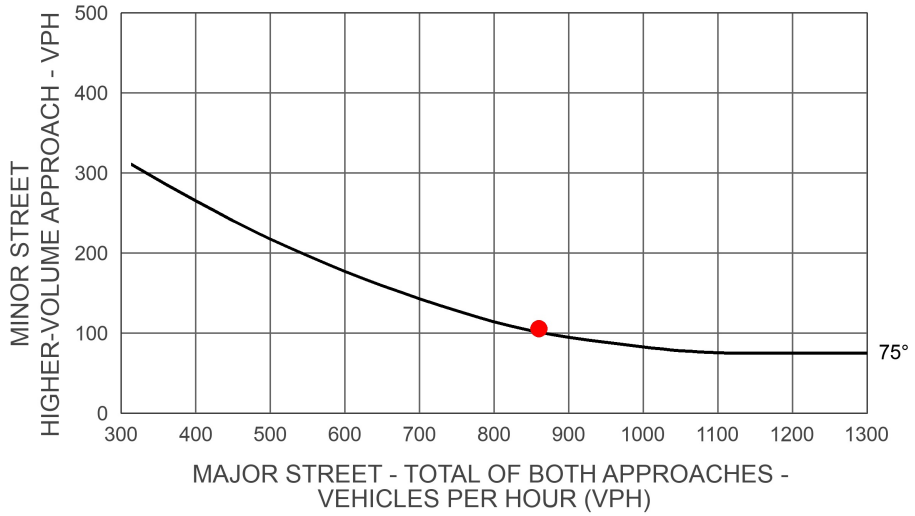


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 13

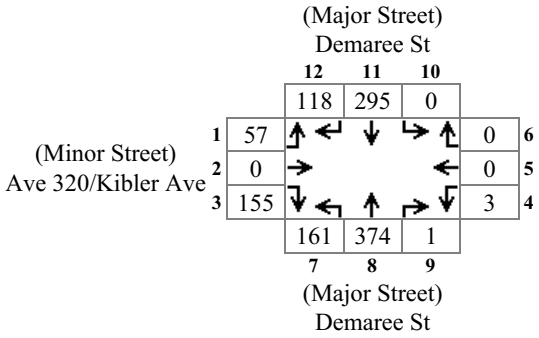


Major Total: 860
Minor High Volume: 106

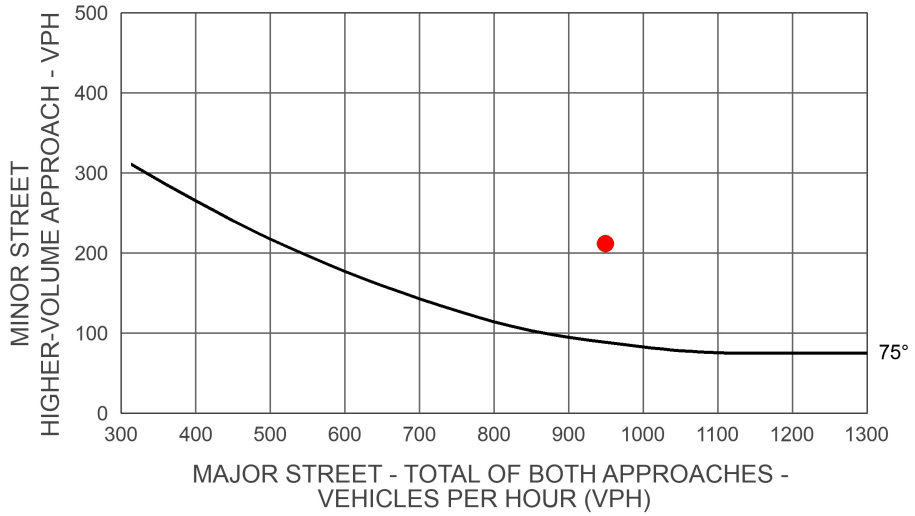


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 13



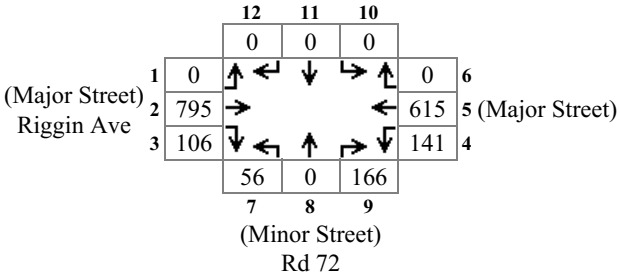
Major Total: 949
Minor High Volume: 212



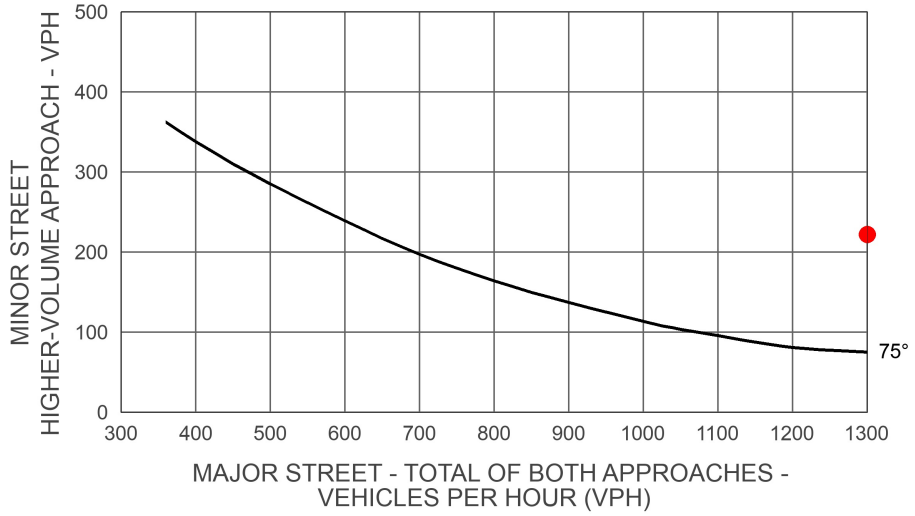
Intersection 33
Rd 72 & Riggin Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 33

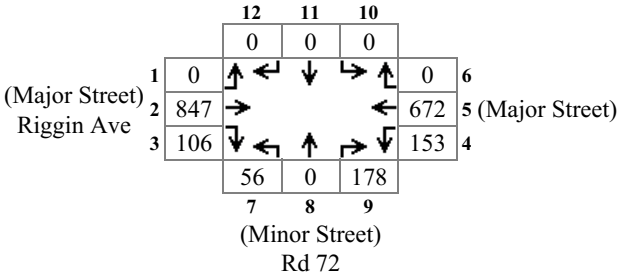


Major Total: 1657
Minor High Volume: 222

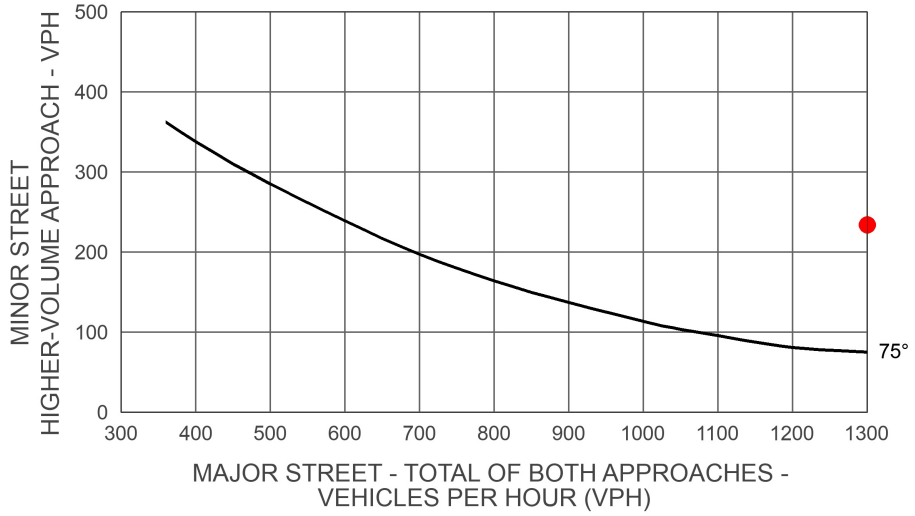


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 33

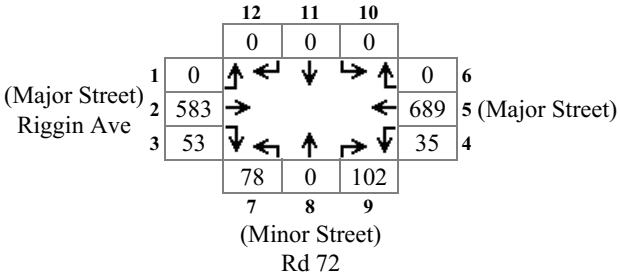


Major Total: 1778
Minor High Volume: 234

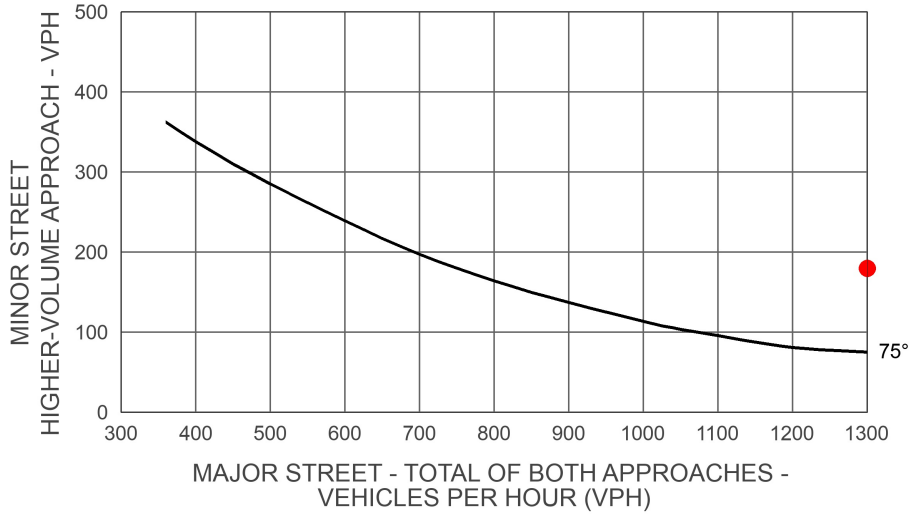


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 33

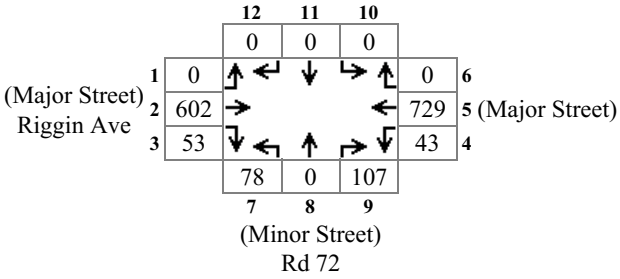


Major Total: 1360
Minor High Volume: 180

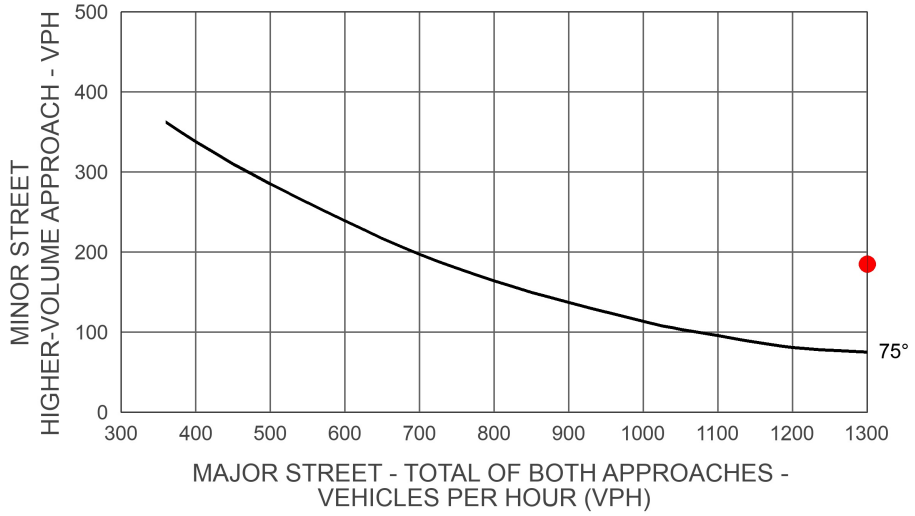


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 33



Major Total: 1427
Minor High Volume: 185

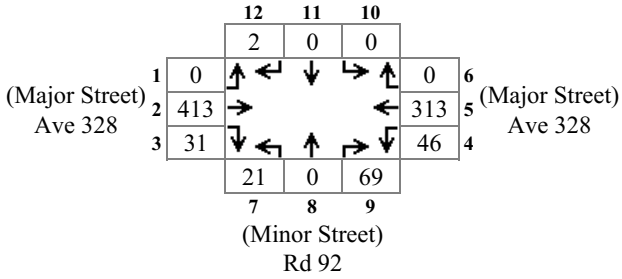


2043

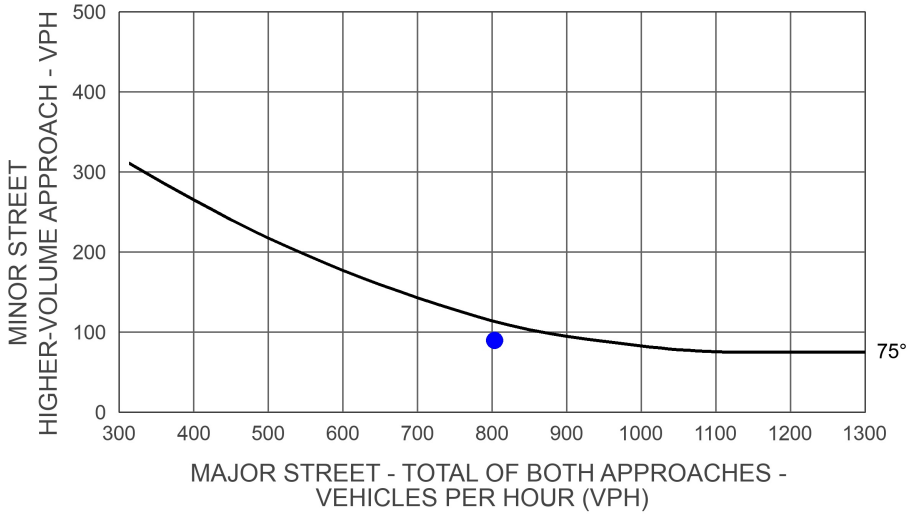
Intersection 2
Rd 92 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

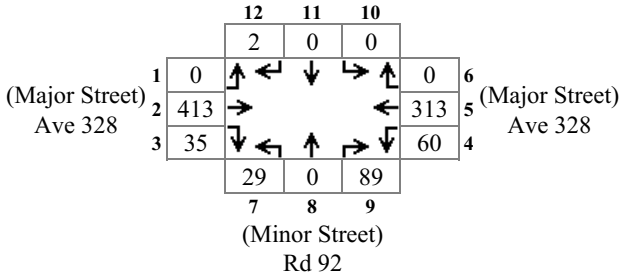


Major Total: 803
Minor High Volume: 90

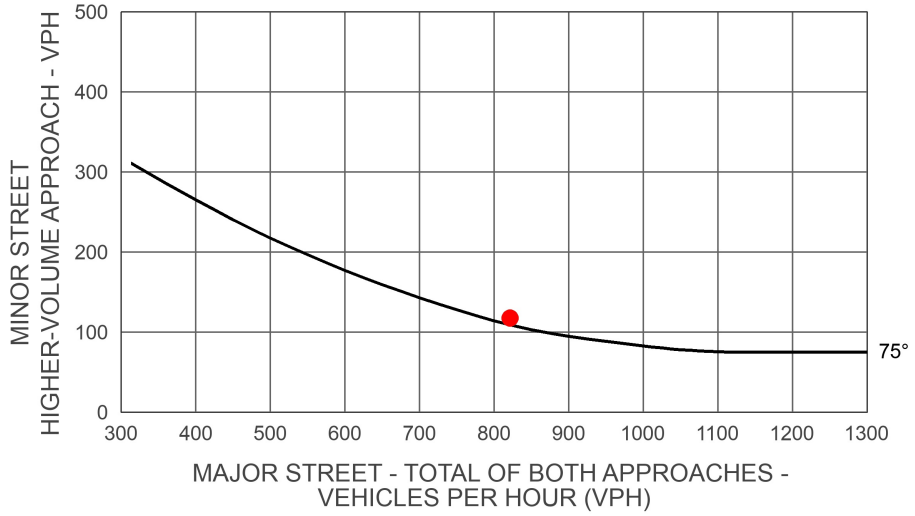


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 2

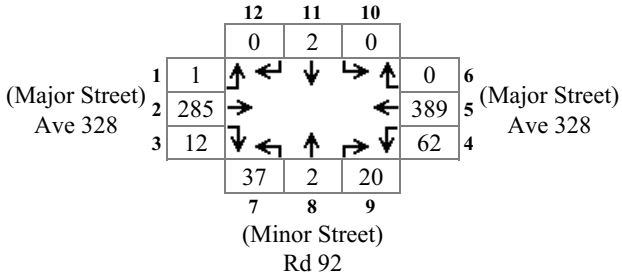


Major Total: 821
Minor High Volume: 118

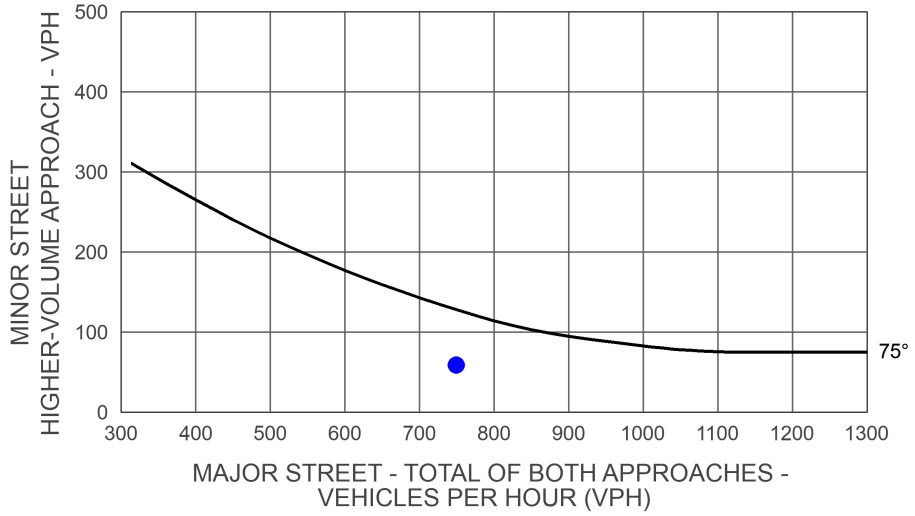


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

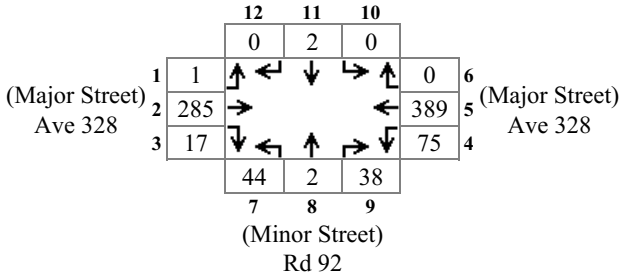


Major Total: 749
Minor High Volume: 59

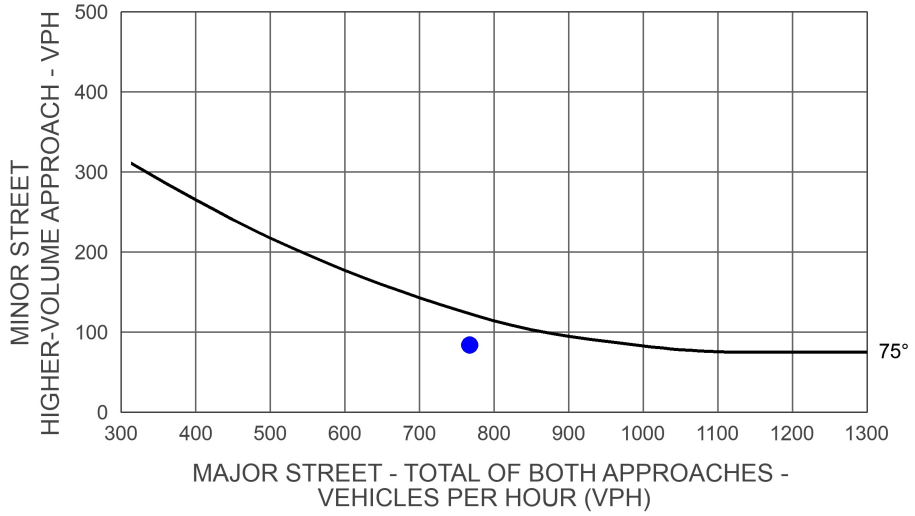


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 2



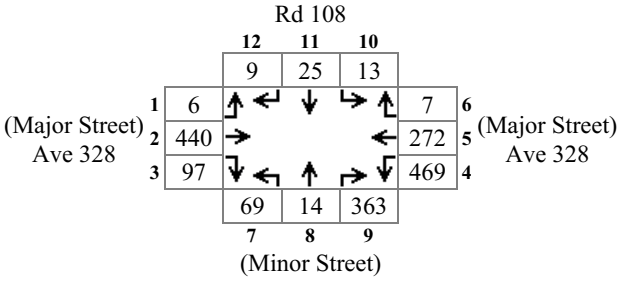
Major Total: 767
Minor High Volume: 84



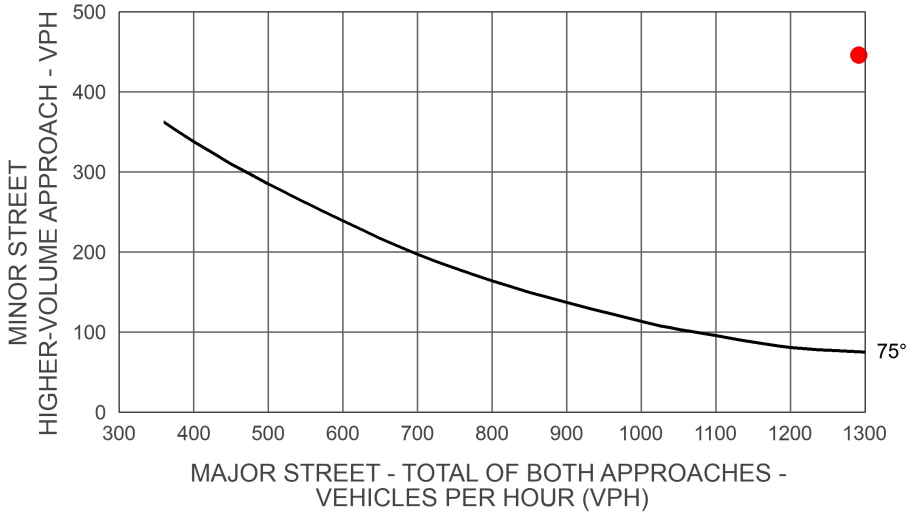
Intersection 3
Rd 108 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

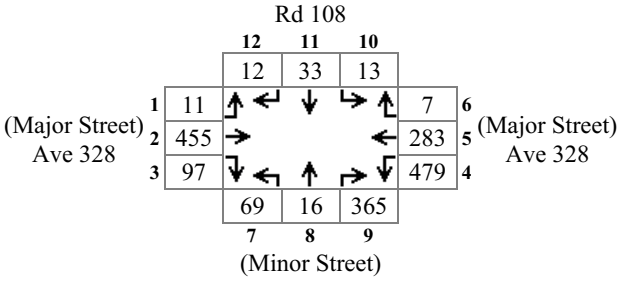


Major Total: 1291
Minor High Volume: 446

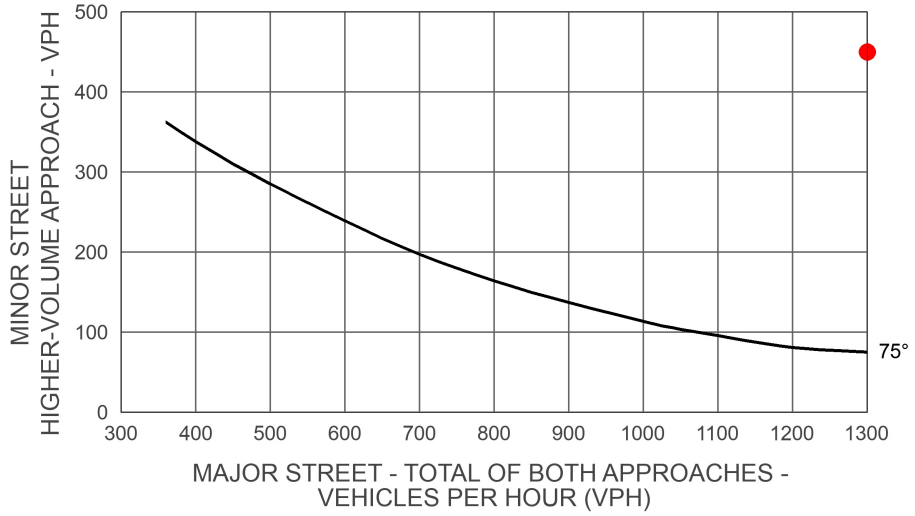


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 3

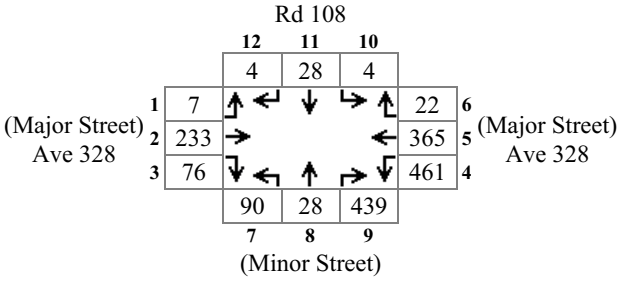


Major Total: 1332
Minor High Volume: 450

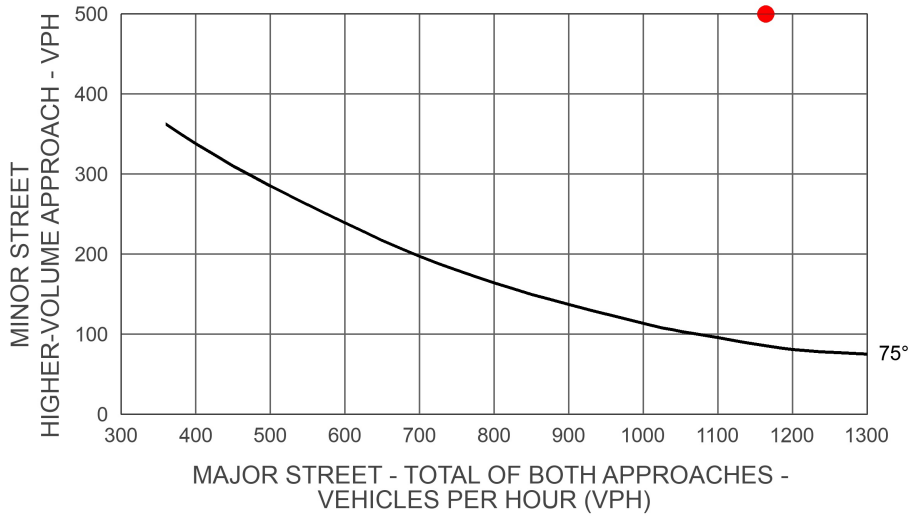


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3



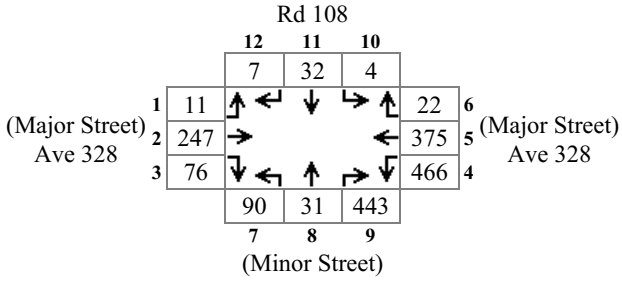
Major Total: 1164
Minor High Volume: 557



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

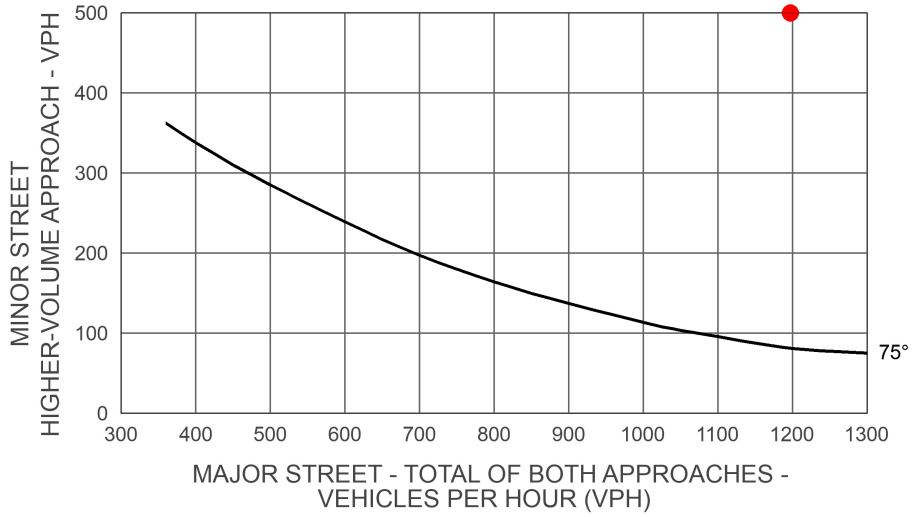
Scenario: AM Future+Project Full Buildout

Intersection #: 3



Major Total: 1197

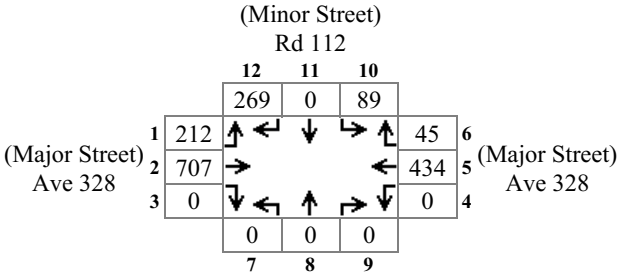
Minor High Volume: 564



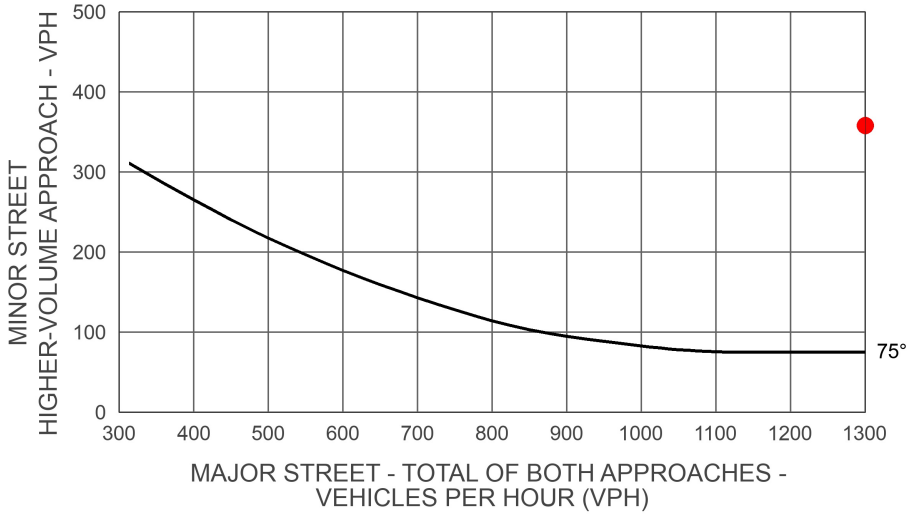
Intersection 4
Rd 112 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 4



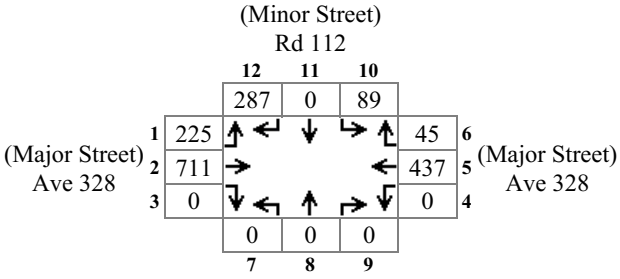
Major Total: 1398
Minor High Volume: 358



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

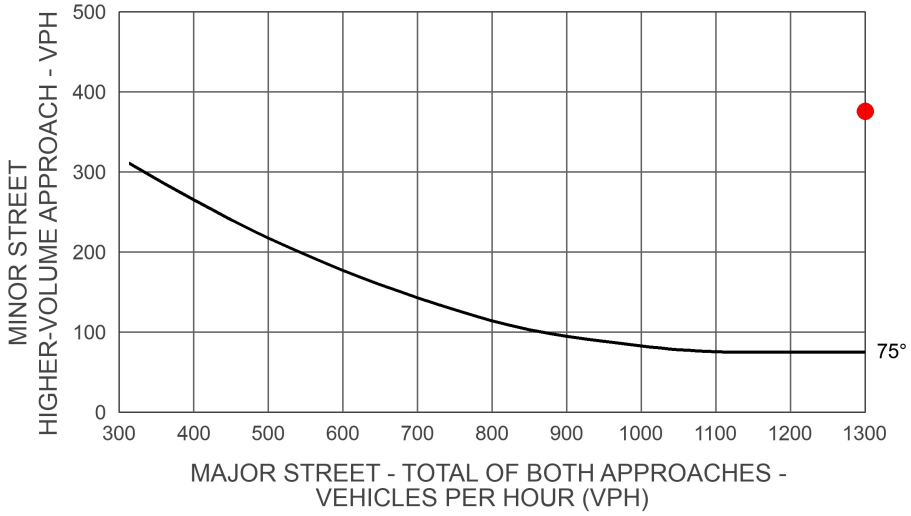
Scenario: PM Future+Project Full Buildout

Intersection #: 4



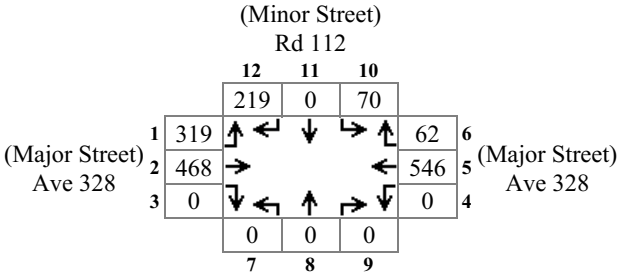
Major Total: 1418

Minor High Volume: 376

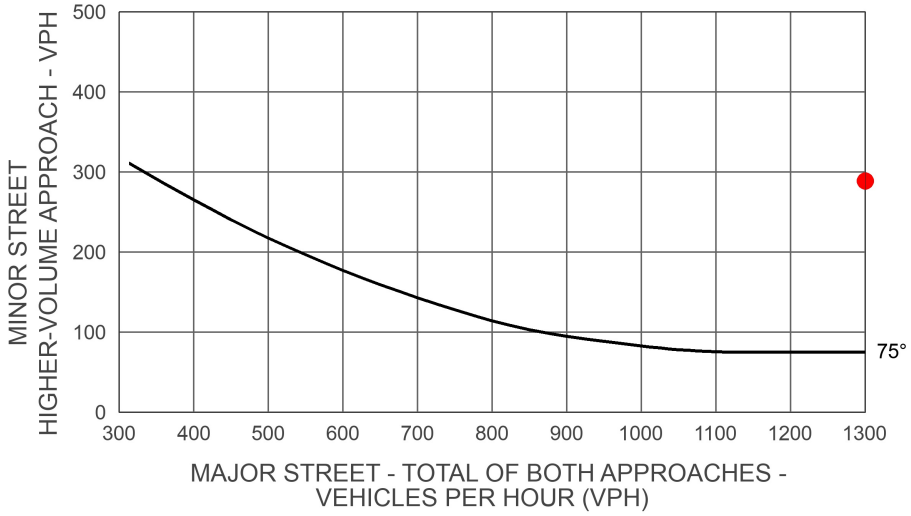


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 4



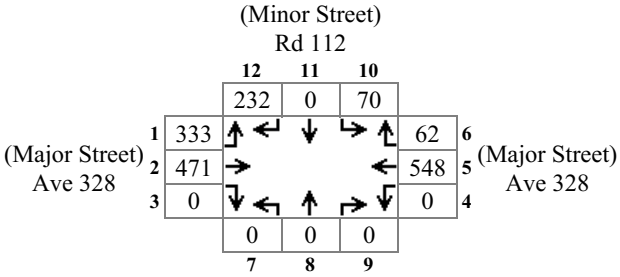
Major Total: 1395
Minor High Volume: 289



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

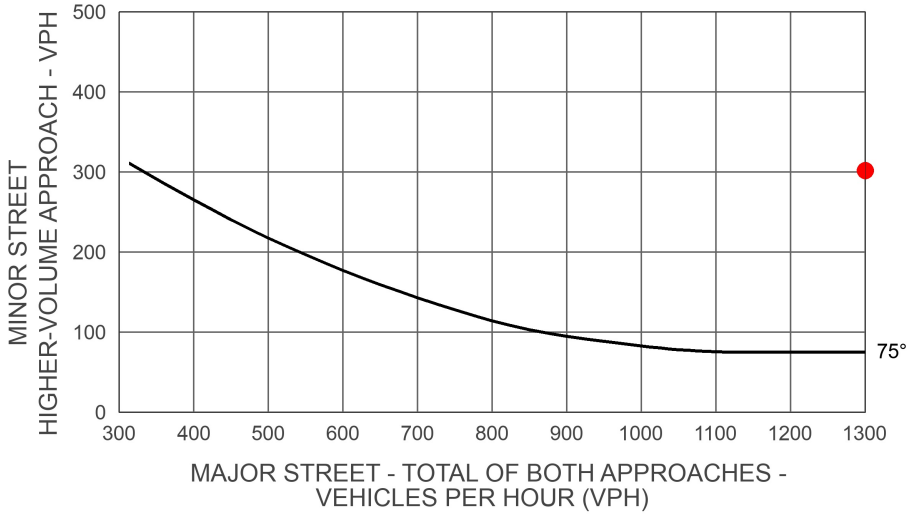
Scenario: AM Future+Project Full Buildout

Intersection #: 4



Major Total: 1414

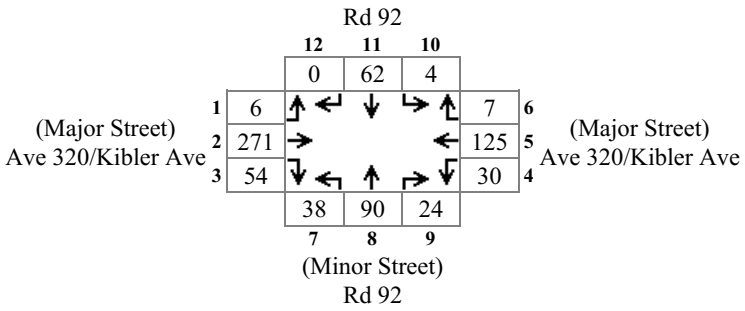
Minor High Volume: 302



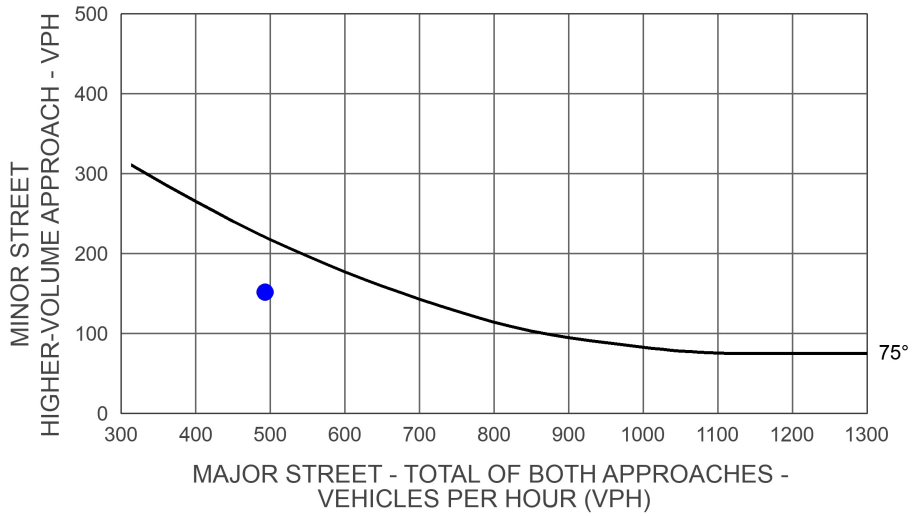
Intersection 8
Rd 92 & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 8

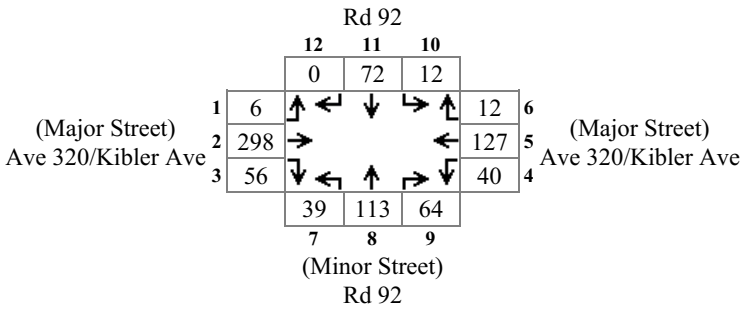


Major Total: 493
Minor High Volume: 152

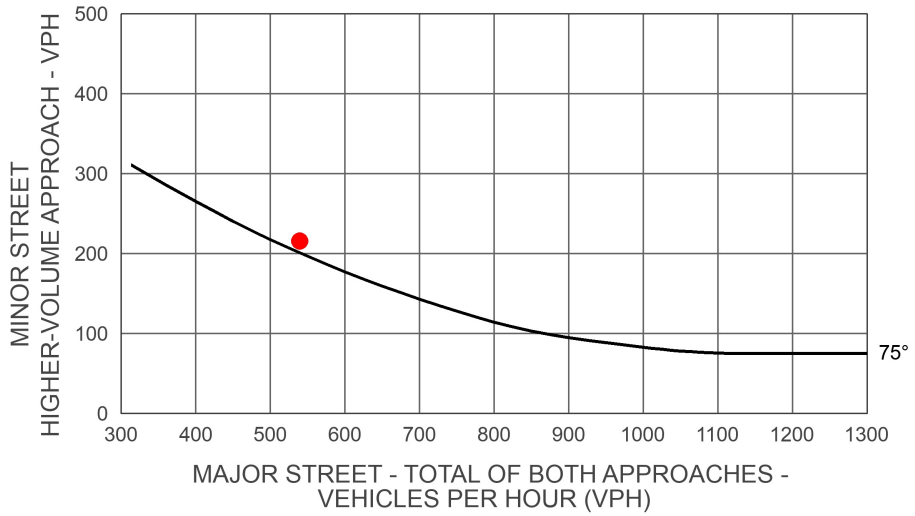


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 8

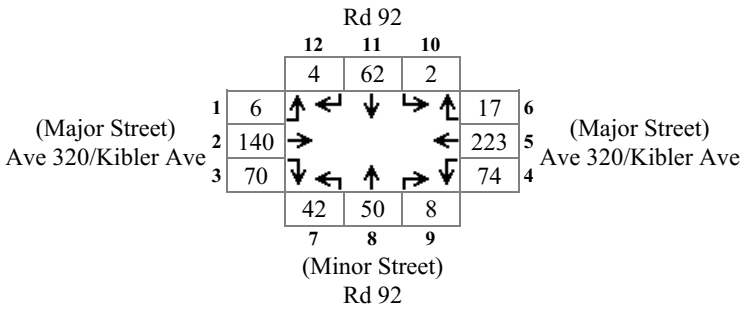


Major Total: 539
Minor High Volume: 216

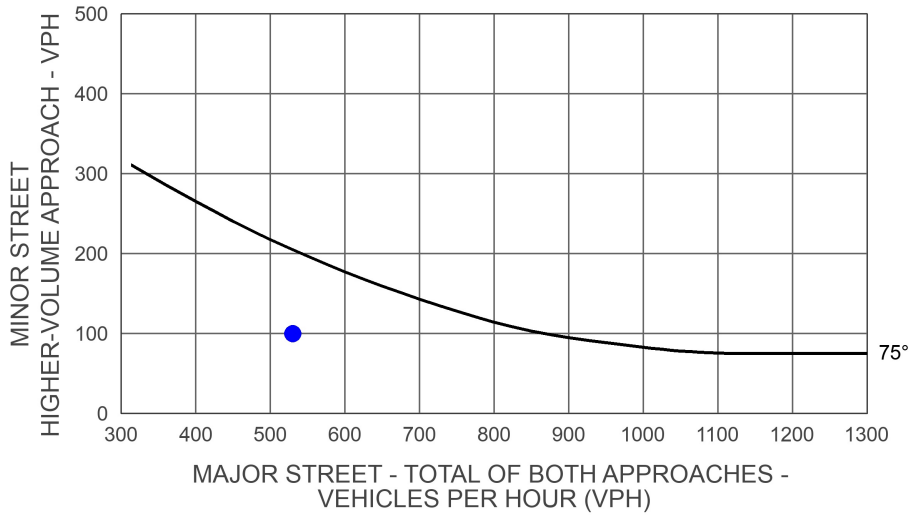


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 8

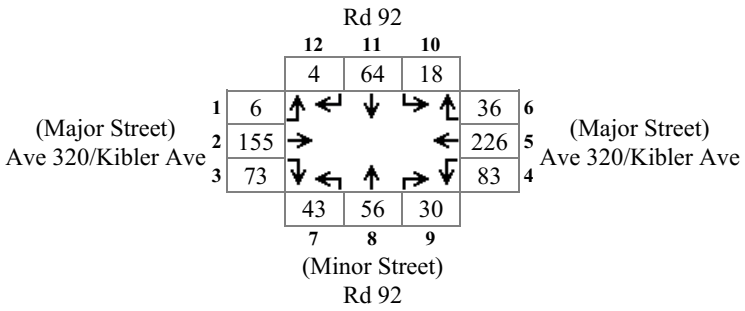


Major Total: 530
Minor High Volume: 100

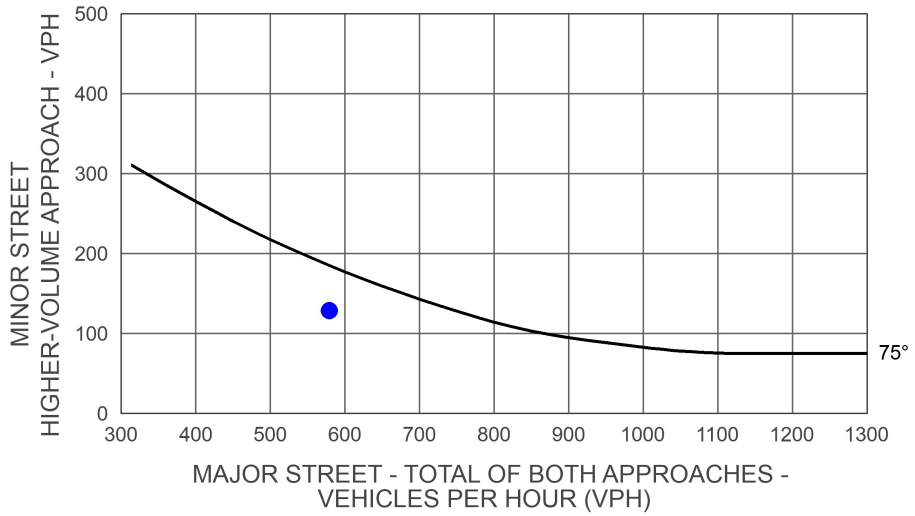


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 8



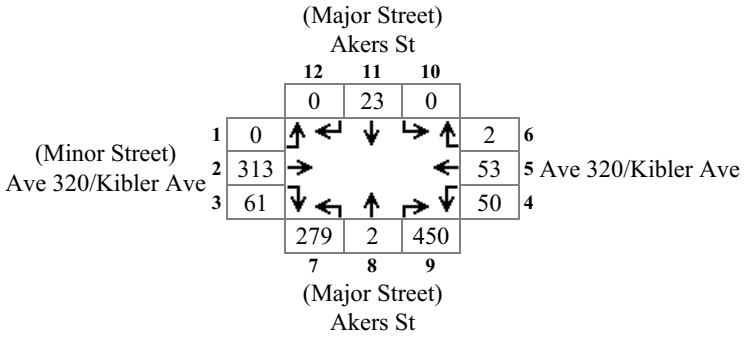
Major Total: 579
Minor High Volume: 129



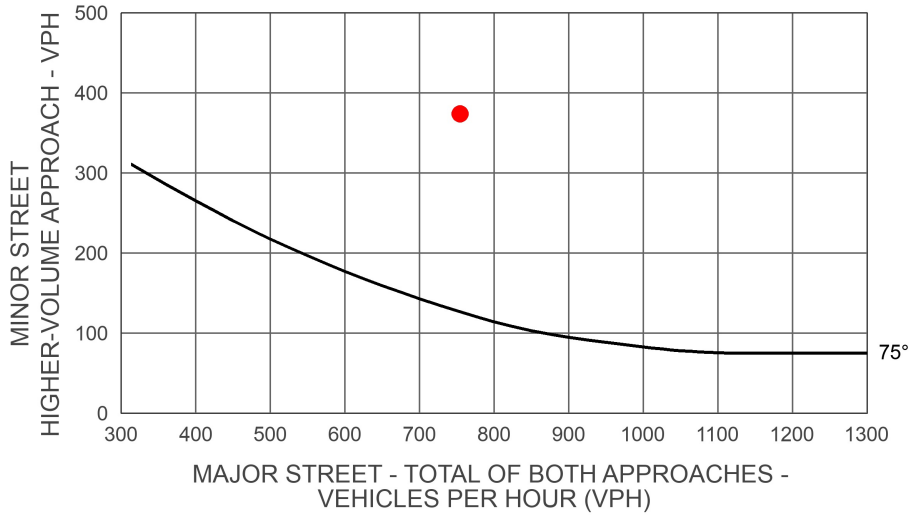
Intersection 12
Akers St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 12

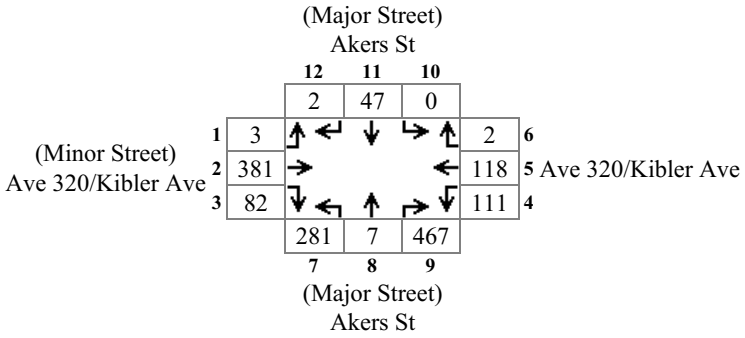


Major Total: 754
Minor High Volume: 374

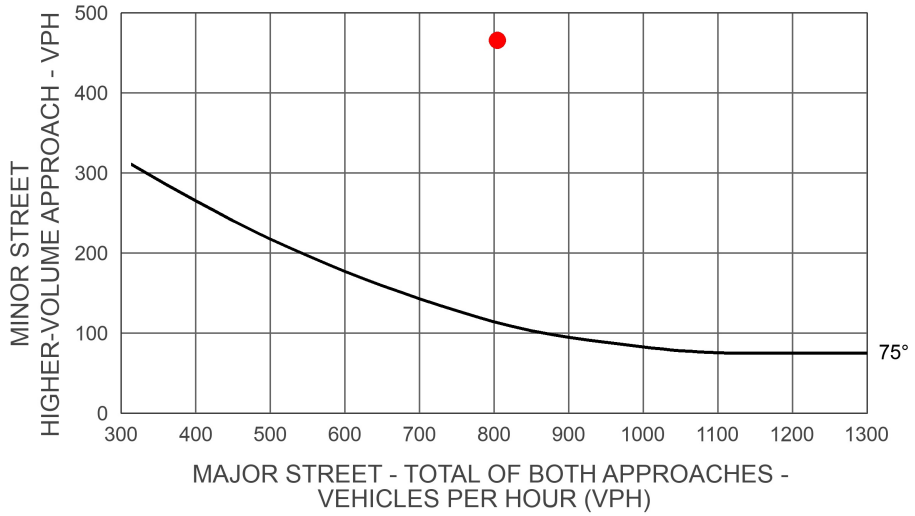


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 12

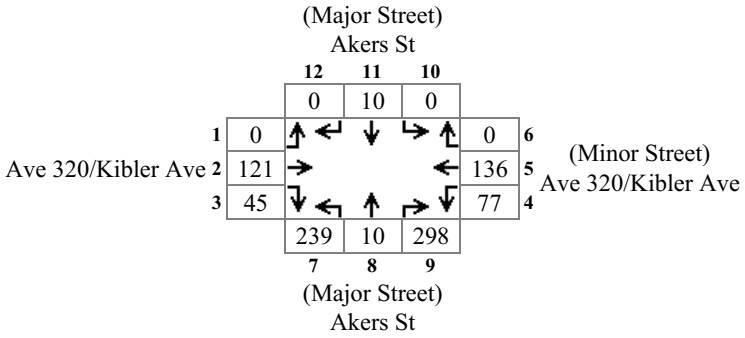


Major Total: 804
Minor High Volume: 466

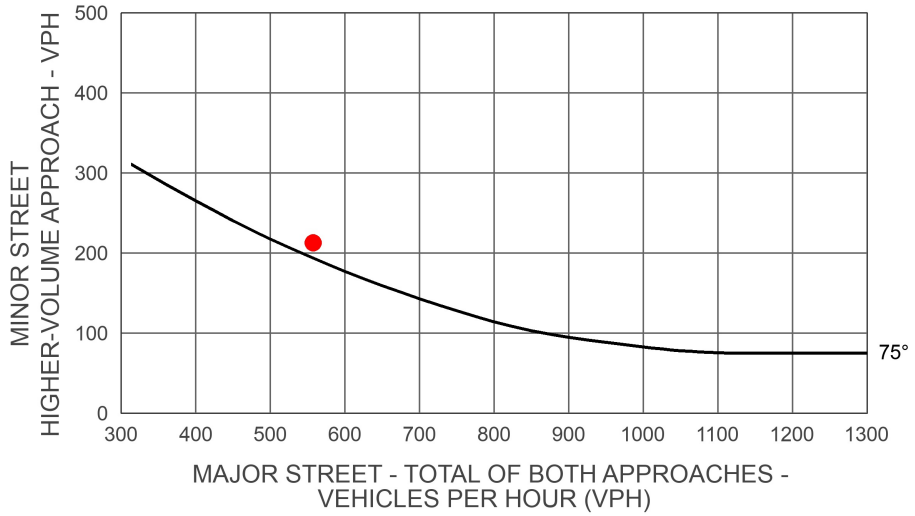


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 12

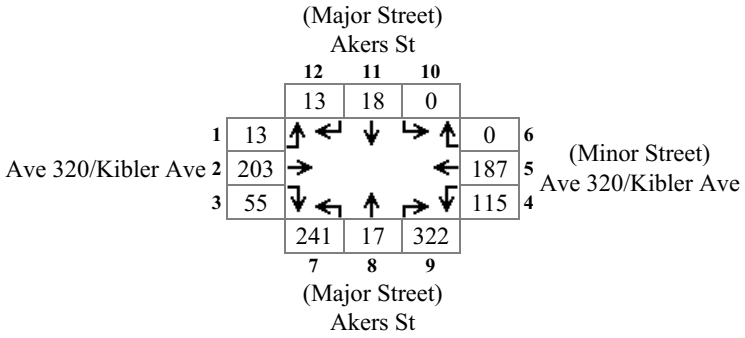


Major Total: 557
Minor High Volume: 213

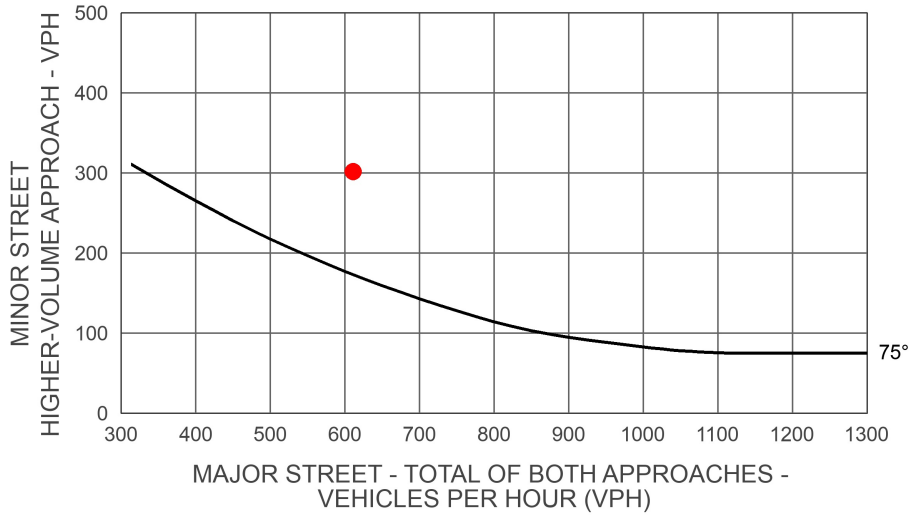


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 12



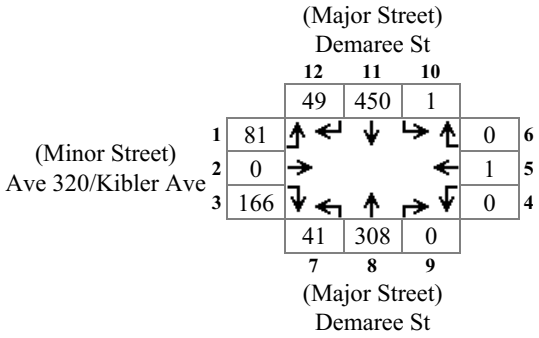
Major Total: 611
Minor High Volume: 302



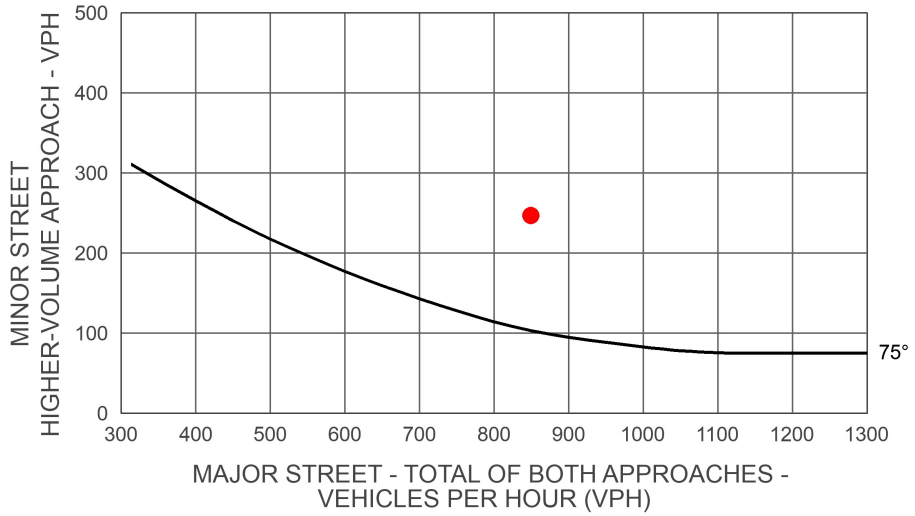
Intersection 13
Demaree St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 13

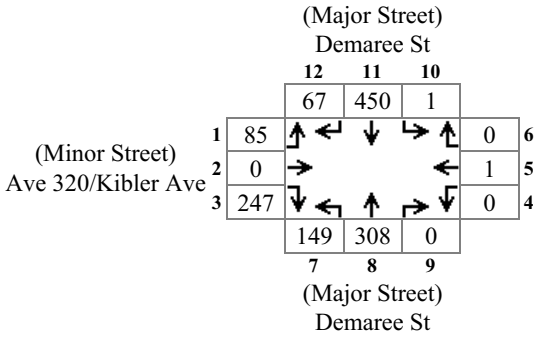


Major Total: 849
Minor High Volume: 247

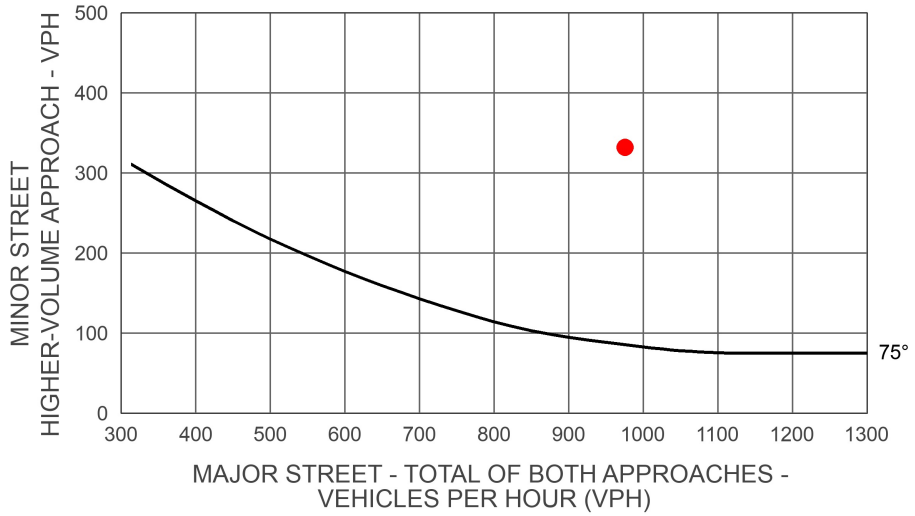


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 13

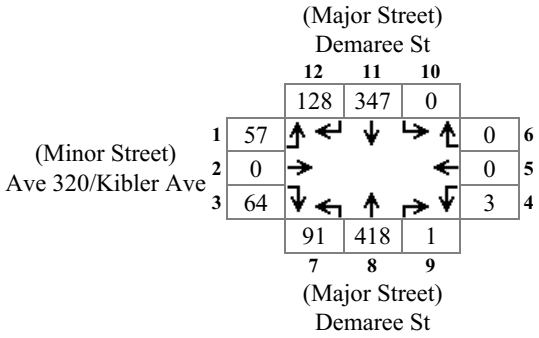


Major Total: 975
Minor High Volume: 332

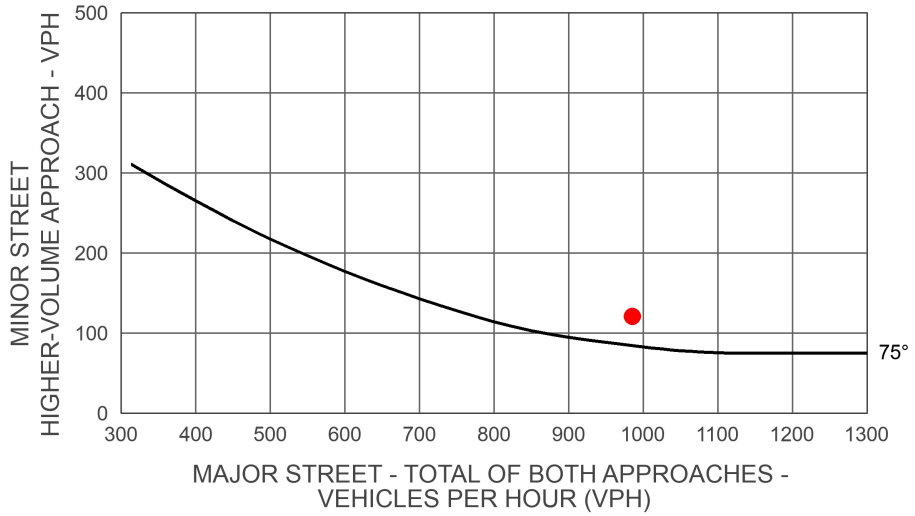


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 13

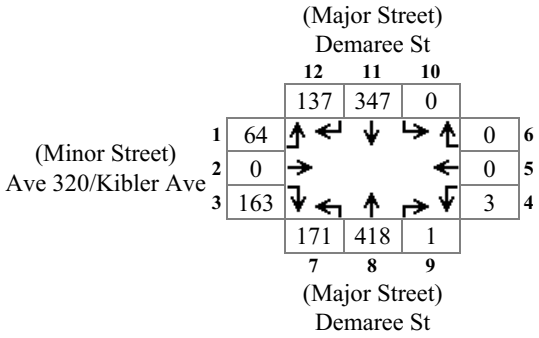


Major Total: 985
Minor High Volume: 121

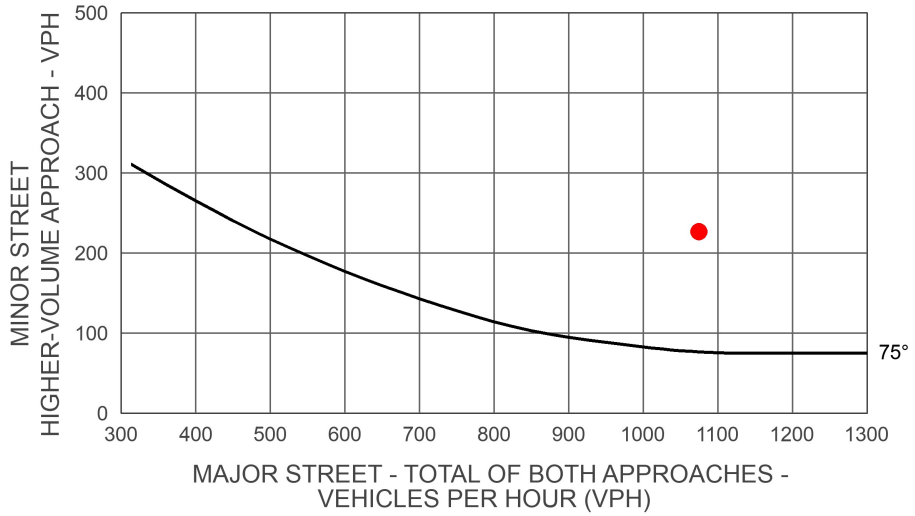


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 13



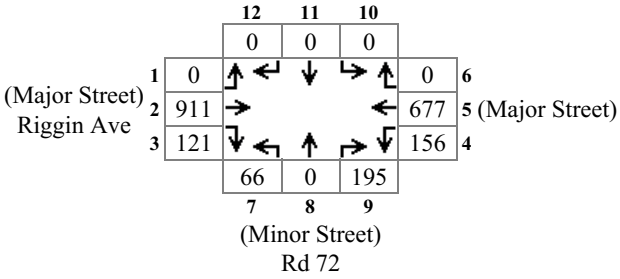
Major Total: 1074
Minor High Volume: 227



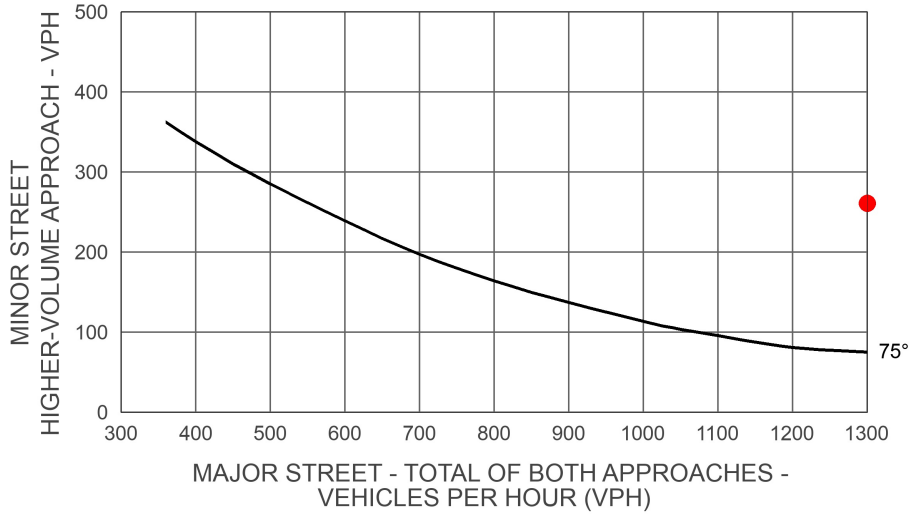
Intersection 33
Rd 72 & Riggin Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 33

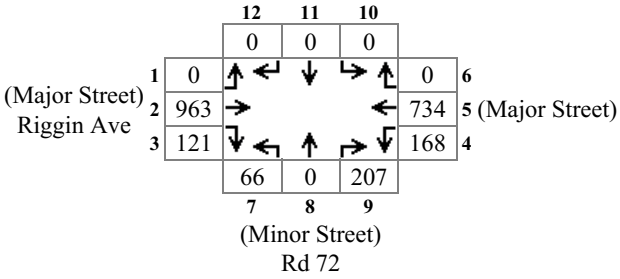


Major Total: 1865
Minor High Volume: 261

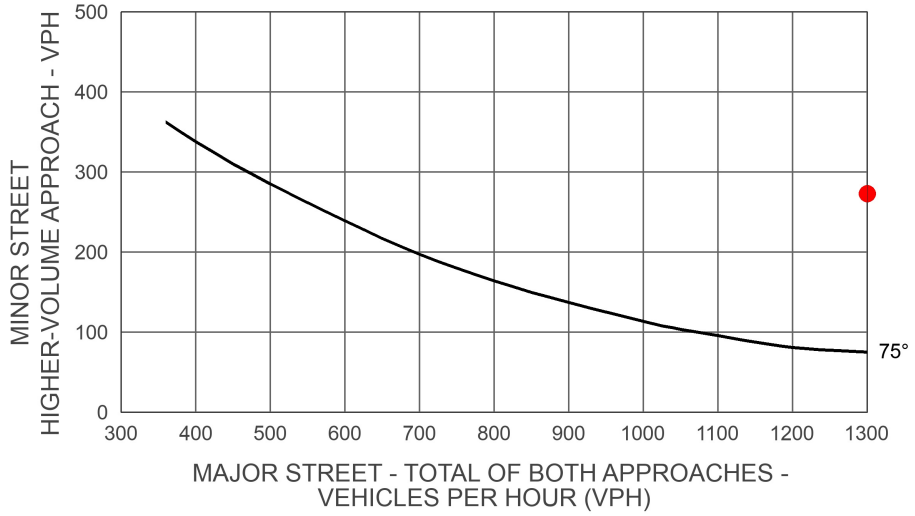


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 33

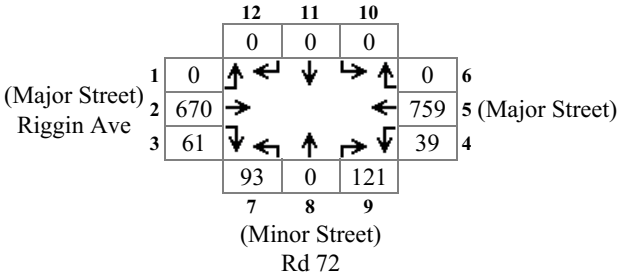


Major Total: 1986
Minor High Volume: 273

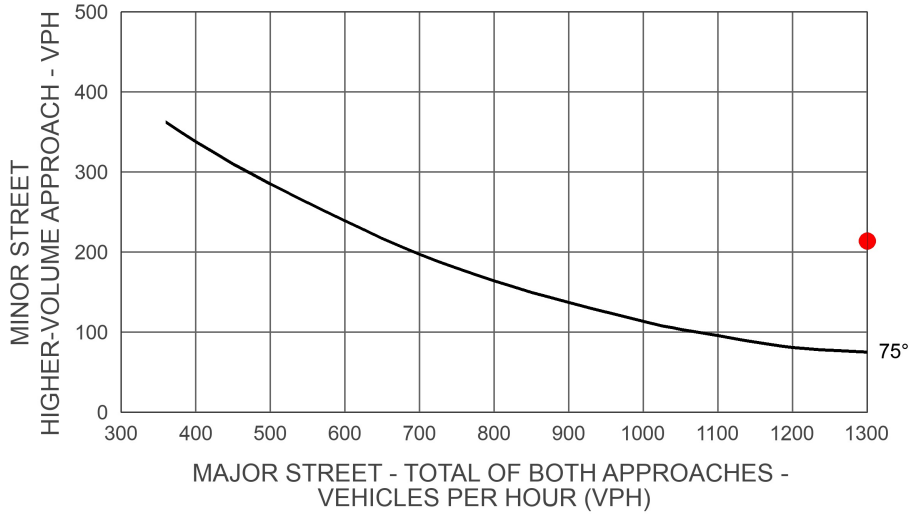


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 33

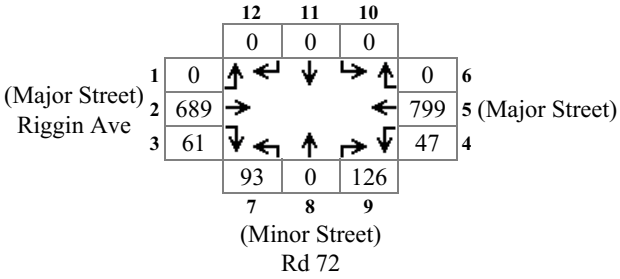


Major Total: 1529
Minor High Volume: 214

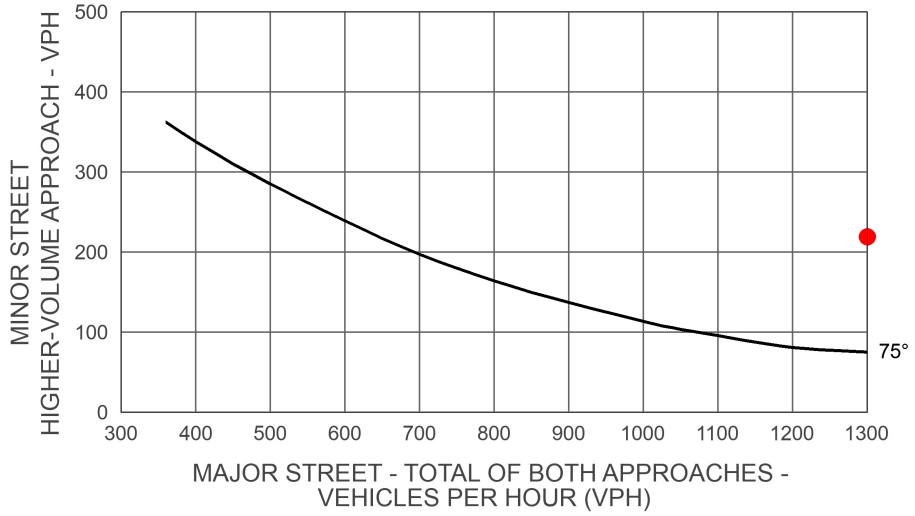


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 33



Major Total: 1596
Minor High Volume: 219

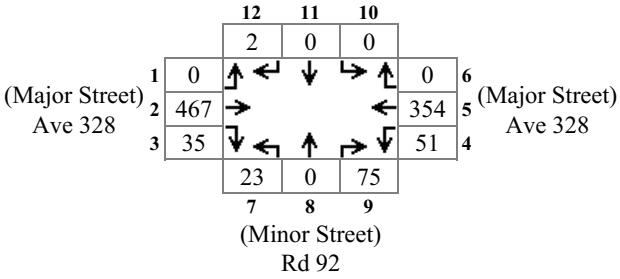


2046

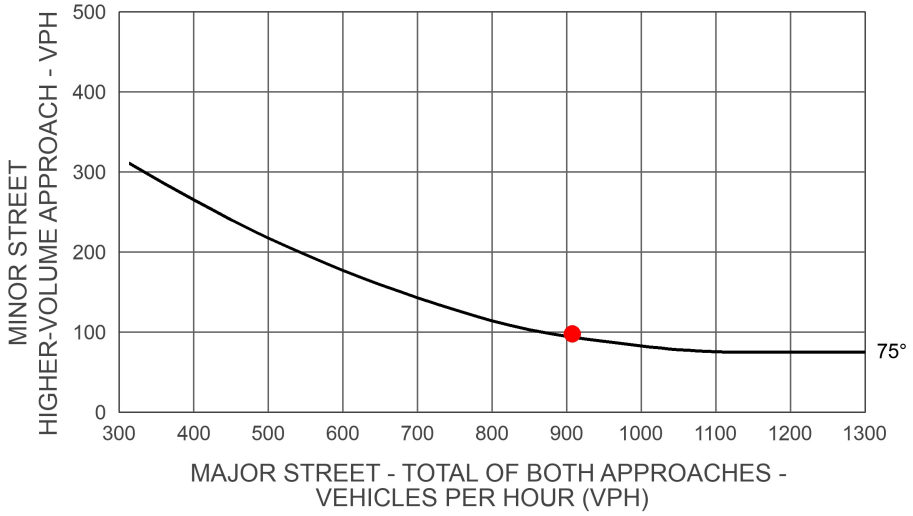
Intersection 2
Rd 92 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 2

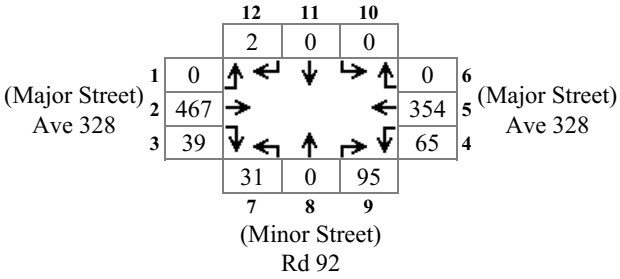


Major Total: 907
Minor High Volume: 98

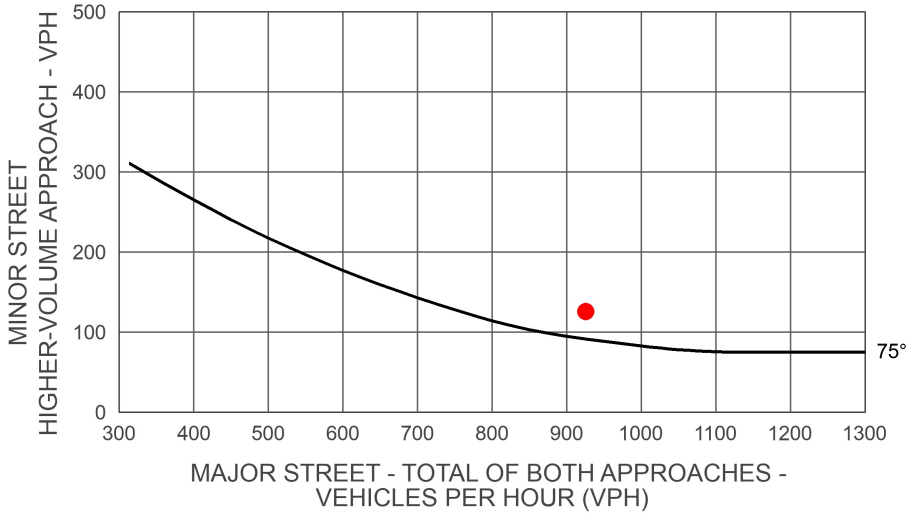


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 2

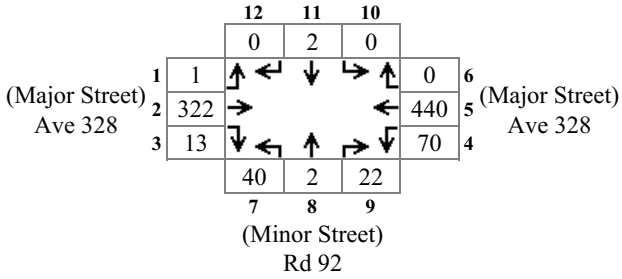


Major Total: 925
Minor High Volume: 126

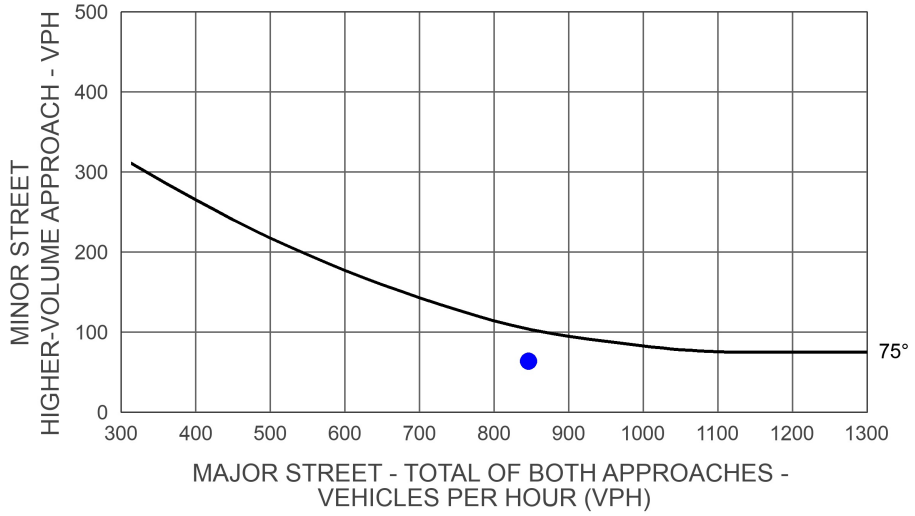


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

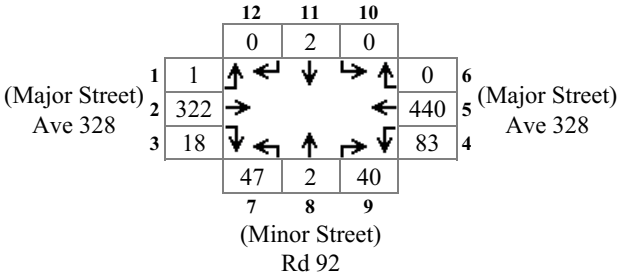


Major Total: 846
Minor High Volume: 64

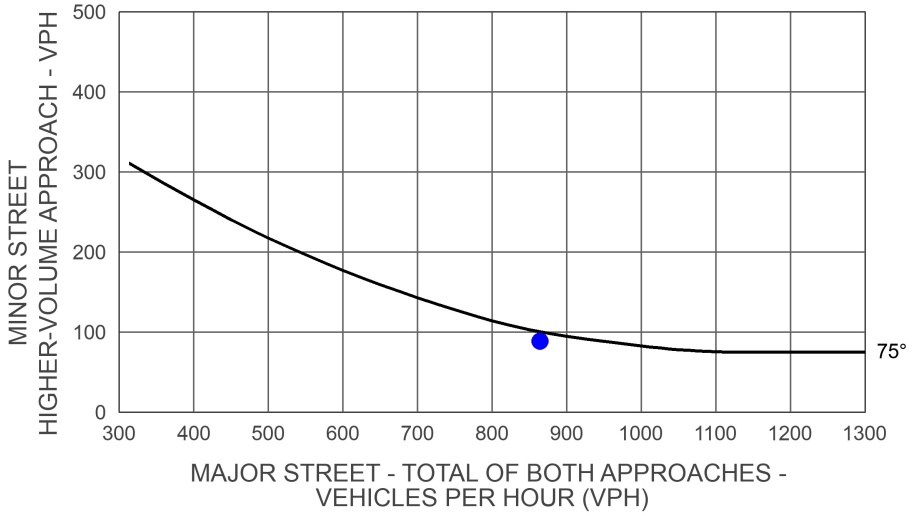


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 2



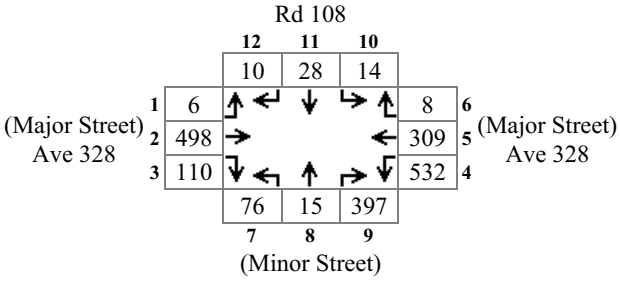
Major Total: 864
Minor High Volume: 89



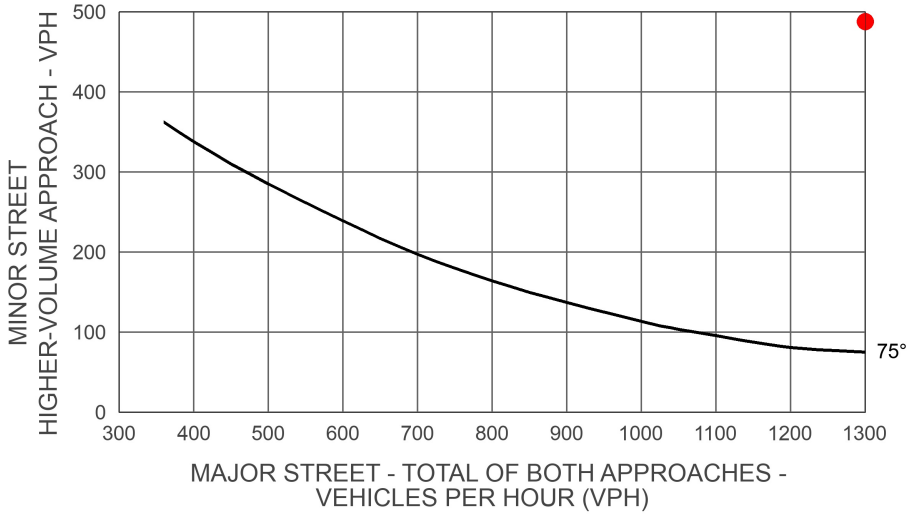
Intersection 3
Rd 108 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

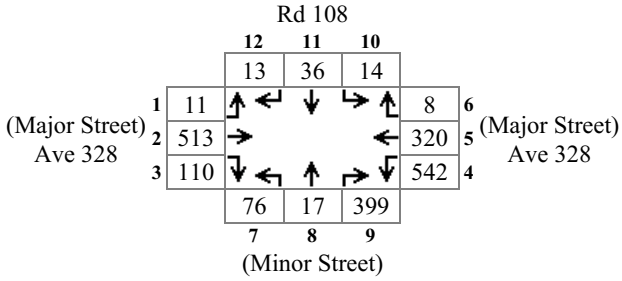


Major Total: 1463
Minor High Volume: 488

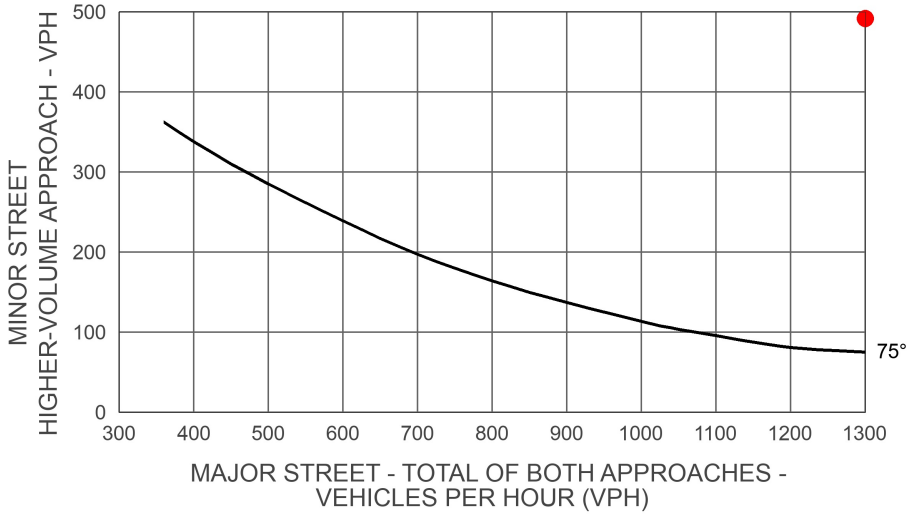


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 3

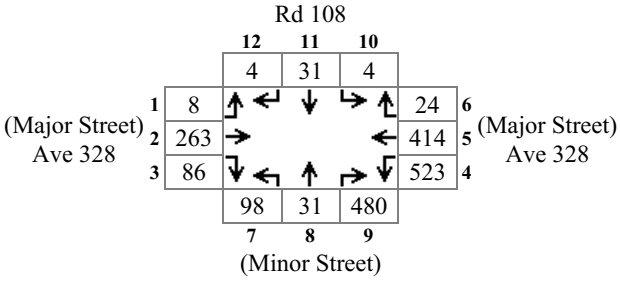


Major Total: 1504
Minor High Volume: 492

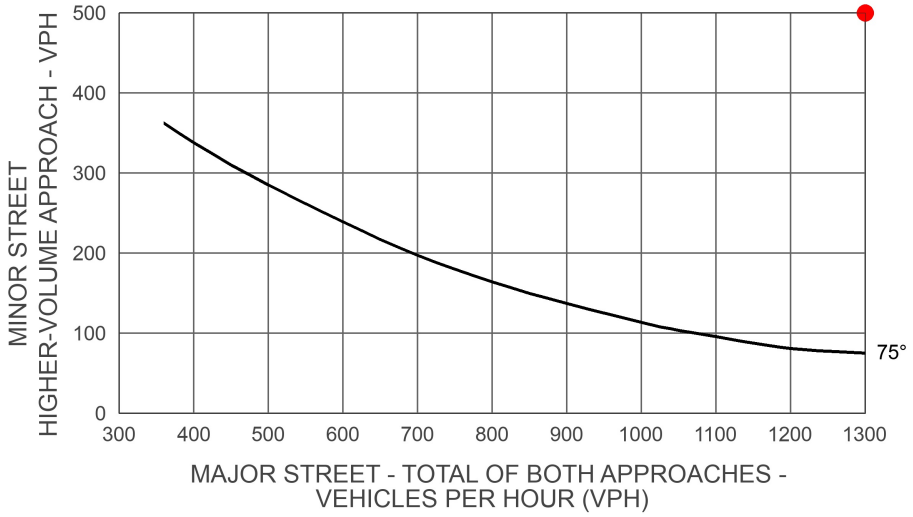


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

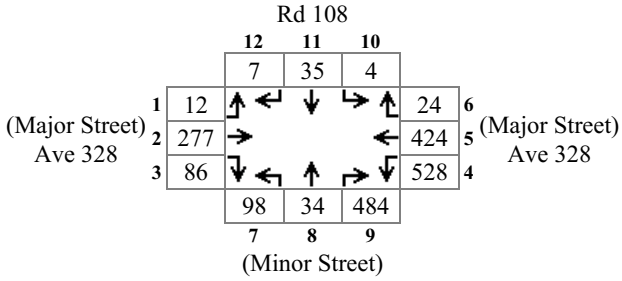


Major Total: 1318
Minor High Volume: 609

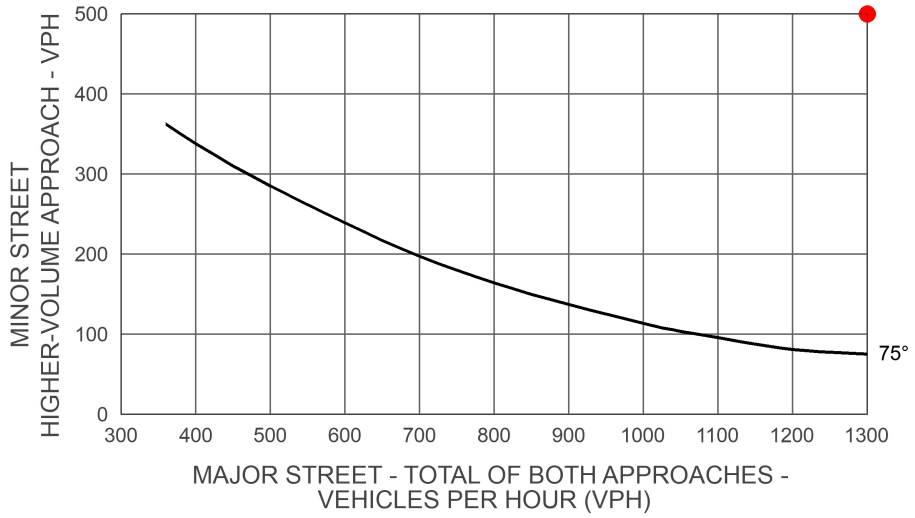


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 3



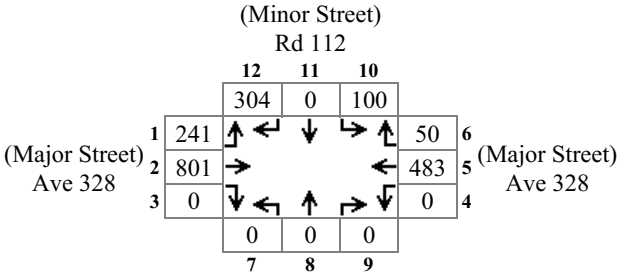
Major Total: 1351
Minor High Volume: 616



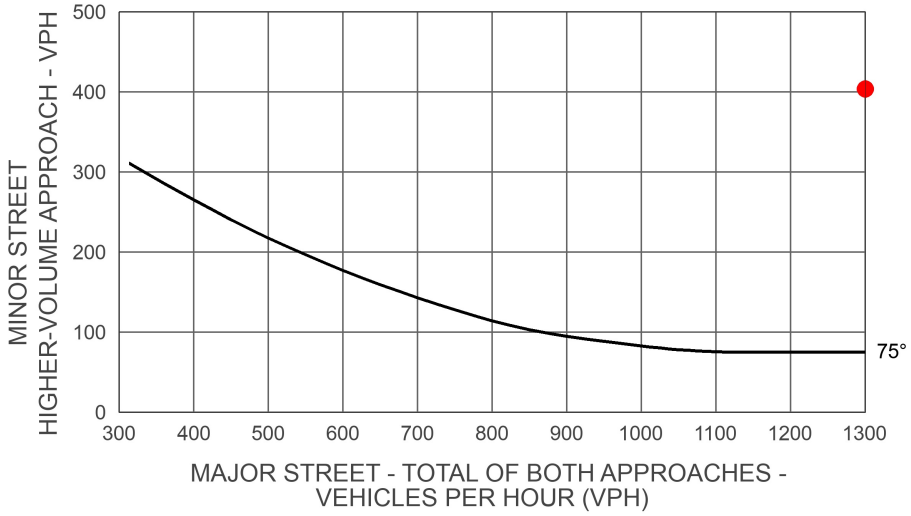
Intersection 4
Rd 112 & Ave 328

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 4



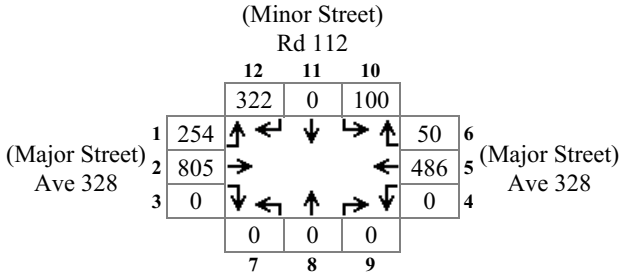
Major Total: 1575
Minor High Volume: 404



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

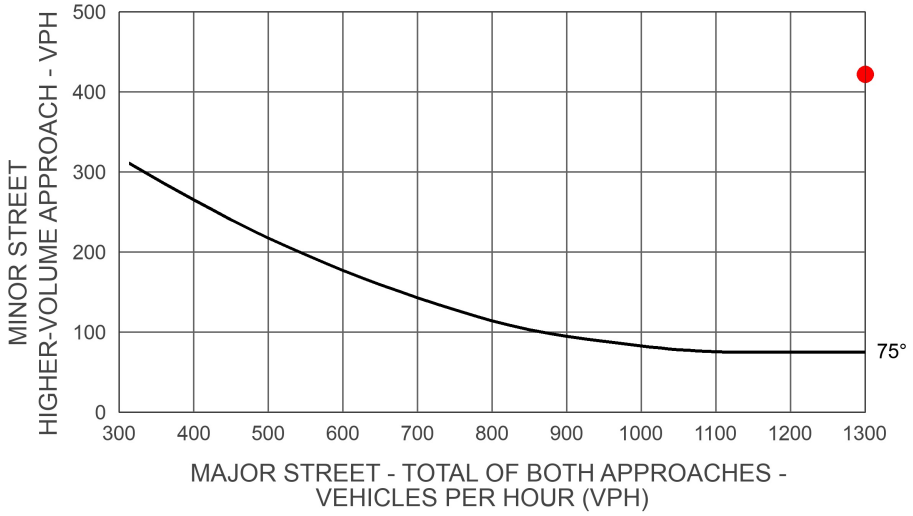
Scenario: PM Future+Project Full Buildout

Intersection #: 4



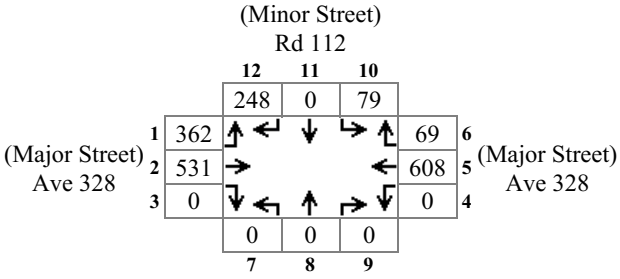
Major Total: 1595

Minor High Volume: 422

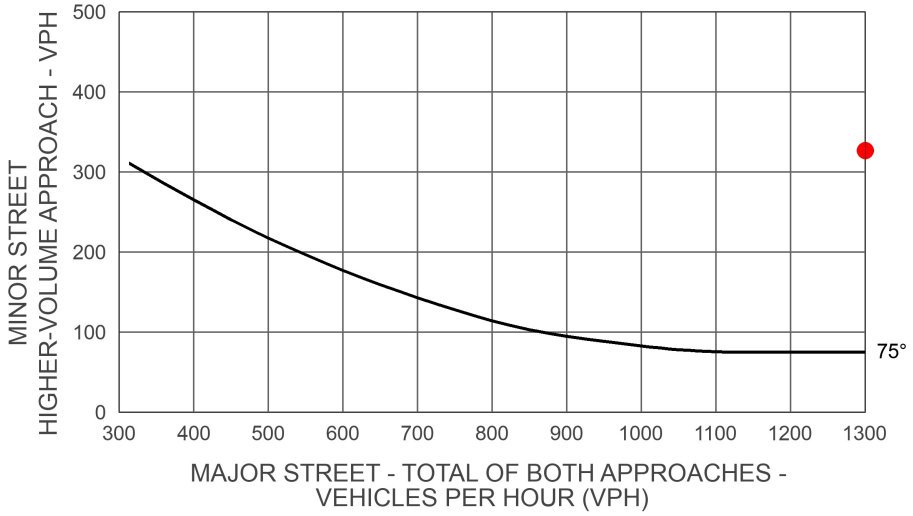


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 4



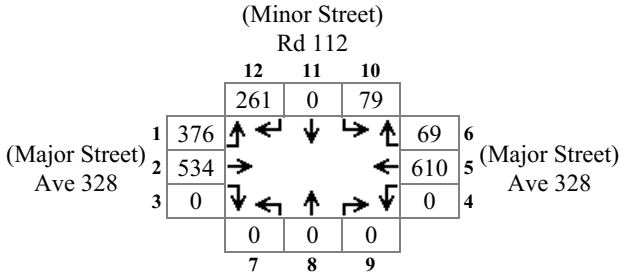
Major Total: 1570
Minor High Volume: 327



Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

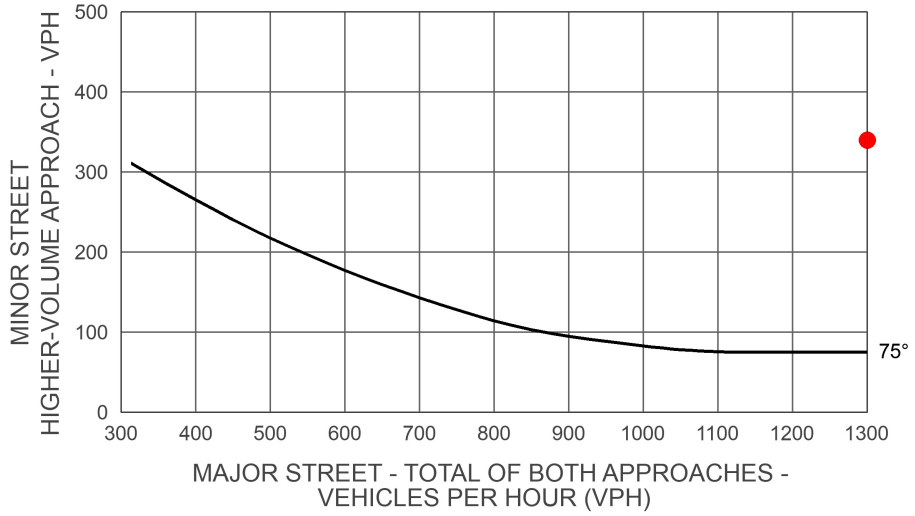
Scenario: AM Future+Project Full Buildout

Intersection #: 4



Major Total: 1589

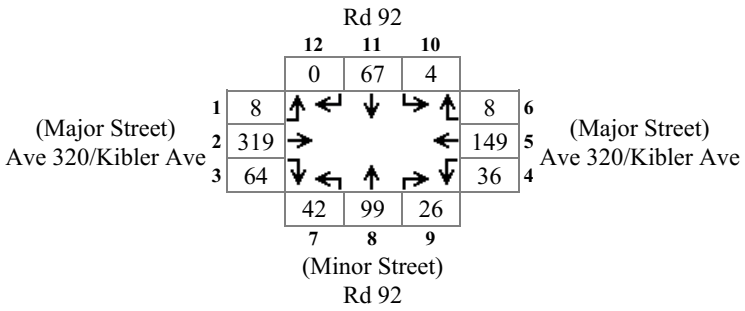
Minor High Volume: 340



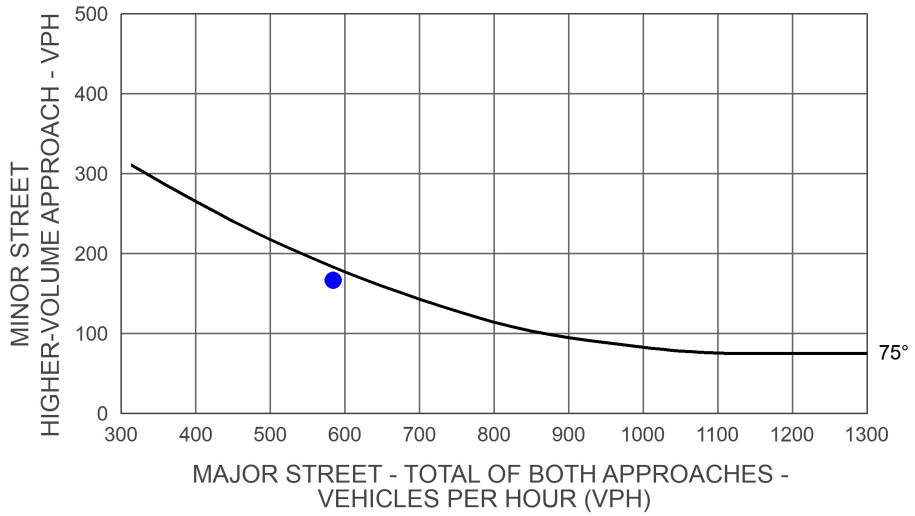
Intersection 8
Rd 92 & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 8

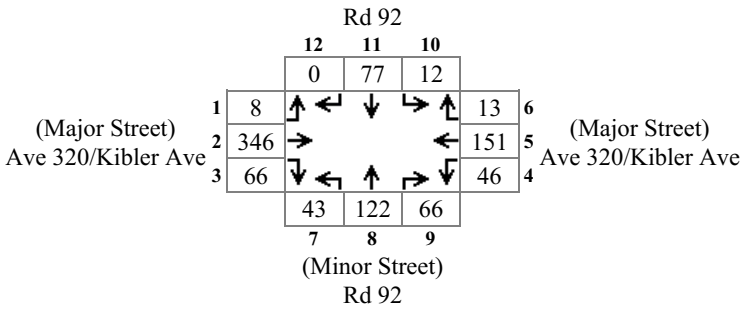


Major Total: 584
Minor High Volume: 167

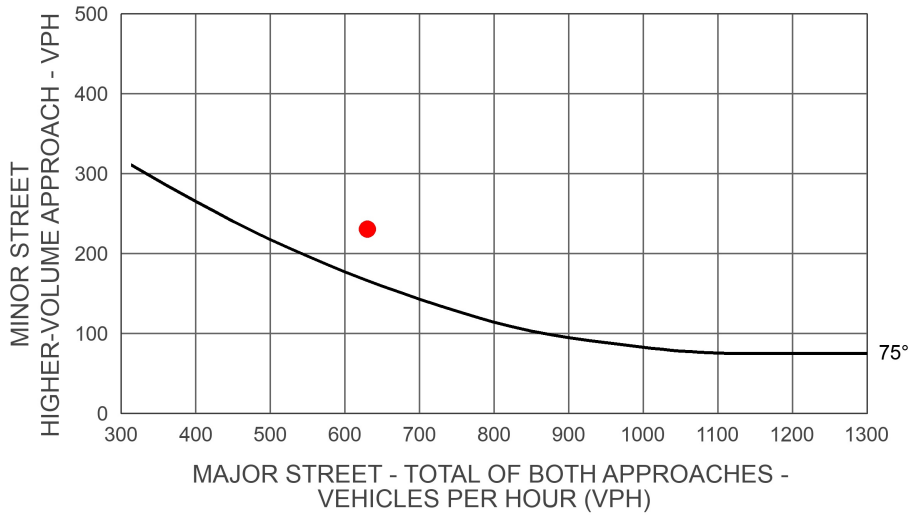


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 8

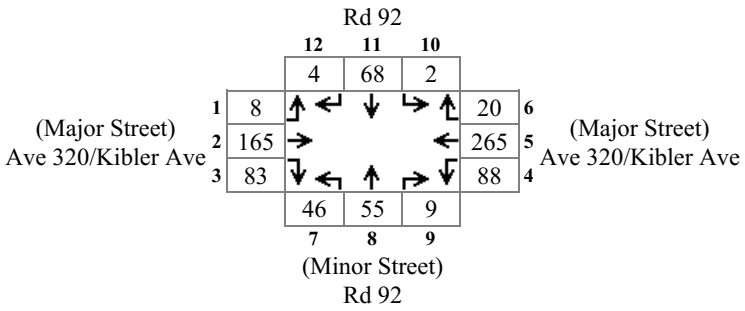


Major Total: 630
Minor High Volume: 231

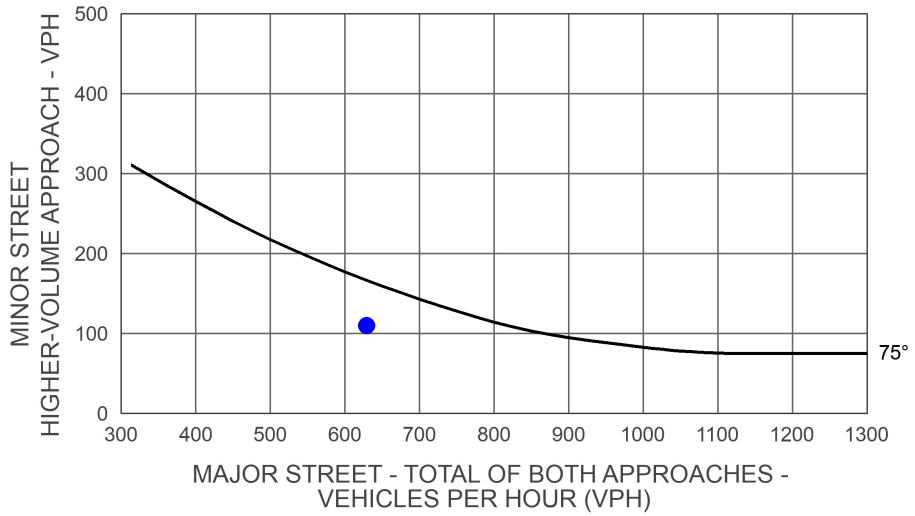


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 8

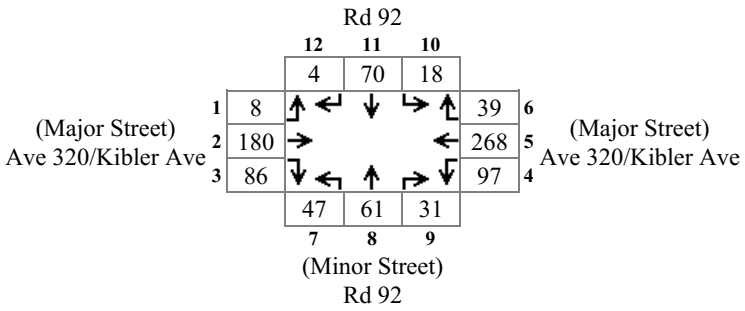


Major Total: 629
Minor High Volume: 110

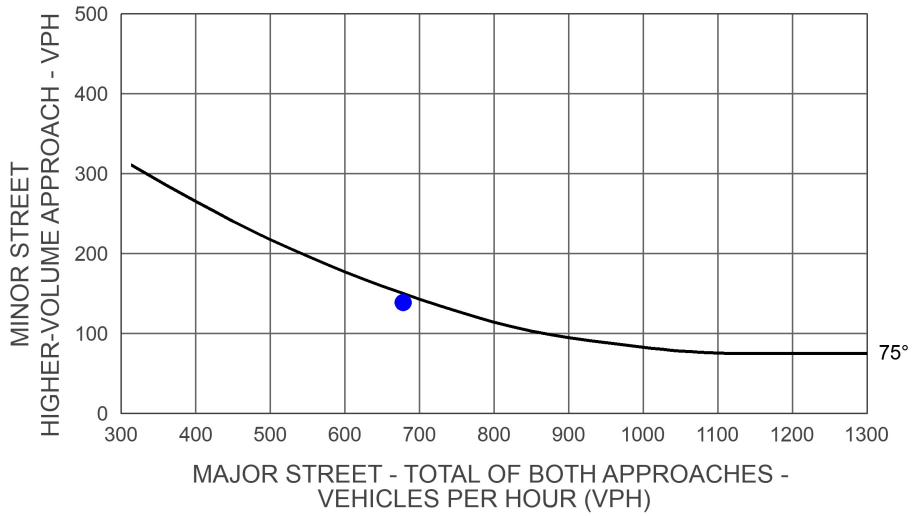


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 8



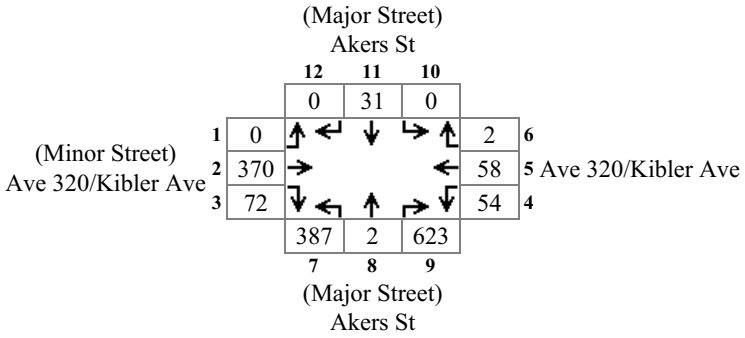
Major Total: 678
Minor High Volume: 139



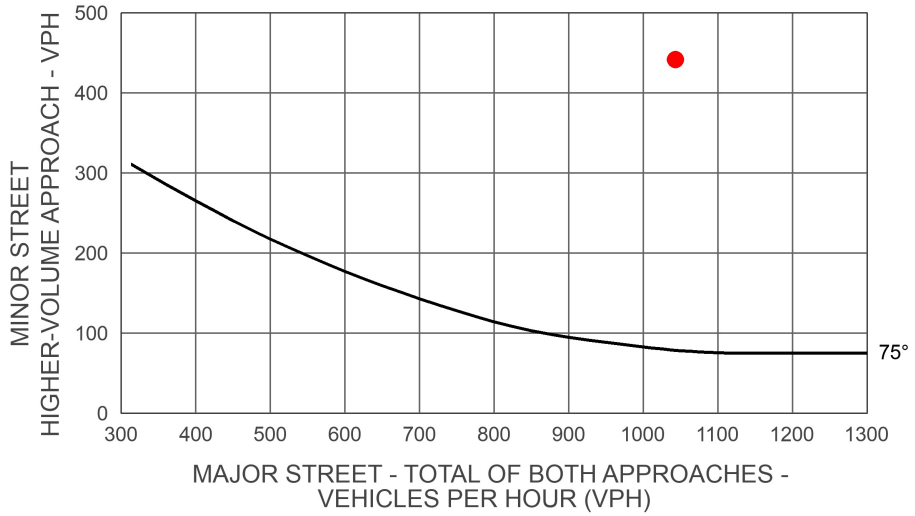
Intersection 12
Akers St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 12

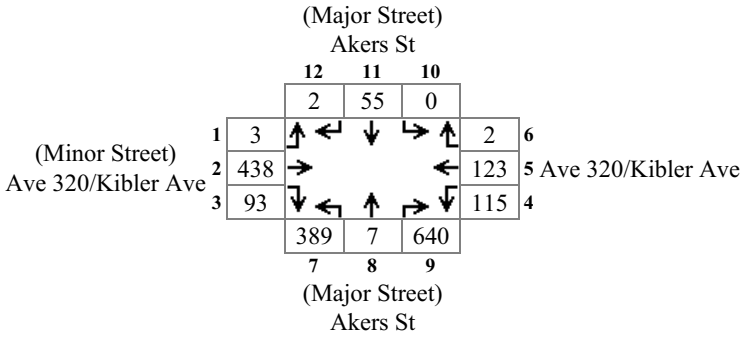


Major Total: 1043
Minor High Volume: 442

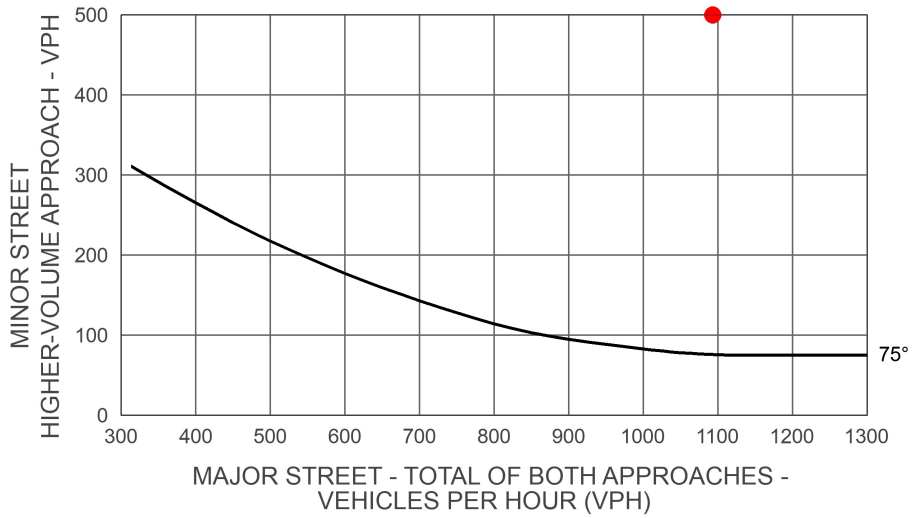


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 12

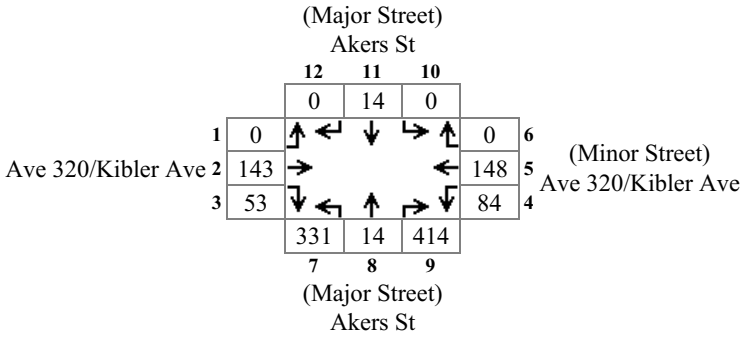


Major Total: 1093
Minor High Volume: 534

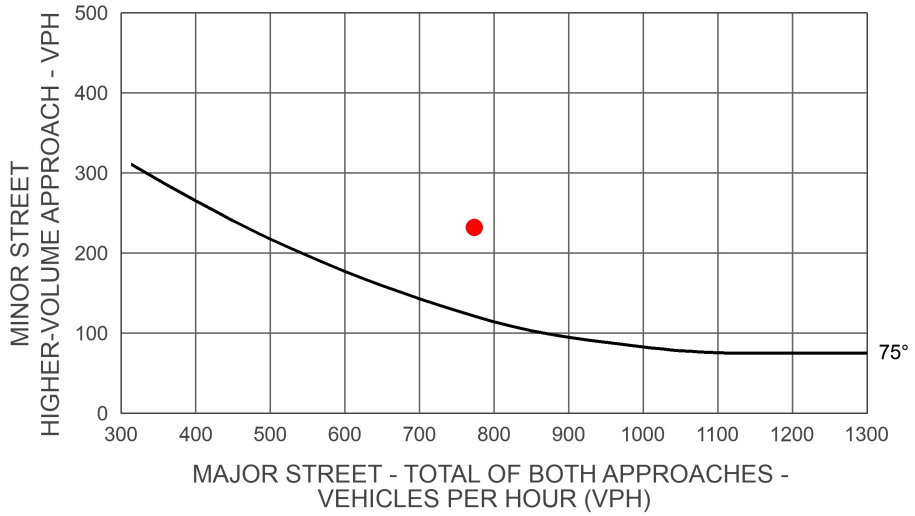


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 12

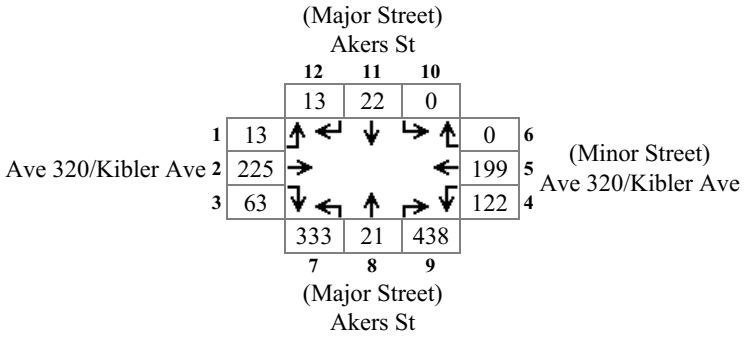


Major Total: 773
Minor High Volume: 232

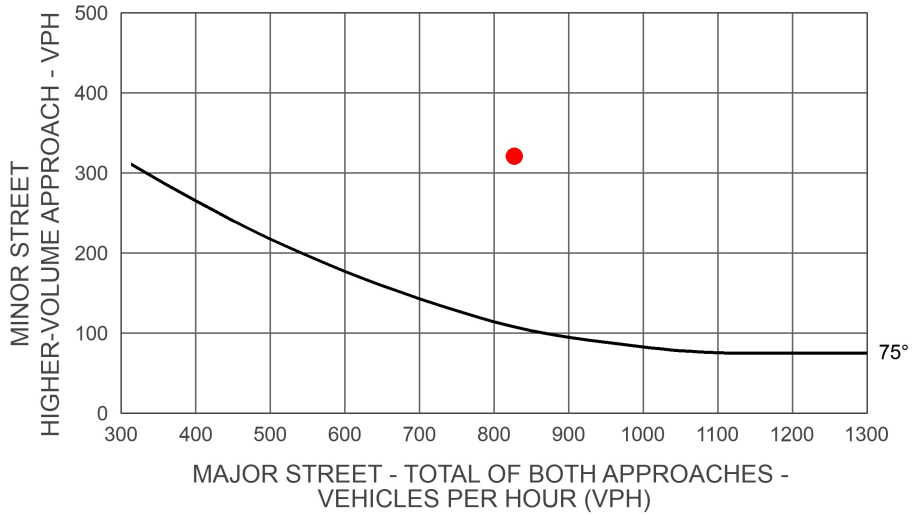


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 12



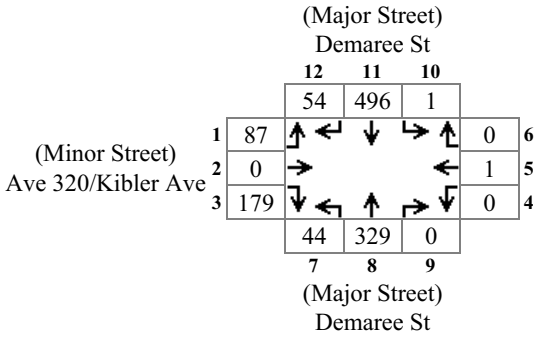
Major Total: 827
Minor High Volume: 321



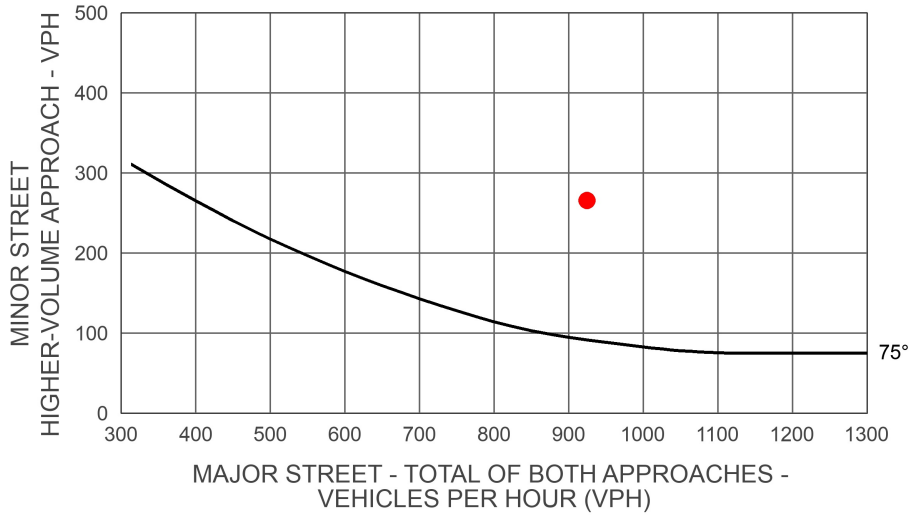
Intersection 13
Demaree St & Ave 320/Kibler Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 13

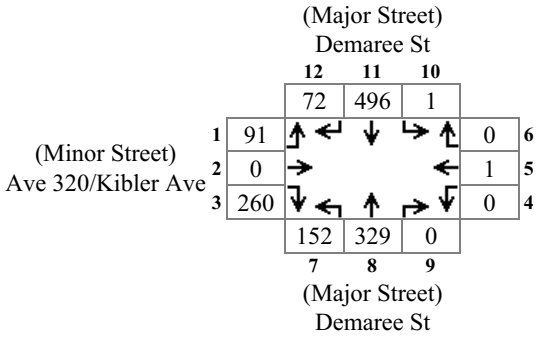


Major Total: 924
Minor High Volume: 266

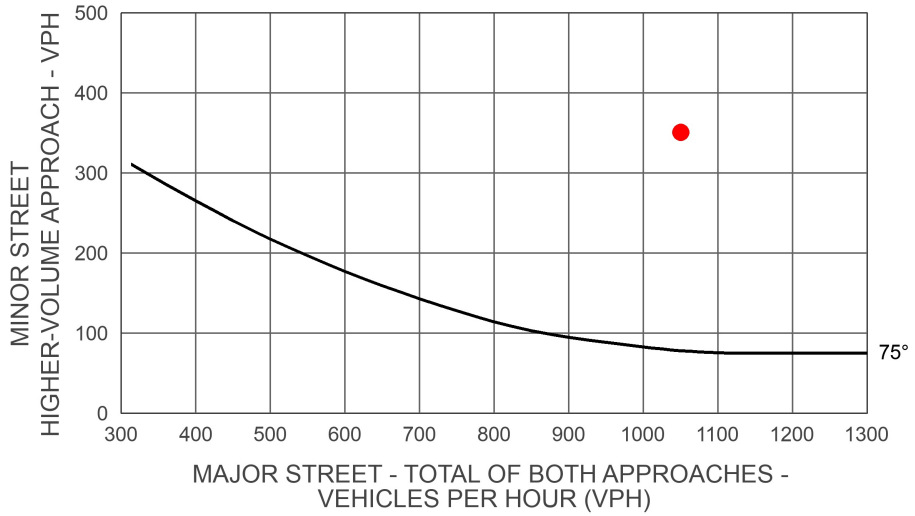


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 13

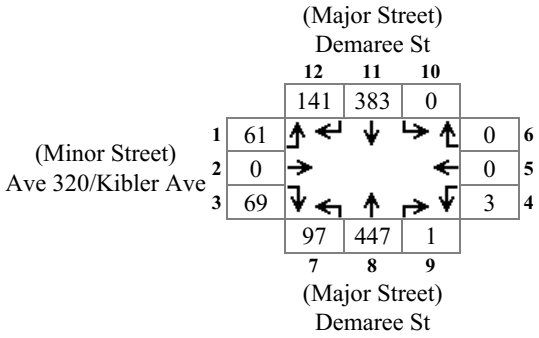


Major Total: 1050
Minor High Volume: 351

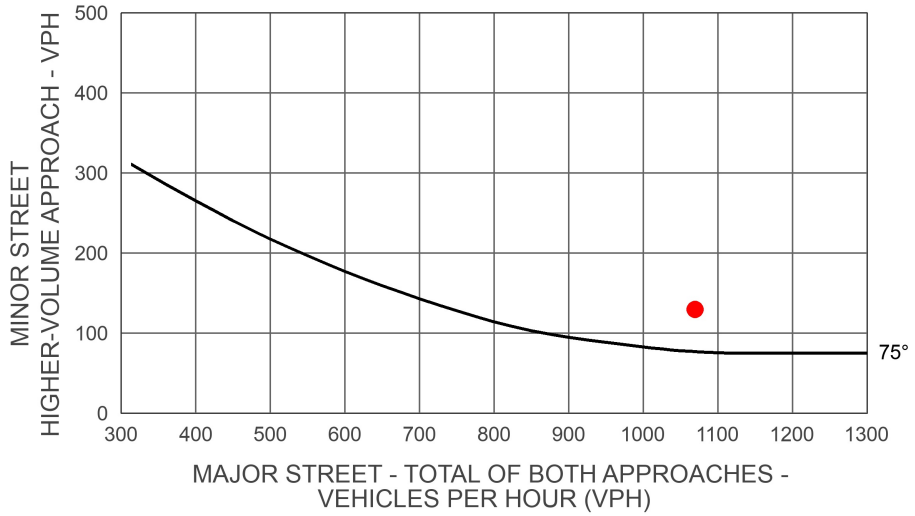


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 13

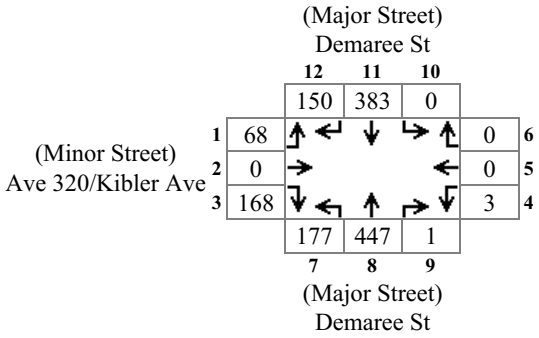


Major Total: 1069
Minor High Volume: 130

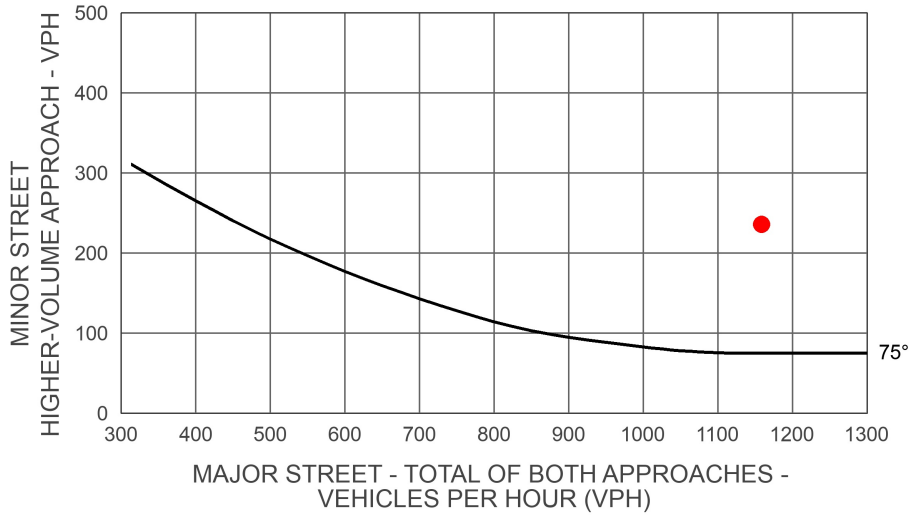


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 13



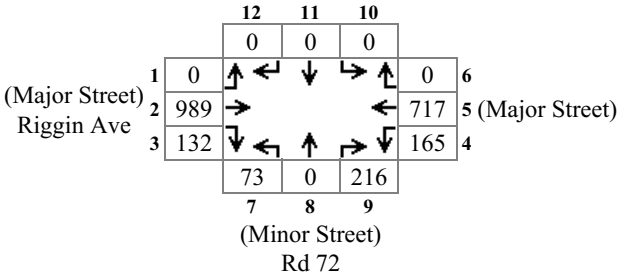
Major Total: 1158
Minor High Volume: 236



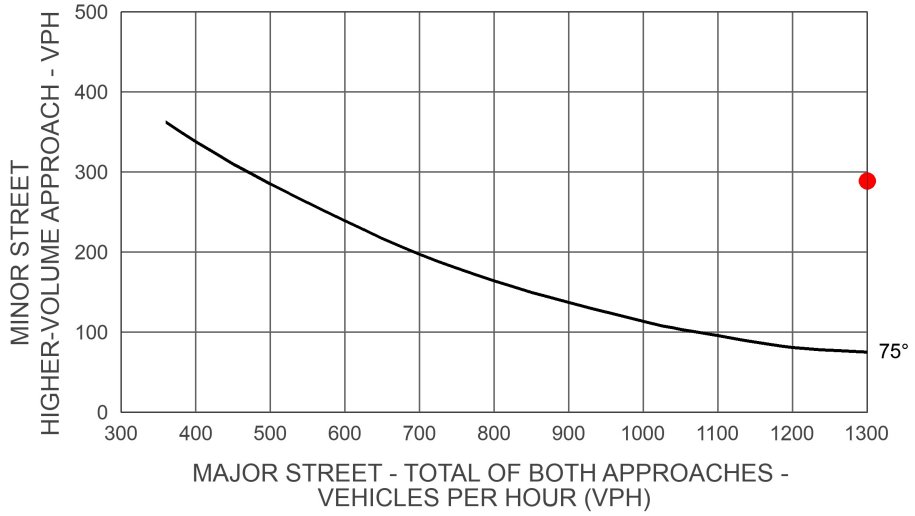
Intersection 33
Rd 72 & Riggin Ave

Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 33

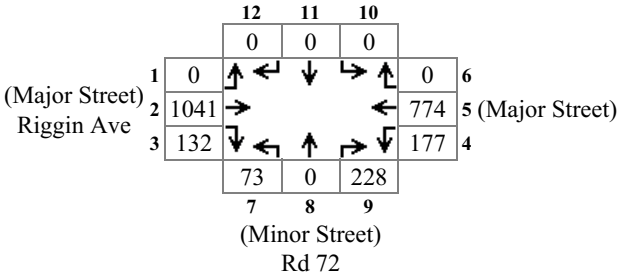


Major Total: 2003
Minor High Volume: 289

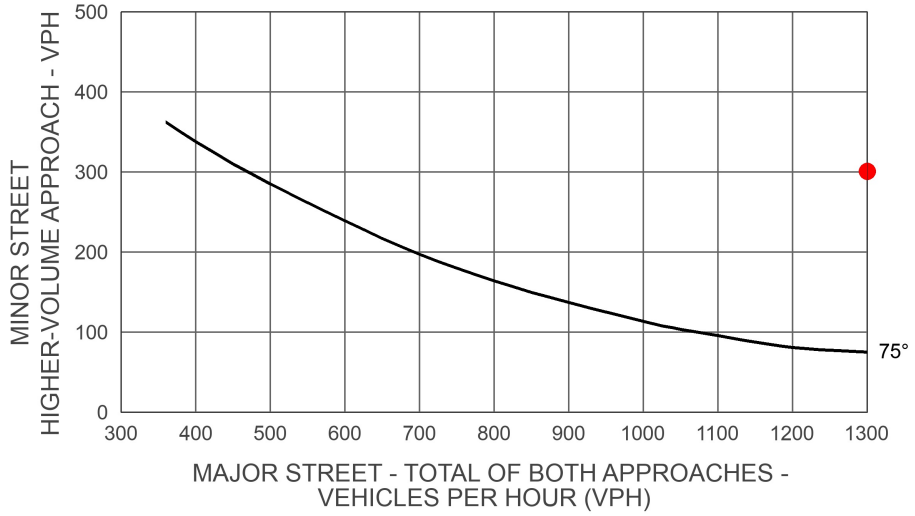


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project Full Buildout
Intersection #: 33

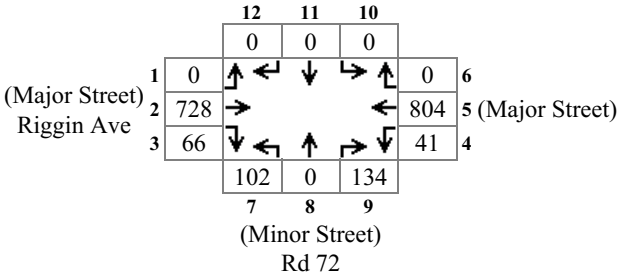


Major Total: 2124
Minor High Volume: 301

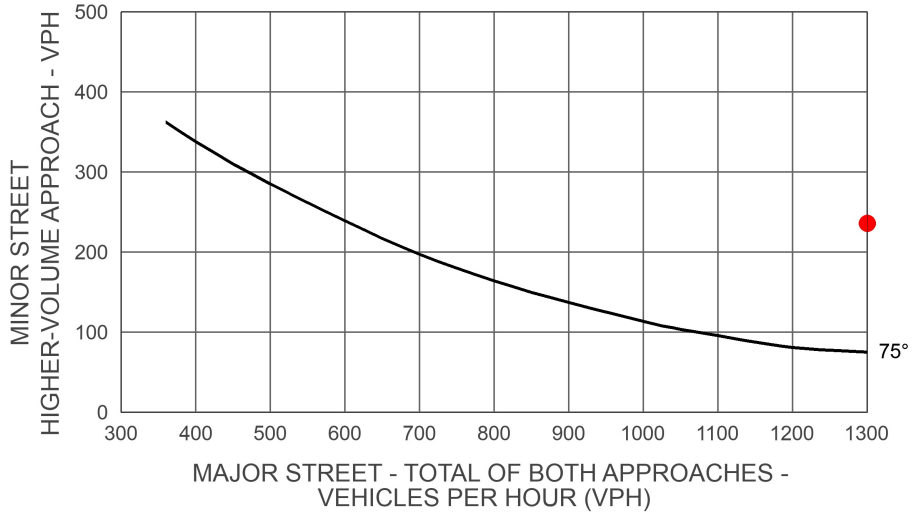


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 33

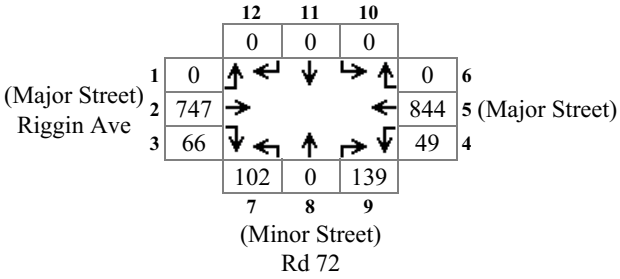


Major Total: 1639
Minor High Volume: 236

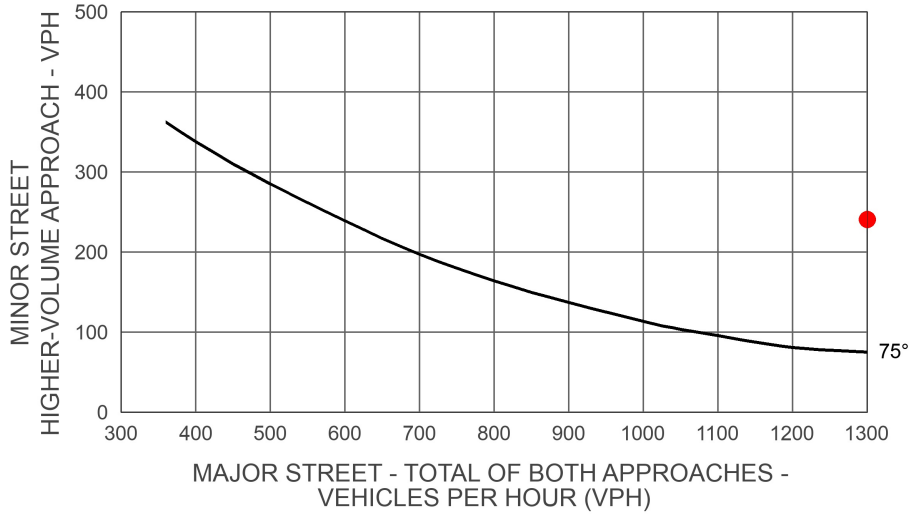


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project Full Buildout
Intersection #: 33



Major Total: 1706
Minor High Volume: 241



APPENDIX G

Generalized Peak Hour Two-Way Volumes

2020 Quality/Level of Service Handbook
State of Florida Department of Transportation (FDOT)

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX H

VMT Analysis
TCAG Model Output

Z	Location	Tot_HH	Tot_Pop	Tot_Emp	HB_VMT_P	HW_VMT_A	VMT_Tot_O	VMT_Tot_D	VMT_Cap	VMT_Emp	ODVMT_SP	Z 2702
101	Alpaugh	73.41	207.77	2.64	4533.15	27.43	3183.27	3256.71	21.82	10.39	30.61	
102	Alpaugh	67.13	190	2.83	4340.97	21.01	3155.27	3224.27	22.85	7.42	33.08	
103	Alpaugh	70.09	198.37	2.64	4318.2	28.54	3041.78	3110.17	21.77	10.81	30.61	
104	Alpaugh	36.18	102.41	29.15	6515.41	59	7929.85	8055.23	63.62	2.02	121.5	
105	Alpaugh	0	0	0	0	0	0	0	0	0	0	
106	Alpaugh	0	0	0	0	0	0	0	0	0	0	
107	Alpaugh	0	0	0	0	0	0	0	0	0	0	
108	Alpaugh	0	0	0	0	0	0	0	0	0	0	
109	Alpaugh	0	0	0	0	0	0	0	0	0	0	
110	Alpaugh	0	0	0	0	0	0	0	0	0	0	
111	Cutler	9.43	26.91	914.82	230.53	6224.31	10949.17	10791.18	8.57	6.8	23.09	
112	Cutler	444.03	1285.46	89.86	11343.99	964.68	12169.07	12243.51	8.82	10.74	17.75	
113	Cutler	110.16	325.81	240.2	4092.17	679.93	8244.29	8350.52	12.56	2.83	29.32	
114	Cutler	123.12	349.26	14.49	3934.97	34.85	3600.73	3646.23	11.27	2.4	19.92	
115	Cutler	6	16.98	11.93	207.98	87.17	323.09	324.31	12.25	7.31	22.39	
116	Cutler	4	11.32	55.2	126.97	311.57	926.47	908.62	11.22	5.64	27.59	
117	Cutler	42.14	126.43	155.43	785.21	1165.01	3431.89	3392.2	6.21	7.5	24.21	
118	Cutler	239.29	677.57	13	7586.85	60.57	5949.38	6071.98	11.2	4.66	17.41	
119	Cutler	0.1	0.29	8.14	2.14	46.56	112.35	110.95	7.39	5.72	26.49	
120	Cutler	5	14.15	39.65	154.92	239.59	979.07	960.14	10.95	6.04	36.04	
121	Cutler	3	8.49	6.79	115.69	61.55	195.31	196.01	13.63	9.06	25.61	
122	Cutler	0	0	0	0	0	0	0	0	0	0	
123	Cutler	0	0	0	0	0	0	0	0	0	0	
124	Cutler	0	0	0	0	0	0	0	0	0	0	
125	Cutler	0	0	0	0	0	0	0	0	0	0	
126	Cutler	0	0	0	0	0	0	0	0	0	0	
127	Cutler	0	0	0	0	0	0	0	0	0	0	
128	Cutler	0	0	0	0	0	0	0	0	0	0	
129	Cutler	0	0	0	0	0	0	0	0	0	0	
130	Cutler	0	0	0	0	0	0	0	0	0	0	
131	Cutler	40.16	113.66	6.86	798.8	31.48	1120.05	1133.08	7.03	4.59	18.7	
132	Dinuba	113.36	320.84	70.69	3526.04	116.71	6640.6	6563.2	10.99	1.65	33.72	
133	Dinuba	115.32	326.39	68.61	2340.12	289.23	3846.98	3757.21	7.17	4.22	19.25	
134	Dinuba	519.75	1539.31	151.47	8229.16	1066.65	10245.94	10193.83	5.35	7.04	12.09	
135	Dinuba	547.23	1581.33	122.52	13038.72	236.25	17868.19	17782.24	8.25	1.93	20.92	
136	Dinuba	22	62.27	194.91	475.09	724.45	2337.24	2315.85	7.63	3.72	18.09	
137	Dinuba	511.72	1455.46	72.55	9315.39	351.6	9449.67	9422.37	6.4	4.85	12.35	
138	Dinuba	82.6	234.86	2.64	1603.17	8.55	1368.76	1391.69	6.83	3.24	11.62	
139	Dinuba	120.05	360.42	163.2	1616.37	891.53	4636.53	4526.24	4.48	5.46	17.5	
140	Dinuba	11	31.13	122.35	190.9	612.86	2415.88	2325.62	6.13	5.01	30.89	
141	Dinuba	142	401.9	168.8	3715.98	754.92	8482.14	8264.27	9.25	4.47	29.34	
142	Dinuba	148.6	420.58	7.66	2946.59	36.88	2730.56	2759.65	7.01	4.81	12.82	
143	Dinuba	195.41	554.29	40.1	3842.82	189.82	3946.7	3954.64	6.93	4.73	13.29	
144	Dinuba	265.73	788.91	10.3	3737.78	94.56	3682.72	3716.8	4.74	9.18	9.26	
145	Dinuba	147.92	435.92	20.67	3741.04	26.76	4080.32	4110.04	8.58	1.29	17.94	
146	Dinuba	11	31.13	18.03	215.34	106.39	692.17	668.4	6.92	5.9	27.68	

147	Dinuba	56.04	158.92	1.67	1210.15	5.44	995.6	1011.07	7.61	3.26	12.5
148	Dinuba	4.29	12.15	57.21	85.07	589.16	2548.7	2399.56	7	10.3	71.34
149	Dinuba	52.84	155.17	40.51	957.29	190.11	1807.73	1780.17	6.17	4.69	18.34
150	Dinuba	0.41	1.17	617.54	7.49	3785.24	12454.58	11877.73	6.4	6.13	39.33
151	Dinuba	0	0	2970.47	0	5509.12	33538.21	32236.37	0	1.85	22.14
152	Dinuba	1	2.83	75.17	17.68	332.69	1934.08	1823.65	6.25	4.43	48.18
153	Dinuba	82.81	246.22	558.74	969.84	2646.5	8463.72	8270.56	3.94	4.74	20.79
154	Dinuba	173.32	499.34	135.39	2859.27	564.05	4815.08	4738.35	5.73	4.17	15.05
155	Dinuba	36.49	105.79	25	436.8	137.2	852.23	843.59	4.13	5.49	12.97
156	Dinuba	296.22	850.7	170.75	5280.25	1221.03	9870.9	9653.94	6.21	7.15	19.11
157	Dinuba	100.66	286.97	36.42	2182.34	180.35	2372.18	2370.14	7.6	4.95	14.66
158	Dinuba	19.47	58.08	176.6	325.92	840.04	5877.99	5632.43	5.61	4.76	49.05
159	Dinuba	5.34	15.9	111.57	70.96	512.49	2037.02	1971.15	4.46	4.59	31.44
160	Dinuba	46.66	136.81	38.64	775.61	179.62	1279.92	1267.65	5.67	4.65	14.52
161	Dinuba	0	0	142.09	34576.42	208.44	38481.42	38284.29	0	1.47	540.26
162	Dinuba	197.8	567.96	2	3946.98	9.91	3367.22	3412.49	6.95	4.96	11.9
163	Dinuba	139	393.41	2.14	3228.32	3.78	2527.79	2560.14	8.21	1.77	12.86
164	Dinuba	45.15	132.03	10.73	1016.49	44.06	1323.22	1328.04	7.7	4.11	18.57
165	Dinuba	1	2.83	29.84	23.08	166.8	770.97	750.35	8.16	5.59	46.57
166	Dinuba	23.24	65.79	49.65	496.56	235.46	1728.47	1689.72	7.55	4.74	29.61
167	Dinuba	31.45	90.43	9.71	632.67	57.78	687.93	690.21	7	5.95	13.76
168	Dinuba	6.39	19.52	233.74	65.78	1118.26	4476.55	4372.6	3.37	4.78	34.94
169	Dinuba	230.49	655.17	70.95	6412.21	112.2	9400.73	9287.7	9.79	1.58	25.74
170	Dinuba	205.46	587.29	23.17	5070.85	118.21	4757.13	4800.61	8.63	5.1	15.66
171	Dinuba	121.08	363.68	77.97	3637.12	244.15	6472.17	6552.21	10	3.13	29.49
172	Dinuba	52.99	150.62	37.18	1131.4	221.91	1393.89	1395.94	7.51	5.97	14.86
173	Dinuba	65.16	192.97	2.27	1371.28	32.66	1302.91	1310.39	7.11	14.39	13.39
174	Dinuba	119	336.8	4.93	2941.24	29.25	2721.74	2766.84	8.73	5.93	16.06
175	Dinuba	91.94	266.91	30.55	2424.69	190.42	3259.29	3272.6	9.08	6.23	21.96
176	Dinuba	224.28	638.83	23.75	5370.11	128.81	4647.22	4687.29	8.41	5.42	14.09
177	Dinuba	16.12	46.64	23.54	307.31	111.27	720.73	716.89	6.59	4.73	20.48
178	Dinuba	9.85	27.88	2.89	277.12	20.65	798.03	794.62	9.94	7.15	51.76
179	Dinuba	81.53	247.3	214.47	4036.46	820.74	6550.8	6488.82	16.32	3.83	28.24
180	Dinuba	26	73.59	39.93	736.27	233.94	1896.64	1887.17	10.01	5.86	33.33
181	Dinuba	36.72	105.78	26.59	1018.33	170.31	2262.26	2261.27	9.63	6.41	34.17
182	Dinuba	73.5	212.26	31.68	1472.51	186.54	1863.71	1836.93	6.94	5.89	15.17
183	Dinuba	223.56	646.7	6.72	4627.98	18.81	4080.71	4132.24	7.16	2.8	12.57
184	Dinuba	14.05	41.06	1.63	275.88	4.87	308.04	308.55	6.72	2.99	14.44
185	Dinuba	5.08	14.38	3.41	0	0	0	0	0	0	0
186	Dinuba	117.94	346.94	37.65	1879.58	209.07	2381.46	2358.05	5.42	5.55	12.32
187	Dinuba	143	404.73	1.92	2642.72	9.34	2110.3	2137.94	6.53	4.86	10.45
188	Dinuba	183.67	530.44	99.81	3073.36	323.44	3828.89	3821.35	5.79	3.24	12.14
189	Dinuba	90.91	265.19	50.2	1543.41	280.09	1962.45	1959.3	5.82	5.58	12.43
190	Dinuba	60.94	176.61	80.26	881.68	449.97	2124.49	2092.4	4.99	5.61	16.42
191	Dinuba	6.26	17.73	35.54	159.34	179.11	687.44	665.41	8.99	5.04	25.4
192	Dinuba	34	96.23	342.56	844.19	3522.23	11027.96	10658.74	8.77	10.28	49.42
193	Dinuba	0	0	0	0	0	0	0	0	0	0

194	Dinuba	0	0	0	0	0	0	0	0	0	0
195	Dinuba	0	0	0	0	0	0	0	0	0	0
196	Dinuba	0	0	0	0	0	0	0	0	0	0
197	Dinuba	0	0	0	0	0	0	0	0	0	0
198	Dinuba	0	0	0	0	0	0	0	0	0	0
199	Dinuba	0	0	0	0	0	0	0	0	0	0
200	Dinuba	0	0	0	0	0	0	0	0	0	0
201	Dinuba	0	0	0	0	0	0	0	0	0	0
202	Dinuba	0	0	0	0	0	0	0	0	0	0
203	Dinuba	0	0	0	0	0	0	0	0	0	0
204	Dinuba	0	0	0	0	0	0	0	0	0	0
205	Dinuba	0	0	0	0	0	0	0	0	0	0
206	Dinuba	0	0	0	0	0	0	0	0	0	0
207	Dinuba	0	0	0	0	0	0	0	0	0	0
208	Dinuba	0	0	0	0	0	0	0	0	0	0
209	Dinuba	0	0	0	0	0	0	0	0	0	0
210	Dinuba	0	0	0	0	0	0	0	0	0	0
211	Dinuba	0	0	0	0	0	0	0	0	0	0
212	Dinuba	0	0	0	0	0	0	0	0	0	0
213	Dinuba	0	0	0	0	0	0	0	0	0	0
214	Dinuba	0	0	0	0	0	0	0	0	0	0
215	Dinuba	0	0	0	0	0	0	0	0	0	0
216	Dinuba	0	0	0	0	0	0	0	0	0	0
217	Dinuba	0	0	0	0	0	0	0	0	0	0
218	Dinuba	0	0	0	0	0	0	0	0	0	0
219	Dinuba	0	0	0	0	0	0	0	0	0	0
220	Dinuba	0	0	0	0	0	0	0	0	0	0
221	Dinuba	0	0	0	0	0	0	0	0	0	0
222	Dinuba	0	0	0	0	0	0	0	0	0	0
223	Dinuba	0	0	0	0	0	0	0	0	0	0
224	Dinuba	0	0	0	0	0	0	0	0	0	0
225	Dinuba	0	0	0	0	0	0	0	0	0	0
226	Ducor	64.39	183.38	81.77	2600.64	927.61	3787.08	3791.3	14.18	11.34	28.58
227	Ducor	10.6	30	8.99	470.05	131.04	689.55	683.45	15.67	14.58	35.21
228	Ducor	89.25	253.31	15.12	3729.57	200.12	3383.52	3425.66	14.72	13.24	25.37
229	Ducor	0	0	0	0	0	0	0	0	0	0
230	Ducor	0	0	0	0	0	0	0	0	0	0
231	Ducor	0	0	0	0	0	0	0	0	0	0
232	Ducor	0	0	0	0	0	0	0	0	0	0
233	Ducor	0	0	0	0	0	0	0	0	0	0
234	Ducor	0	0	0	0	0	0	0	0	0	0
235	Ducor	0	0	0	0	0	0	0	0	0	0
236	Ducor	235.97	676.2	30.44	11267.09	575.39	10444.56	10680.87	16.66	18.9	29.9
237	Ducor	26	75.22	28.31	1215.16	441.09	1509.85	1523.57	16.15	15.58	29.3
238	Earlimart	78.4	221.89	62.77	5951.94	196.82	14355.51	15722.71	26.82	3.14	105.66
239	Earlimart	151.41	429.43	8.46	7220.76	89.18	5446.2	5558.72	16.81	10.54	25.13
240	Earlimart	168.92	481.9	9.27	7775.79	103.16	5929.48	6072.66	16.14	11.13	24.44

241	Earlimart	108.45	316.32	133.9	4214.28	1473.63	8323.4	8497.99	13.32	11.01	37.36
242	Earlimart	44.65	126.73	6.77	1953.32	40.34	1881.67	1925.7	15.41	5.96	28.52
243	Earlimart	144	407.56	60	8966.96	145.95	15672.09	17689.7	22	2.43	71.35
244	Earlimart	13	36.79	31.21	687.7	509.25	1402.18	1408.97	18.69	16.32	41.34
245	Earlimart	128.69	365	15.9	6798.3	164.6	5440.9	5583.66	18.63	10.35	28.94
246	Earlimart	82	232.08	184.96	5839.37	504.5	14537.35	16044.8	25.16	2.73	73.33
247	Earlimart	86.42	246.29	9.15	4129.59	99.63	3366.28	3430.44	16.77	10.89	26.61
248	Earlimart	232.44	682.66	952.26	7603.07	9051.33	28062.03	28843.18	11.14	9.51	34.81
249	Earlimart	94.54	268.12	3.09	4491.38	19.58	3466.78	3548.38	16.75	6.34	25.87
250	Earlimart	83.45	236.47	1.05	4065.67	9.71	3010.35	3080.59	17.19	9.25	25.64
251	Earlimart	135.71	398.46	1.05	5256.73	9.87	4124.71	4201.33	13.19	9.4	20.84
252	Earlimart	37.74	107.88	18.01	1934.44	270.71	1845.17	1872.94	17.93	15.03	29.53
253	Earlimart	256.65	733.1	23.26	12292.71	137.87	9467.27	9664.65	16.77	5.93	25.29
254	Earlimart	0	0	0	0	0	0	0	0	0	0
255	Earlimart	0	0	0	0	0	0	0	0	0	0
256	Earlimart	0	0	0	0	0	0	0	0	0	0
257	Earlimart	0	0	0	0	0	0	0	0	0	0
258	Earlimart	0	0	0	0	0	0	0	0	0	0
259	Earlimart	0	0	0	0	0	0	0	0	0	0
260	Earlimart	0	0	0	0	0	0	0	0	0	0
261	Earlimart	0	0	0	0	0	0	0	0	0	0
262	Earlimart	0	0	0	0	0	0	0	0	0	0
263	Earlimart	0	0	0	0	0	0	0	0	0	0
264	Earlimart	0	0	0	0	0	0	0	0	0	0
265	Earlimart	0	0	0	0	0	0	0	0	0	0
266	East_Porte	329.51	937.34	63.73	6259.45	438.04	6847	6861.64	6.68	6.87	13.69
267	East_Porte	86.46	253.81	66.24	2856.82	237.08	5670.82	5725.01	11.26	3.58	35.61
268	East_Porte	49.54	141.22	12.35	1072.41	86.18	1121.79	1125.99	7.59	6.98	14.64
269	East_Porte	52.72	153.79	7.95	1269.15	62.98	1150.19	1159.76	8.25	7.92	14.28
270	East_Porte	48	141.98	5	1158.44	38.13	978.2	991.21	8.16	7.63	13.4
271	East_Porte	133.55	381.04	23.92	2993.69	222.44	2665.46	2696.29	7.86	9.3	13.24
272	East_Porte	54.75	157.75	5.75	1376.45	44.99	1221.49	1233.74	8.73	7.82	15.02
273	East_Porte	39.1	113.5	29.47	1086.66	304.61	1552.92	1539.45	9.57	10.34	21.63
274	East_Porte	282.8	832.57	90.45	9198.74	387.48	11008.32	11079.07	11.05	4.28	23.93
275	East_Porte	126.14	368.44	0.14	3808.27	0.37	2883.72	2950.22	10.34	2.63	15.83
276	East_Porte	98.87	270.2	168.62	2430.8	2132.43	7926.28	7742.07	9	12.65	35.71
277	East_Porte	2.79	8.26	0.14	71.27	0.17	60.2	60.84	8.63	1.24	14.41
278	East_Porte	5	14.79	6	110.14	25.77	297.73	290.83	7.45	4.3	28.31
279	East_Porte	132.99	392.19	50	3341.4	379.18	3350.65	3362.52	8.52	7.58	15.18
280	East_Porte	22.29	65.93	0	607.87	0	449.23	457.29	9.22	0	13.75
281	East_Porte	0	0	0	0	0	0	0	0	0	0
282	East_Porte	0	0	0	0	0	0	0	0	0	0
283	East_Porte	0	0	0	0	0	0	0	0	0	0
284	East_Porte	0	0	0	0	0	0	0	0	0	0
285	East_Porte	0	0	0	0	0	0	0	0	0	0
286	East_Porte	0	0	0	0	0	0	0	0	0	0
287	East_Porte	0	0	0	0	0	0	0	0	0	0

288	East_Porte	0	0	0	0	0	0	0	0	0	0
289	East_Porte	0	0	0	0	0	0	0	0	0	0
290	East_Porte	0	0	0	0	0	0	0	0	0	0
291	Exeter	445.22	1271.9	248.45	14116.99	3151.77	26156.45	25915.03	11.1	12.69	34.25
292	Exeter	21.87	61.89	23.58	802.49	179.7	1605.1	1599.03	12.97	7.62	37.49
293	Exeter	239.23	690.67	19.79	7768.82	159.62	6319.62	6454.79	11.25	8.07	17.98
294	Exeter	278.45	834.61	41.61	6891.6	226.61	6550	6648.32	8.26	5.45	15.06
295	Exeter	63.29	185.06	4.63	2077.49	26.36	1784.38	1824.91	11.23	5.69	19.03
296	Exeter	221.75	635.98	218.2	9464.91	1545.03	17790.2	18090.28	14.88	7.08	42.01
297	Exeter	170.45	495.83	39.52	4511.98	376.77	4411.87	4478.54	9.1	9.53	16.61
298	Exeter	0	0	217.35	0	2361.43	9454.15	9136.38	0	10.86	85.53
299	Exeter	125.15	355.75	195.04	3682.29	1751.83	6175.13	6183.31	10.35	8.98	22.44
300	Exeter	66.41	201.44	87.99	1368.19	937.47	3665.43	3631.55	6.79	10.65	25.21
301	Exeter	56.64	168.3	30.28	1242.2	271.89	1720.33	1735.08	7.38	8.98	17.4
302	Exeter	65	183.97	118.55	2226.16	757.2	3904.95	3903.31	12.1	6.39	25.81
303	Exeter	21.68	61.35	14.48	3407.23	126.03	3351.9	3337.1	55.54	8.7	88.21
304	Exeter	104.88	306.72	99.67	3138.35	990.88	5676.26	5646.64	10.23	9.94	27.86
305	Exeter	133.84	380.6	17.17	4594.87	154.68	3905.15	3962.77	12.07	9.01	19.78
306	Exeter	150.06	431.8	78.88	7374.41	240.44	12232.56	12567.63	17.08	3.05	48.56
307	Exeter	83.31	237.84	10.66	2719.36	102.5	2336.74	2367.61	11.43	9.62	18.93
308	Exeter	114	329.45	10	3426.94	101.88	2797.39	2844.47	10.4	10.19	16.62
309	Exeter	20.52	59.77	227.06	544.72	2404.1	7002.96	6831.31	9.11	10.59	48.23
310	Exeter	85.68	244.66	4.14	2750.13	37.11	2142.96	2182.39	11.24	8.96	17.38
311	Exeter	58.82	168.91	89.33	1550.4	615.09	3706.72	3673.02	9.18	6.89	28.58
312	Exeter	193.42	548.41	89.86	6330.07	982.62	6444.88	6532.56	11.54	10.94	20.33
313	Exeter	3.62	10.24	120.1	143.34	1278.13	3204.9	3123.11	14	10.64	48.55
314	Exeter	101.54	301.09	19.07	2898.03	124.9	5220.03	5201.65	9.63	6.55	32.55
315	Exeter	498.39	1411.12	18.58	17262.44	184.41	13288.16	13581.15	12.23	9.92	18.79
316	Exeter	52.54	148.71	87.4	1829.91	815.09	3416.29	3388.89	12.31	9.33	28.82
317	Exeter	152.28	448.49	74.96	4510.52	921.85	6027.68	6025.58	10.06	12.3	23.03
318	Exeter	14.81	41.91	19.82	528.45	224.77	1033.73	1027.4	12.61	11.34	33.39
319	Exeter	117.69	340.23	131.87	3271.44	341.91	4026.21	4077.61	9.62	2.59	17.17
320	Exeter	3.44	9.73	0	124.31	0	100.02	102.54	12.78	0	20.82
321	Exeter	14.65	43.29	10.41	328.24	53.06	746.67	742.34	7.58	5.1	27.73
322	Exeter	1.2	3.4	1	43.45	3.57	89.9	88.6	12.78	3.57	40.57
323	Exeter	61	172.65	99.95	40264.34	320.72	34861.63	34329.67	233.21	3.21	253.82
324	Exeter	114.86	331.21	8.68	3646.59	94.34	3216	3253.75	11.01	10.87	19.03
325	Exeter	38.64	112.37	0	1248.27	0	936.24	954.41	11.11	0	16.83
326	Exeter	60.36	172.7	1	2120.75	8.49	1565.65	1597.73	12.28	8.49	18.21
327	Exeter	6.96	19.76	6.87	179.69	60.24	291.15	291.07	9.09	8.77	21.86
328	Exeter	0	0	133.78	0	1158.37	2196.04	2152.17	0	8.66	32.5
329	Exeter	0	0	19.43	0	62.3	821.19	794.59	0	3.21	83.16
330	Exeter	0	0	19.21	0	145.12	409.77	399.07	0	7.55	42.11
331	Exeter	11	31.13	59.01	2879.21	186.29	8681.12	8939.72	92.49	3.16	195.48
332	Exeter	0.1	0.29	85.44	2.17	362.63	1437.52	1415.48	7.5	4.24	33.28
333	Exeter	11.03	31.67	128.64	356.66	1255.74	3146.37	3082.09	11.26	9.76	38.85
334	Exeter	0	0	0	0	0	0	0	0	0	0

335	Exeter	0	0	0	0	0	0	0	0	0	0
336	Exeter	0	0	0	0	0	0	0	0	0	0
337	Exeter	0	0	0	0	0	0	0	0	0	0
338	Exeter	0	0	0	0	0	0	0	0	0	0
339	Exeter	0	0	0	0	0	0	0	0	0	0
340	Exeter	0	0	0	0	0	0	0	0	0	0
341	Exeter	0	0	0	0	0	0	0	0	0	0
342	Exeter	0	0	0	0	0	0	0	0	0	0
343	Exeter	0	0	0	0	0	0	0	0	0	0
344	Exeter	0	0	0	0	0	0	0	0	0	0
345	Exeter	0	0	0	0	0	0	0	0	0	0
346	Exeter	0	0	0	0	0	0	0	0	0	0
347	Exeter	0	0	0	0	0	0	0	0	0	0
348	Exeter	0	0	0	0	0	0	0	0	0	0
349	Exeter	0	0	0	0	0	0	0	0	0	0
350	Exeter	0	0	0	0	0	0	0	0	0	0
351	Exeter	0	0	0	0	0	0	0	0	0	0
352	Exeter	0	0	0	0	0	0	0	0	0	0
353	Exeter	0	0	0	0	0	0	0	0	0	0
354	Exeter	0	0	0	0	0	0	0	0	0	0
355	Exeter	0	0	0	0	0	0	0	0	0	0
356	Exeter	0	0	0	0	0	0	0	0	0	0
357	Exeter	0	0	0	0	0	0	0	0	0	0
358	Exeter	0	0	0	0	0	0	0	0	0	0
359	Exeter	0	0	0	0	0	0	0	0	0	0
360	Exeter	0	0	0	0	0	0	0	0	0	0
361	Exeter	0	0	0	0	0	0	0	0	0	0
362	Exeter	0	0	0	0	0	0	0	0	0	0
363	Exeter	0	0	0	0	0	0	0	0	0	0
364	Exeter	0	0	0	0	0	0	0	0	0	0
365	Exeter	0	0	0	0	0	0	0	0	0	0
366	Exeter	0	0	0	0	0	0	0	0	0	0
367	Exeter	0	0	0	0	0	0	0	0	0	0
368	Exeter	0	0	0	0	0	0	0	0	0	0
369	Exeter	0	0	0	0	0	0	0	0	0	0
370	Exeter	0	0	0	0	0	0	0	0	0	0
371	Exeter	0	0	0	0	0	0	0	0	0	0
372	Exeter	0	0	0	0	0	0	0	0	0	0
373	Exeter	0	0	0	0	0	0	0	0	0	0
374	Exeter	0	0	0	0	0	0	0	0	0	0
375	Exeter	0	0	0	0	0	0	0	0	0	0
376	Farmersvill	15	42.45	104.18	491.43	950.19	3348.82	3355.03	11.58	9.12	45.72
377	Farmersvill	0.41	1.17	72.51	13.85	813.19	2038.21	2080.45	11.84	11.21	55.9
378	Farmersvill	96.24	276.25	63.56	3076.43	602.69	3634.25	3691.84	11.14	9.48	21.56
379	Farmersvill	239.02	715.93	16.49	6566.05	145.99	5335.45	5422.11	9.17	8.85	14.69
380	Farmersvill	238.61	677.64	86.32	7562.65	703.56	8090.63	8174.11	11.16	8.15	21.29
381	Farmersvill	23.5	67.41	91.29	21741.15	399.72	19868.84	19416.32	322.52	4.38	247.54

382	Farmersvill	142.36	408.83	9.16	4786.97	48.33	3624.89	3699.95	11.71	5.28	17.52
383	Farmersvill	287.24	828.36	44.22	8518.67	403.38	7919.65	8029.22	10.28	9.12	18.28
384	Farmersvill	20	56.61	49.26	2367.93	128.8	6771.54	6869.13	41.83	2.61	128.84
385	Farmersvill	268.37	769.09	179.09	9214.82	1405.76	15104.96	15181.07	11.98	7.85	31.94
386	Farmersvill	101.24	288.69	2.68	3348.49	24.9	2494.68	2545.16	11.6	9.29	17.3
387	Farmersvill	44.04	124.63	0	1567.38	0	1135.92	1160.2	12.58	0	18.42
388	Farmersvill	16.74	47.37	51.16	546.38	366.26	1370.63	1359.84	11.53	7.16	27.71
389	Farmersvill	111.96	328.29	75.76	6150.29	294.21	8781.22	8974.91	18.73	3.88	43.95
390	Farmersvill	10.56	29.9	32.52	315.59	245.02	1390.91	1360.99	10.55	7.53	44.09
391	Farmersvill	156.86	449.9	36.11	4724.29	343.58	4097.51	4163.99	10.5	9.51	17
392	Farmersvill	12	33.96	11.93	412.19	76.76	473.51	478.76	12.14	6.43	20.75
393	Farmersvill	14	39.62	15.25	455.9	103.64	573.93	579.73	11.51	6.8	21.03
394	Farmersvill	21	59.44	338.78	707.65	2618.92	5771.11	5717.84	11.91	7.73	28.85
395	Farmersvill	0	0	291.59	0	2634.09	8811.38	8521.39	0	9.03	59.44
396	Farmersvill	23	65.1	66.57	729.04	672.49	2256.75	2227.47	11.2	10.1	34.06
397	Farmersvill	143.16	414.33	18.22	4241.94	158.47	3637.54	3707.71	10.24	8.7	16.98
398	Farmersvill	281	795.3	2.87	9073.05	26.98	6493.35	6667.89	11.41	9.4	16.49
399	Farmersvill	182.08	517.84	20.34	5996.85	141.35	4724.84	4828.39	11.58	6.95	17.75
400	Farmersvill	175.42	496.49	71.98	6811	454.46	9297.54	9401.29	13.72	6.31	32.89
401	Farmersvill	222	630.57	3	7238.36	60.47	5502.34	5610.92	11.48	20.16	17.54
402	Farmersvill	62.35	176.45	1	2124.52	8.49	1544.72	1579.88	12.04	8.49	17.61
403	Farmersvill	47.9	135.57	91.38	1525.28	995.77	3648.61	3591.1	11.25	10.9	31.9
404	Farmersvill	142.85	404.5	3.96	5028.45	29.84	3706.19	3785.48	12.43	7.54	18.34
405	Farmersvill	94.72	289.32	2	2389.56	16.02	1911.37	1946.32	8.26	8.01	13.24
406	Farmersvill	57.61	163.63	69.09	1937.22	663.87	3522.55	3575.29	11.84	9.61	30.5
407	Farmersvill	82.39	233.73	67.64	2360.04	581.21	4062.98	4031.81	10.1	8.59	26.86
408	Farmersvill	15	42.45	27	485.51	506.04	2663.25	2595.32	11.44	18.74	75.72
409	Farmersvill	0	0	0	0	0	0	0	0	0	0
410	Farmersvill	0	0	0	0	0	0	0	0	0	0
411	Farmersvill	0	0	0	0	0	0	0	0	0	0
412	Farmersvill	0	0	0	0	0	0	0	0	0	0
413	Farmersvill	0	0	0	0	0	0	0	0	0	0
414	Farmersvill	0	0	0	0	0	0	0	0	0	0
415	Farmersvill	0	0	0	0	0	0	0	0	0	0
416	Farmersvill	0	0	0	0	0	0	0	0	0	0
417	Farmersvill	0	0	0	0	0	0	0	0	0	0
418	Farmersvill	0	0	0	0	0	0	0	0	0	0
419	Farmersvill	0	0	0	0	0	0	0	0	0	0
420	Farmersvill	0	0	0	0	0	0	0	0	0	0
421	Farmersvill	0	0	0	0	0	0	0	0	0	0
422	Farmersvill	0	0	0	0	0	0	0	0	0	0
423	Farmersvill	0	0	0	0	0	0	0	0	0	0
424	Farmersvill	0	0	0	0	0	0	0	0	0	0
425	Farmersvill	0	0	0	0	0	0	0	0	0	0
426	Farmersvill	0	0	0	0	0	0	0	0	0	0
427	Farmersvill	0	0	0	0	0	0	0	0	0	0
428	Farmersvill	0	0	0	0	0	0	0	0	0	0

429	Farmersvill	0	0	0	0	0	0	0	0	0	0
430	Farmersvill	0	0	0	0	0	0	0	0	0	0
431	Farmersvill	0	0	0	0	0	0	0	0	0	0
432	Farmersvill	0	0	0	0	0	0	0	0	0	0
433	Farmersvill	0	0	0	0	0	0	0	0	0	0
434	Farmersvill	0	0	0	0	0	0	0	0	0	0
435	Farmersvill	0	0	0	0	0	0	0	0	0	0
436	Farmersvill	0	0	0	0	0	0	0	0	0	0
437	Farmersvill	0	0	0	0	0	0	0	0	0	0
438	Farmersvill	0	0	0	0	0	0	0	0	0	0
439	Farmersvill	0	0	0	0	0	0	0	0	0	0
440	Farmersvill	0	0	0	0	0	0	0	0	0	0
441	Farmersvill	0	0	0	0	0	0	0	0	0	0
442	Farmersvill	0	0	0	0	0	0	0	0	0	0
443	Farmersvill	0	0	0	0	0	0	0	0	0	0
444	Farmersvill	0	0	0	0	0	0	0	0	0	0
445	Farmersvill	0	0	0	0	0	0	0	0	0	0
446	Farmersvill	0	0	0	0	0	0	0	0	0	0
447	Farmersvill	0	0	0	0	0	0	0	0	0	0
448	Farmersvill	0	0	0	0	0	0	0	0	0	0
449	Farmersvill	0	0	0	0	0	0	0	0	0	0
450	Farmersvill	0	0	0	0	0	0	0	0	0	0
451	Goshen	6	16.55	149.73	186.53	1336.14	3755.71	3625.14	11.27	8.92	44.39
452	Goshen	0	0	36.18	0	384.4	1331.6	1269.5	0	10.62	71.89
453	Goshen	255.33	695.41	31.68	6839.19	367.74	6580.55	6573.75	9.83	11.61	18.09
454	Goshen	37.6	103.19	99.66	3233.63	366.22	9017.93	9105.1	31.34	3.67	89.34
455	Goshen	200.94	538.42	366.96	4759.6	3809.97	12500.5	12096.06	8.84	10.38	27.17
456	Goshen	186.94	501.82	1.41	4840.93	14.41	4023.57	3983.35	9.65	10.22	15.91
457	Goshen	111.38	293.5	175.56	2466.21	1296.44	6091.99	5906.38	8.4	7.38	25.58
458	Goshen	42	115.83	4	1306.13	51.43	1076.34	1114.07	11.28	12.86	18.28
459	Goshen	0	0	326.64	0	3870.49	7887.82	7929.82	0	11.85	48.43
460	Goshen	0	0	35	0	0	0	0	0	0	0
461	Goshen	0	0	0	0	0	0	0	0	0	0
462	Goshen	0	0	0	0	0	0	0	0	0	0
463	Goshen	0	0	0	0	0	0	0	0	0	0
464	Goshen	0	0	0	0	0	0	0	0	0	0
465	Goshen	0	0	0	0	0	0	0	0	0	0
466	Goshen	0	0	0	0	0	0	0	0	0	0
467	Goshen	0	0	0	0	0	0	0	0	0	0
468	Goshen	0	0	0	0	0	0	0	0	0	0
469	Goshen	0	0	0	0	0	0	0	0	0	0
470	Goshen	0	0	0	0	0	0	0	0	0	0
471	Ivanhoe	12	33.96	6.79	470.27	60.52	463.04	466.83	13.85	8.91	22.82
472	Ivanhoe	18	50.94	47.77	659.5	461.86	1827.06	1782.26	12.95	9.67	36.56
473	Ivanhoe	4	11.32	81.65	2070.96	259.74	6858.28	6989.9	182.95	3.18	148.95
474	Ivanhoe	25	70.76	9.78	916.98	72.68	923.78	926.88	12.96	7.43	22.98
475	Ivanhoe	186.68	535.98	28.93	6394.11	219.41	5265.56	5320.06	11.93	7.58	18.74

476	Ivanhoe	126.72	362.04	57.44	4156.02	477.6	4382.58	4386.65	11.48	8.31	20.9
477	Ivanhoe	128	362.27	15.99	4876.28	89.97	4230.34	4226.12	13.46	5.63	22.36
478	Ivanhoe	14.65	36.75	16.98	382.2	135.85	696	693.86	10.4	8	25.87
479	Ivanhoe	207.48	611.11	10.45	6375.73	105.49	4992.86	5062.21	10.43	10.09	16.18
480	Ivanhoe	324	936.16	28.94	10432.49	247.59	8987.2	9007.07	11.14	8.56	18.64
481	Ivanhoe	5	14.15	7.48	189.7	75.88	327.31	321.92	13.41	10.14	30.02
482	Ivanhoe	123.46	349.86	25.13	4461.48	290.17	4609.26	4583.79	12.75	11.55	24.52
483	Ivanhoe	7.06	19.99	61.3	237.69	595.6	1936.48	1863.97	11.89	9.72	46.75
484	Ivanhoe	75	212.27	17.45	2662.78	140.87	2570.67	2558.15	12.54	8.07	22.33
485	Ivanhoe	38.62	110.94	224.39	937.24	2305.26	5093.09	4964.46	8.45	10.27	29.99
486	Ivanhoe	25	70.76	1.11	922.65	8.8	685.6	696.63	13.04	7.93	19.23
487	Ivanhoe	0	0	0	0	0	0	0	0	0	0
488	Ivanhoe	0	0	0	0	0	0	0	0	0	0
489	Ivanhoe	0	0	0	0	0	0	0	0	0	0
490	Ivanhoe	0	0	0	0	0	0	0	0	0	0
491	Ivanhoe	0	0	0	0	0	0	0	0	0	0
492	Ivanhoe	0	0	0	0	0	0	0	0	0	0
493	Ivanhoe	0	0	0	0	0	0	0	0	0	0
494	Ivanhoe	0	0	0	0	0	0	0	0	0	0
495	Ivanhoe	0	0	0	0	0	0	0	0	0	0
496	Ivanhoe	0	0	0	0	0	0	0	0	0	0
497	Ivanhoe	0	0	0	0	0	0	0	0	0	0
498	Ivanhoe	0	0	0	0	0	0	0	0	0	0
499	Ivanhoe	0	0	0	0	0	0	0	0	0	0
500	Ivanhoe	0	0	0	0	0	0	0	0	0	0
501	Ivanhoe	93.01	266.22	154.84	6100.82	1483.2	11242.12	11322.2	22.92	9.58	53.59
502	Ivanhoe	89.21	252.76	42.86	4939.18	630.74	4823.66	4908.09	19.54	14.72	32.92
503	Ivanhoe	0	0	0	0	0	0	0	0	0	0
504	Ivanhoe	0	0	0	0	0	0	0	0	0	0
505	Ivanhoe	0	0	0	0	0	0	0	0	0	0
506	Ivanhoe	0	0	0	0	0	0	0	0	0	0
507	Ivanhoe	0	0	0	0	0	0	0	0	0	0
508	Ivanhoe	0	0	0	0	0	0	0	0	0	0
509	Ivanhoe	0	0	0	0	0	0	0	0	0	0
510	Ivanhoe	0	0	0	0	0	0	0	0	0	0
511	Lindsay	109.05	308.65	83.12	4208.7	358.79	4138.85	4186.13	13.64	4.32	21.25
512	Lindsay	48.06	136.01	14.42	1980.93	105.26	1695.06	1721.61	14.56	7.3	22.71
513	Lindsay	21.43	60.65	42.63	919.44	438.31	2657.16	2619.71	15.16	10.28	51.09
514	Lindsay	24.99	70.72	177.55	2564.01	497.88	8573.16	8849.87	36.26	2.8	70.18
515	Lindsay	28.89	81.77	0.54	1155.94	2.43	900.14	916.1	14.14	4.49	22.07
516	Lindsay	51.55	146.51	60.31	41248.06	278.36	40482.15	39802.93	281.54	4.62	388.19
517	Lindsay	114.76	334.04	242.51	3641.71	1534.2	7194.79	7150.18	10.9	6.33	24.88
518	Lindsay	156.87	458.71	21.93	5207.7	279.51	4849.59	4908.62	11.35	12.75	20.3
519	Lindsay	65.23	187	191.99	2012.43	1717.15	6133.1	6012.99	10.76	8.94	32.05
520	Lindsay	307.79	873.56	256.95	10436.09	2325.5	14102.05	14064.26	11.95	9.05	24.91
521	Lindsay	441.49	1256.56	174.06	16003.95	1070.73	18237.85	18496.38	12.74	6.15	25.68
522	Lindsay	82.88	243.19	65.04	2259.98	824.41	4605.06	4542.93	9.29	12.68	29.68

523	Lindsay	55.66	158.65	96.62	1737.2	1069.43	3954.1	3870.42	10.95	11.07	30.65
524	Lindsay	0	0	10.45	0	62.75	263.74	258.97	0	6	50.02
525	Lindsay	122.26	359.2	68	3313.84	772.71	4806.53	4751.79	9.23	11.36	22.37
526	Lindsay	121.87	352.5	23.66	3492.5	196.42	3134.25	3163.06	9.91	8.3	16.74
527	Lindsay	175.37	497.96	251.04	5458.92	2259.43	8754.24	8697.28	10.96	9	23.3
528	Lindsay	182.74	531.68	145.66	6624.56	434.9	9389.64	9644.51	12.46	2.99	28.1
529	Lindsay	56.54	160.02	5.88	2163.95	29.74	1757.97	1781.68	13.52	5.06	21.34
530	Lindsay	148.08	423.44	12.27	4782.16	127.91	3852.6	3903.91	11.29	10.42	17.8
531	Lindsay	67.98	207.5	86.14	1414.77	770.42	3314.13	3265.55	6.82	8.94	22.41
532	Lindsay	110.89	320.87	234.4	6359.19	1672.81	13622.31	13822.32	19.82	7.14	49.43
533	Lindsay	137.59	412.94	87.66	3812.89	891.23	5582.6	5543.1	9.23	10.17	22.22
534	Lindsay	189.68	578.99	177.24	4179.48	2521.27	12943.49	12447.44	7.22	14.23	33.58
535	Lindsay	30	85.98	117.86	813.27	1213.33	4090.25	3958.71	9.46	10.29	39.49
536	Lindsay	31.53	94.5	349.25	634.88	2991.1	6356.18	6251.95	6.72	8.56	28.41
537	Lindsay	10.2	29.13	31.7	318.83	193.73	975.52	951.8	10.95	6.11	31.68
538	Lindsay	224.91	660.23	336.2	5987.43	1801.37	10152.34	10103.53	9.07	5.36	20.33
539	Lindsay	239.13	702.72	51.11	7284.02	491.59	6908.35	6968.03	10.37	9.62	18.41
540	Lindsay	13.19	37.32	14.25	475.06	130.05	639.22	641.99	12.73	9.13	24.84
541	Lindsay	6.1	17.26	21.75	220.35	212.95	668.56	649	12.77	9.79	33.78
542	Lindsay	12.84	37.24	26.37	416.63	249.08	1169.1	1140.97	11.19	9.45	36.32
543	Lindsay	13.82	39.1	29.62	465.4	302.33	1199.83	1176.23	11.9	10.21	34.58
544	Lindsay	31.67	89.84	8.9	1147.06	78.22	1165.67	1176.74	12.77	8.79	23.72
545	Lindsay	83.65	245.67	19.82	2454.62	176.54	2303.16	2316.62	9.99	8.91	17.4
546	Lindsay	188.6	540.99	146.55	11928.55	463.46	15633.63	15790.07	22.05	3.16	45.7
547	Lindsay	286.65	864.73	144.54	5319.31	1738.31	8834.7	8788.31	6.15	12.03	17.46
548	Lindsay	20.09	56.86	7.43	777.93	64.92	785.23	792.19	13.68	8.74	24.54
549	Lindsay	7.42	21	28.32	307.52	321.64	888.54	886.07	14.64	11.36	35.98
550	Lindsay	106.32	316.73	20.75	2968.95	216.1	2800.84	2832.66	9.37	10.41	16.69
551	Lindsay	57	163.13	169.81	3091.88	1257.36	11090.13	10992.99	18.95	7.4	66.33
552	Lindsay	40.7	115.18	3.07	1543.41	24.58	1207.99	1232.42	13.4	8.01	20.64
553	Lindsay	0	0	0	0	0	0	0	0	0	0
554	Lindsay	0	0	0	0	0	0	0	0	0	0
555	Lindsay	0	0	0	0	0	0	0	0	0	0
556	Lindsay	0	0	0	0	0	0	0	0	0	0
557	Lindsay	0	0	0	0	0	0	0	0	0	0
558	Lindsay	0	0	0	0	0	0	0	0	0	0
559	Lindsay	0	0	0	0	0	0	0	0	0	0
560	Lindsay	0	0	0	0	0	0	0	0	0	0
561	Lindsay	0	0	0	0	0	0	0	0	0	0
562	Lindsay	0	0	0	0	0	0	0	0	0	0
563	Lindsay	0	0	0	0	0	0	0	0	0	0
564	Lindsay	0	0	0	0	0	0	0	0	0	0
565	Lindsay	0	0	0	0	0	0	0	0	0	0
566	Lindsay	0	0	0	0	0	0	0	0	0	0
567	Lindsay	0	0	0	0	0	0	0	0	0	0
568	Lindsay	0	0	0	0	0	0	0	0	0	0
569	Lindsay	0	0	0	0	0	0	0	0	0	0

570	Lindsay	0	0	0	0	0	0	0	0	0	0
571	Lindsay	0	0	0	0	0	0	0	0	0	0
572	Lindsay	0	0	0	0	0	0	0	0	0	0
573	Lindsay	0	0	0	0	0	0	0	0	0	0
574	Lindsay	0	0	0	0	0	0	0	0	0	0
575	Lindsay	0	0	0	0	0	0	0	0	0	0
576	Lindsay	0	0	0	0	0	0	0	0	0	0
577	Lindsay	0	0	0	0	0	0	0	0	0	0
578	Lindsay	0	0	0	0	0	0	0	0	0	0
579	Lindsay	0	0	0	0	0	0	0	0	0	0
580	Lindsay	0	0	0	0	0	0	0	0	0	0
581	Lindsay	0	0	0	0	0	0	0	0	0	0
582	Lindsay	0	0	0	0	0	0	0	0	0	0
583	Lindsay	0	0	0	0	0	0	0	0	0	0
584	Lindsay	0	0	0	0	0	0	0	0	0	0
585	Lindsay	0	0	0	0	0	0	0	0	0	0
586	Lindsay	0	0	0	0	0	0	0	0	0	0
587	Lindsay	0	0	0	0	0	0	0	0	0	0
588	Lindsay	0	0	0	0	0	0	0	0	0	0
589	Lindsay	0	0	0	0	0	0	0	0	0	0
590	Lindsay	0	0	0	0	0	0	0	0	0	0
591	Lindsay	0	0	0	0	0	0	0	0	0	0
592	Lindsay	0	0	0	0	0	0	0	0	0	0
593	Lindsay	0	0	0	0	0	0	0	0	0	0
594	Lindsay	0	0	0	0	0	0	0	0	0	0
595	Lindsay	0	0	0	0	0	0	0	0	0	0
596	Lindsay	0	0	0	0	0	0	0	0	0	0
597	Lindsay	0	0	0	0	0	0	0	0	0	0
598	Lindsay	0	0	0	0	0	0	0	0	0	0
599	Lindsay	0	0	0	0	0	0	0	0	0	0
600	Lindsay	0	0	0	0	0	0	0	0	0	0
601	London	508.72	1476.71	49.88	19295.36	396.21	16265.24	16527.17	13.07	7.94	21.48
602	London	0	0	0	0	0	0	0	0	0	0
603	London	0	0	0	0	0	0	0	0	0	0
604	London	0	0	0	0	0	0	0	0	0	0
605	London	0	0	0	0	0	0	0	0	0	0
606	London	0	0	0	0	0	0	0	0	0	0
607	London	0	0	0	0	0	0	0	0	0	0
608	London	0	0	0	0	0	0	0	0	0	0
609	London	0	0	0	0	0	0	0	0	0	0
610	London	0	0	0	0	0	0	0	0	0	0
611	London	130.94	374.63	19.41	3426.41	97.58	2867.85	2917.52	9.15	5.03	14.68
612	Orosi	49.55	140.65	50.81	3267.32	111.76	8108.46	7941.53	23.23	2.2	83.83
613	Orosi	229.22	681.28	6.15	5615.34	36.38	4439.8	4518.67	8.24	5.92	13.03
614	Orosi	223.78	634.7	42.59	5610.7	316.58	5243.81	5302.21	8.84	7.43	15.57
615	Orosi	68.54	195.89	170.43	22907.29	530.38	25798.73	25730.11	116.94	3.11	140.67
616	Orosi	184.6	535	141.32	5958.01	453.89	9289.08	9319.36	11.14	3.21	27.51

617	Orosi	51.66	148.95	12.92	1458.13	93.09	1239.62	1260.06	9.79	7.21	15.44
618	Orosi	62	175.48	12.76	2014.82	84.05	1638.06	1666.49	11.48	6.59	17.55
619	Orosi	100.1	283.73	7.68	3315.07	63.9	2814.76	2845.38	11.68	8.32	19.42
620	Orosi	20	56.61	18.3	721.45	188.42	1501.77	1462.78	12.74	10.3	39.57
621	Orosi	28.81	85.99	33.44	537.41	258.05	1317.04	1300.18	6.25	7.72	21.91
622	Orosi	224.88	650.27	10.22	5521.32	38.8	4490.86	4566.95	8.49	3.8	13.71
623	Orosi	22.2	62.84	156.63	2615.07	357.01	6547.74	6406.96	41.61	2.28	59.03
624	Orosi	125.66	372.92	106.14	2161.88	830.05	5059.84	5016.72	5.8	7.82	21.03
625	Orosi	116	328.76	76.75	3074.54	755.56	5106.16	5036.1	9.35	9.84	25.01
626	Orosi	109.21	314.99	23.01	2888.91	243.25	3058.35	3070.37	9.17	10.57	18.13
627	Orosi	36.66	106.22	18.61	995.7	119.8	1150.53	1153.01	9.37	6.44	18.45
628	Orosi	2	5.66	19.69	60.4	132.26	327.87	325.38	10.67	6.72	25.77
629	Orosi	127.37	360.63	61.49	3621.51	367.17	3819.04	3851.59	10.04	5.97	18.17
630	Orosi	226.56	660.76	14.3	5605.25	109.31	4709.41	4788.01	8.48	7.64	14.07
631	Orosi	14.15	40.75	8.3	385.49	14.83	506.13	508.01	9.46	1.79	20.68
632	Orosi	261.2	795.59	47.13	4763.49	166.86	4633.76	4686.75	5.99	3.54	11.06
633	Orosi	69.88	203.53	14.22	1861.68	97.91	1713.24	1733.15	9.15	6.89	15.83
634	Orosi	17.26	49.08	2.31	510.37	7.81	400.07	408.34	10.4	3.38	15.73
635	Orosi	14.81	42.05	2.23	486.67	14.39	381.43	390.07	11.57	6.45	17.42
636	Orosi	5	14.15	7.77	162.62	54.14	231.73	232.81	11.49	6.97	21.19
637	Orosi	11.36	32.3	4.23	305.89	29.18	380.36	384.21	9.47	6.9	20.93
638	Orosi	81.16	229.99	40.77	2223.03	204.97	2196.19	2231.35	9.67	5.03	16.35
639	Orosi	4.78	13.82	0.82	126.93	2.61	135.9	137.6	9.18	3.19	18.68
640	Orosi	22.28	63.26	14.36	705.39	101.77	718.99	727.63	11.15	7.09	18.64
641	Orosi	26.12	74.54	23.71	770.15	90.46	898.01	903.15	10.33	3.82	18.33
642	Orosi	0	0	0	0	0	0	0	0	0	0
643	Orosi	0	0	0	0	0	0	0	0	0	0
644	Orosi	0	0	0	0	0	0	0	0	0	0
645	Orosi	0	0	0	0	0	0	0	0	0	0
646	Orosi	0	0	0	0	0	0	0	0	0	0
647	Orosi	0	0	0	0	0	0	0	0	0	0
648	Orosi	0	0	0	0	0	0	0	0	0	0
649	Orosi	0	0	0	0	0	0	0	0	0	0
650	Orosi	0	0	0	0	0	0	0	0	0	0
651	Orosi	0	0	0	0	0	0	0	0	0	0
652	Orosi	0	0	0	0	0	0	0	0	0	0
653	Orosi	0	0	0	0	0	0	0	0	0	0
654	Orosi	0	0	0	0	0	0	0	0	0	0
655	Orosi	0	0	0	0	0	0	0	0	0	0
656	Orosi	0	0	0	0	0	0	0	0	0	0
657	Orosi	0	0	0	0	0	0	0	0	0	0
658	Orosi	0	0	0	0	0	0	0	0	0	0
659	Orosi	0	0	0	0	0	0	0	0	0	0
660	Orosi	0	0	0	0	0	0	0	0	0	0
661	Orosi	0	0	0	0	0	0	0	0	0	0
662	Orosi	0	0	0	0	0	0	0	0	0	0
663	Orosi	0	0	0	0	0	0	0	0	0	0

664	Orosi	0	0	0	0	0	0	0	0	0	0
665	Orosi	0	0	0	0	0	0	0	0	0	0
666	Orosi	0	0	0	0	0	0	0	0	0	0
667	Orosi	0	0	0	0	0	0	0	0	0	0
668	Orosi	0	0	0	0	0	0	0	0	0	0
669	Orosi	0	0	0	0	0	0	0	0	0	0
670	Orosi	0	0	0	0	0	0	0	0	0	0
671	Orosi	0	0	0	0	0	0	0	0	0	0
672	Orosi	0	0	0	0	0	0	0	0	0	0
673	Orosi	0	0	0	0	0	0	0	0	0	0
674	Orosi	0	0	0	0	0	0	0	0	0	0
675	Orosi	0	0	0	0	0	0	0	0	0	0
676	Pixley	220.88	626.72	94.35	10942.98	1285.66	11702.02	11906.27	17.46	13.63	32.74
677	Pixley	263.21	773.79	55.37	11767.4	919.94	11697.42	12055.29	15.21	16.61	28.65
678	Pixley	472.74	1341.54	292.56	22093.8	1686.74	23621.82	24039.8	16.47	5.77	29.17
679	Pixley	21.65	64.38	133.15	5522	529.98	21481.21	25246.26	85.77	3.98	236.56
680	Pixley	72.42	217.6	17.72	2864.68	310.27	2660.82	2690.2	13.16	17.51	22.74
681	Pixley	3.31	9.6	59.19	155.29	1019.16	1714.2	1678.67	16.18	17.22	49.32
682	Pixley	90	275	59.9	2780.67	648.5	4265.81	4325.29	10.11	10.83	25.65
683	Pixley	38.13	113.03	85.86	1565.9	1326.69	4121.96	4162.43	13.85	15.45	41.65
684	Pixley	31.65	89.58	59.71	1704.45	839.65	3371.94	3392.19	19.03	14.06	45.31
685	Pixley	0	0	0	0	0	0	0	0	0	0
686	Pixley	0	0	0	0	0	0	0	0	0	0
687	Pixley	0	0	0	0	0	0	0	0	0	0
688	Pixley	0	0	0	0	0	0	0	0	0	0
689	Pixley	0	0	0	0	0	0	0	0	0	0
690	Pixley	0	0	0	0	0	0	0	0	0	0
691	Pixley	0	0	0	0	0	0	0	0	0	0
692	Pixley	0	0	0	0	0	0	0	0	0	0
693	Pixley	0	0	0	0	0	0	0	0	0	0
694	Pixley	0	0	0	0	0	0	0	0	0	0
695	Pixley	0	0	0	0	0	0	0	0	0	0
696	Poplar_Cot	532.02	1539.06	127.23	22790.47	909.06	22693.88	22985.14	14.81	7.14	27.41
697	Poplar_Cot	59.22	170.87	22.6	2262.12	194.48	2547.9	2551.2	13.24	8.61	26.36
698	Poplar_Cot	0	0	0	0	0	0	0	0	0	0
699	Poplar_Cot	0	0	0	0	0	0	0	0	0	0
700	Poplar_Cot	0	0	0	0	0	0	0	0	0	0
701	Porterville	65	192.27	8.87	2034.08	49.53	1604.14	1611.6	10.58	5.58	15.99
702	Porterville	169.46	500.34	11.86	5056.61	52.45	3909.53	3931.01	10.11	4.42	15.31
703	Porterville	34	100.57	1	962.76	5.6	711.79	715.5	9.57	5.6	14.05
704	Porterville	1.1	3.25	76.6	30.7	306.26	1124.26	1089.74	9.45	4	27.73
705	Porterville	22.5	66.56	80.01	566.34	444.31	2467.34	2422.92	8.51	5.55	33.36
706	Porterville	201.81	596.94	16.37	5664.95	61.55	4979.95	5030.08	9.49	3.76	16.32
707	Porterville	375	1109.24	8.87	9163.99	19.57	7236.53	7327.78	8.26	2.21	13.03
708	Porterville	327.7	964.85	82.78	9053.65	242.03	11359.64	11486.73	9.38	2.92	21.81
709	Porterville	291	860.77	23.99	6417.21	62	5410.1	5467.87	7.46	2.58	12.29
710	Porterville	133.64	373.7	11.95	2580.47	60.1	2434.17	2488.56	6.91	5.03	12.76

711	Porterville	37.14	109.51	72	2313.27	66.59	5733.22	5886.53	21.12	0.92	64.02
712	Porterville	82.54	227.92	208.27	12536	573.62	13246.68	12905.28	55	2.75	59.96
713	Porterville	246.4	687.36	1.41	4480.21	8.18	3709.44	3856.57	6.52	5.8	10.98
714	Porterville	14.01	41.43	9.35	299.54	32.82	461.68	457.57	7.23	3.51	18.1
715	Porterville	62.84	182.21	177.75	1306.56	838.45	4672.95	4566.49	7.17	4.72	25.67
716	Porterville	128.5	374.5	16.33	3085.78	147.92	3007.09	3030.07	8.24	9.06	15.45
717	Porterville	114.9	331.88	17.06	2664.38	89.36	2810.57	2835.22	8.03	5.24	16.18
718	Porterville	114.5	325.25	41.94	2419.46	312.11	2750.07	2779.98	7.44	7.44	15.06
719	Porterville	456.5	1323.66	125.83	14483.04	161.83	19041.53	19138.64	10.94	1.29	26.34
720	Porterville	289.77	832.53	44.13	6485.46	171.07	5926.6	5974.23	7.79	3.88	13.58
721	Porterville	550	1626.88	137.68	13951.1	194.05	15169.97	15263.79	8.58	1.41	17.25
722	Porterville	274	810.48	859.56	64103.5	2785.07	79134.48	76482.55	79.09	3.24	93.18
723	Porterville	219.18	628.94	98.63	3932.01	986.55	6938.65	6823.78	6.25	10	18.92
724	Porterville	150.25	427.75	288.27	2574.09	2074.36	12694.93	12311.77	6.02	7.2	34.92
725	Porterville	97	286.92	55	3101.84	44.25	5157.17	5324.82	10.81	0.8	30.66
726	Porterville	263.37	754.95	16.96	4878.93	78.76	4040.41	4088.56	6.46	4.64	10.53
727	Porterville	33	97.61	0	742.38	0	589.5	597.35	7.61	0	12.16
728	Porterville	64.48	179.16	98.57	1020.35	657.77	3629.59	3543.17	5.7	6.67	25.83
729	Porterville	141.1	406.86	67.26	2685.3	216.28	3383.96	3377.69	6.6	3.22	14.26
730	Porterville	182.48	511.63	2.95	3195.51	7.28	2675.26	2694.24	6.25	2.47	10.43
731	Porterville	53	156.77	134.33	6619.14	422.49	7292.36	7115.82	42.22	3.15	49.5
732	Porterville	225.28	641.02	93.85	5319.66	160.49	7800.12	7955.79	8.3	1.71	21.44
733	Porterville	369.54	1071.23	40.23	9535.08	134.31	7673.84	7682.36	8.9	3.34	13.82
734	Porterville	638	1815	48.24	12783.18	134.92	10934.75	10974.35	7.04	2.8	11.76
735	Porterville	660.85	1948.09	174.96	14802.95	678.72	14124.85	14145.89	7.6	3.88	13.32
736	Porterville	0	0	765.74	2614.06	3306.67	25861.72	24689.32	0	4.32	66.02
737	Porterville	248.87	681.88	534.42	3414.6	2366.61	12581.73	12282.3	5.01	4.43	20.44
738	Porterville	50	132.86	293.18	594.87	1976.44	9146.05	8964.63	4.48	6.74	42.51
739	Porterville	69	204.1	123.98	1372.24	393.89	2690.99	2647.37	6.72	3.18	16.27
740	Porterville	150	443.7	132.69	4380.85	161.22	6883.38	6948.69	9.87	1.21	24
741	Porterville	115	340.17	1.92	2333.83	8.29	1811.21	1832.01	6.86	4.32	10.65
742	Porterville	156.5	457.32	24.03	3050.55	61.55	3278.94	3275.11	6.67	2.56	13.62
743	Porterville	240.4	679.89	24.51	4048.8	75.09	3608.77	3641.42	5.96	3.06	10.29
744	Porterville	90	266.22	707.09	1581.68	2926.24	9438.71	9265.22	5.94	4.14	19.22
745	Porterville	175.88	491.01	83.45	3173.68	162.76	5165.3	5379.99	6.46	1.95	18.36
746	Porterville	172	508.77	59.61	3177.83	300.16	3503.68	3489.42	6.25	5.04	12.3
747	Porterville	233.45	675.96	245.48	3419.57	929.54	6734.77	6656.95	5.06	3.79	14.53
748	Porterville	3.19	9.44	17.62	69.56	75.81	277.52	274.94	7.37	4.3	20.42
749	Porterville	106.41	285.98	12.81	1630.5	43.69	1577.81	1577.97	5.7	3.41	10.56
750	Porterville	23.71	69.22	76.86	454.69	329.69	1301.23	1283.51	6.57	4.29	17.69
751	Porterville	140.76	408.55	17.07	2909.49	72.72	2376.89	2395.63	7.12	4.26	11.21
752	Porterville	125.46	370.37	3.45	2737.32	9.59	2208.82	2244.62	7.39	2.78	11.91
753	Porterville	231.84	675.95	26.29	6170.36	128	5105.74	5156.21	9.13	4.87	14.61
754	Porterville	499	1467	127.52	14592.43	177.77	17595.98	17728.28	9.95	1.39	22.15
755	Porterville	600.74	1703.67	23.68	11983.36	169.61	10003.37	10104.76	7.03	7.16	11.64
756	Porterville	671.39	1883.7	259.5	13080.39	661.32	16142.92	16036.94	6.94	2.55	15.01
757	Porterville	276.69	779.09	53.27	4584.17	141.03	4972.41	4992.3	5.88	2.65	11.97

758	Porterville	96.17	258.9	118.77	1327.79	494.54	3150.93	3114.73	5.13	4.16	16.59
759	Porterville	71.29	205.42	60.27	1286.01	670.57	3323.31	3239.11	6.26	11.13	24.7
760	Porterville	152.75	442.63	120.31	2780.68	563.83	4107.33	4069.68	6.28	4.69	14.53
761	Porterville	182.69	504.26	145.13	2737.32	733.02	4914.35	4856.3	5.43	5.05	15.05
762	Porterville	111.12	304.55	421.71	1449.34	707.54	5219.4	5145.37	4.76	1.68	14.27
763	Porterville	91.11	266.59	1074	2910.93	3400.63	17414.24	16947.5	10.92	3.17	25.63
764	Porterville	95.59	271.07	93.7	2711.46	152.66	5900.98	6144.73	10	1.63	33.02
765	Porterville	304.14	837.11	136.29	3342.01	502.56	5147.82	5128.35	3.99	3.69	10.56
766	Porterville	35.85	102.07	58.87	600.09	155.86	1697.46	1670.67	5.88	2.65	20.93
767	Porterville	6.09	16.19	73.54	61.6	341.44	1158.98	1139.46	3.8	4.64	25.62
768	Porterville	20.77	55.96	570.89	117.61	1803.48	5743.66	5715.65	2.1	3.16	18.28
769	Porterville	43.09	125.63	1108.28	487.46	9792.54	35239.78	34130.39	3.88	8.84	56.22
770	Porterville	171.4	459.7	852.19	1334.31	2884.61	11275.43	11201.45	2.9	3.38	17.13
771	Porterville	178.32	495.18	1069.76	1524.07	3300.99	12773.93	12639.61	3.08	3.09	16.24
772	Porterville	129.53	379.8	50	3123.2	41.51	4583.66	4741.38	8.22	0.83	21.7
773	Porterville	97.41	282.05	14.2	1642.95	39.95	1603.18	1610.06	5.83	2.81	10.85
774	Porterville	155.11	457.34	2.59	3157.79	4.65	2418.97	2441	6.9	1.8	10.57
775	Porterville	136.05	398.76	35.73	2498.86	371.96	5200.47	5109.48	6.27	10.41	23.73
776	Porterville	112	331.29	3.41	2601.32	18.77	1996.61	2017.96	7.85	5.51	11.99
777	Porterville	361.05	1043.66	20.27	7197.01	97.24	5994.53	6061.39	6.9	4.8	11.33
778	Porterville	11.63	34.1	2.23	296.6	14.25	244.69	247.26	8.7	6.39	13.54
779	Porterville	11.84	34.73	0.82	291.43	1.79	228.25	230.59	8.39	2.19	12.91
780	Porterville	43.54	125.55	103.9	42792.25	128.84	37464.48	36759.71	340.84	1.24	323.49
781	Porterville	56.86	166.54	10.21	1539.69	53.61	1266.76	1282.03	9.25	5.25	14.42
782	Porterville	369.29	1022.02	73.55	16755.05	165.68	21754.41	22235.39	16.39	2.25	40.15
783	Porterville	251.95	717.48	185.34	5393.98	834.79	7704.28	7623.5	7.52	4.5	16.98
784	Porterville	129.39	379.91	94.25	2783.67	576.75	4959.46	4858.37	7.33	6.12	20.71
785	Porterville	450.87	1332.04	38.51	10838.88	192.14	9111.5	9162.78	8.14	4.99	13.33
786	Porterville	82.11	234.65	50.09	1507.28	302.88	3005.99	2955.43	6.42	6.05	20.94
787	Porterville	291.48	854.58	301.73	65488.54	424.44	57904.08	56605.2	76.63	1.41	99.03
788	Porterville	104.17	302.71	0.54	2049.18	2.06	1683.7	1701.55	6.77	3.82	11.16
789	Porterville	235.29	676.69	170.9	4999.75	844.14	10817.57	10967.89	7.39	4.94	25.7
790	Porterville	365.59	1032.88	75.99	5668.15	278.02	5929.64	5928.63	5.49	3.66	10.69
791	Porterville	139.4	385.98	126.02	2029.49	616.86	4320.02	4277.5	5.26	4.89	16.79
792	Porterville	67.83	192.21	281.1	2377.6	1444.39	14037.65	14010.2	12.37	5.14	59.26
793	Porterville	174.1	491.07	56.65	2352.18	210.54	3076.85	3092.69	4.79	3.72	11.26
794	Porterville	357.82	986.9	26.25	4729.71	118.51	4509.46	4607.83	4.79	4.51	9
795	Porterville	177.99	501.02	133.23	2841.09	284.69	5715.97	5642.96	5.67	2.14	17.91
796	Porterville	13.15	37.43	28.29	293.83	65.28	613.95	597.16	7.85	2.31	18.43
797	Porterville	211.44	619.93	5.54	4613.8	34	3857.98	3897.93	7.44	6.14	12.4
798	Porterville	404.79	1142.92	1.9	7117.32	9.79	5934.8	5992.85	6.23	5.15	10.42
799	Porterville	154.22	437.73	181.21	2281.94	1392.78	7517.9	7353.98	5.21	7.69	24.03
800	Porterville	1	2.96	337.89	18.96	271.46	2469.68	2444.55	6.41	0.8	14.42
801	Porterville	0	0	452.37	0	736.92	9523.59	9176.63	0	1.63	41.34
802	Porterville	304.75	848.8	63.03	4576.25	194.94	5040.8	5031.29	5.39	3.09	11.05
803	Porterville	179.23	495.85	62.39	2522.91	526.38	4547.01	4464.99	5.09	8.44	16.14
804	Porterville	186.82	543.43	143.97	4590.26	245.32	10664.62	10529.59	8.45	1.7	30.83

805	Porterville	42.58	123.61	2	1040.88	8.72	875	889.58	8.42	4.36	14.05
806	Porterville	161.86	467.27	62.54	3760.41	382.45	4315.82	4263.21	8.05	6.12	16.19
807	Porterville	4	11.83	209.83	99.08	1263.67	5374.26	5121.38	8.38	6.02	47.35
808	Porterville	71.62	203.91	9.44	1507.09	60.18	1381.14	1400.24	7.39	6.37	13.04
809	Porterville	1	2.96	105.94	21.61	611.7	2261.84	2183.18	7.3	5.77	40.82
810	Porterville	270.7	793.5	186.06	5257.55	428.49	6437.71	6471.65	6.63	2.3	13.18
811	Porterville	33.3	98.51	64.82	730.94	238.49	1540.16	1526.7	7.42	3.68	18.78
812	Porterville	5	14.79	131.14	96.95	2204.46	7517.38	7304.69	6.55	16.81	101.57
813	Porterville	44.7	131.85	461.11	923.65	881.1	5172	4979.54	7.01	1.91	17.12
814	Porterville	0	0	125.51	29393.16	138.15	20544.88	19486.8	0	1.1	318.95
815	Porterville	153.88	420.98	128.58	6915.15	293.55	14202.23	14957.81	16.43	2.28	53.06
816	Porterville	41.49	122.74	10.05	887.55	62.69	815.88	829.09	7.23	6.24	12.39
817	Porterville	311.08	852.79	5.45	6105.68	37.48	5100.73	5209.82	7.16	6.88	12.01
818	Porterville	0	0	7.48	0	42.66	160.87	156.46	0	5.7	42.42
819	Porterville	12.34	36.52	7.57	350.97	64.75	420.88	425.08	9.61	8.55	19.19
820	Porterville	96.57	278.98	14.5	1946.68	67.14	1814.11	1831.5	6.98	4.63	12.42
821	Porterville	86.46	249.96	253.7	1779.43	1721.86	4478.22	4475.37	7.12	6.79	17.78
822	Porterville	51.76	153.11	20.5	1336.54	160.59	1321.52	1340.47	8.73	7.83	15.33
823	Porterville	3	8.87	478.16	155.1	2267.87	9235.24	8986.73	17.49	4.74	37.41
824	Porterville	3	8.87	324.85	87.02	1771.46	7119.36	6948.05	9.81	5.45	42.15
825	Porterville	29	85.78	647.61	690.99	3882.52	14843.23	14431.52	8.06	6	39.92
826	Porterville	338.24	996.06	14.9	8931.21	57.88	7159.73	7252.92	8.97	3.88	14.26
827	Porterville	24.26	68.21	23.99	433.9	40.21	1110.15	1086.53	6.36	1.68	23.83
828	Porterville	80.67	237.84	8.41	1754.23	46.33	1418.72	1431.34	7.38	5.51	11.57
829	Porterville	12.68	35.03	1.5	252.05	3.07	214.76	216.47	7.2	2.04	11.8
830	Porterville	178.72	527.24	2.54	4971.72	3.21	3793.9	3841.65	9.43	1.27	14.41
831	Porterville	0	0	59.44	0	271.39	619	607.02	0	4.57	20.63
832	Porterville	14.45	39.4	100.86	131.09	345.05	1507.26	1475.91	3.33	3.42	21.27
833	Porterville	4.17	11.71	3.82	45.96	20.71	94.05	93.88	3.93	5.42	12.1
834	Porterville	45.11	127.13	5.78	1140.97	36	1022.78	1040.3	8.97	6.23	15.52
835	Porterville	31	91.7	15.85	961.82	69.85	922.46	938.91	10.49	4.41	17.31
836	Porterville	1.29	3.8	1.8	36.64	11.65	105.65	106.15	9.64	6.47	37.82
837	Porterville	3.29	9.74	37.78	92.16	155.69	721.24	697.66	9.46	4.12	29.86
838	Porterville	14.02	41.48	5.3	486.09	42.56	491.94	499.88	11.72	8.03	21.2
839	Porterville	5	14.79	76.3	160.49	616.13	1324.24	1306.24	10.85	8.08	28.88
840	Unincorpor	28.56	84.49	45.71	870.16	402.3	1529.26	1512.48	10.3	8.8	23.36
841	Unincorpor	0	0	0	0	0	0	0	0	0	0
842	Unincorpor	0	0	0	0	0	0	0	0	0	0
843	Unincorpor	0	0	0	0	0	0	0	0	0	0
844	Unincorpor	0	0	0	0	0	0	0	0	0	0
845	Unincorpor	0	0	0	0	0	0	0	0	0	0
846	Unincorpor	0	0	0	0	0	0	0	0	0	0
847	Unincorpor	0	0	0	0	0	0	0	0	0	0
848	Unincorpor	0	0	0	0	0	0	0	0	0	0
849	Unincorpor	0	0	0	0	0	0	0	0	0	0
850	Unincorpor	0	0	0	0	0	0	0	0	0	0
851	Unincorpor	0	0	0	0	0	0	0	0	0	0

852	Unincorpor	0	0	0	0	0	0	0	0	0	0
853	Unincorpor	0	0	0	0	0	0	0	0	0	0
854	Unincorpor	0	0	0	0	0	0	0	0	0	0
855	Unincorpor	0	0	0	0	0	0	0	0	0	0
856	Unincorpor	0	0	0	0	0	0	0	0	0	0
857	Unincorpor	0	0	0	0	0	0	0	0	0	0
858	Unincorpor	0	0	0	0	0	0	0	0	0	0
859	Unincorpor	0	0	0	0	0	0	0	0	0	0
860	Unincorpor	0	0	0	0	0	0	0	0	0	0
861	Unincorpor	0	0	0	0	0	0	0	0	0	0
862	Unincorpor	0	0	0	0	0	0	0	0	0	0
863	Unincorpor	0	0	0	0	0	0	0	0	0	0
864	Unincorpor	0	0	0	0	0	0	0	0	0	0
865	Unincorpor	0	0	0	0	0	0	0	0	0	0
866	Unincorpor	0	0	0	0	0	0	0	0	0	0
867	Unincorpor	0	0	0	0	0	0	0	0	0	0
868	Unincorpor	0	0	0	0	0	0	0	0	0	0
869	Unincorpor	0	0	0	0	0	0	0	0	0	0
870	Unincorpor	0	0	0	0	0	0	0	0	0	0
871	Unincorpor	0	0	0	0	0	0	0	0	0	0
872	Unincorpor	0	0	0	0	0	0	0	0	0	0
873	Unincorpor	0	0	0	0	0	0	0	0	0	0
874	Unincorpor	0	0	0	0	0	0	0	0	0	0
875	Unincorpor	0	0	0	0	0	0	0	0	0	0
876	Unincorpor	0	0	0	0	0	0	0	0	0	0
877	Unincorpor	0	0	0	0	0	0	0	0	0	0
878	Unincorpor	0	0	0	0	0	0	0	0	0	0
879	Unincorpor	0	0	0	0	0	0	0	0	0	0
880	Unincorpor	0	0	0	0	0	0	0	0	0	0
881	Unincorpor	0	0	0	0	0	0	0	0	0	0
882	Unincorpor	0	0	0	0	0	0	0	0	0	0
883	Unincorpor	0	0	0	0	0	0	0	0	0	0
884	Unincorpor	0	0	0	0	0	0	0	0	0	0
885	Unincorpor	0	0	0	0	0	0	0	0	0	0
886	Unincorpor	0	0	0	0	0	0	0	0	0	0
887	Unincorpor	0	0	0	0	0	0	0	0	0	0
888	Unincorpor	0	0	0	0	0	0	0	0	0	0
889	Unincorpor	0	0	0	0	0	0	0	0	0	0
890	Unincorpor	0	0	0	0	0	0	0	0	0	0
891	Unincorpor	0	0	0	0	0	0	0	0	0	0
892	Unincorpor	0	0	0	0	0	0	0	0	0	0
893	Unincorpor	0	0	0	0	0	0	0	0	0	0
894	Unincorpor	0	0	0	0	0	0	0	0	0	0
895	Unincorpor	0	0	0	0	0	0	0	0	0	0
896	Unincorpor	0	0	0	0	0	0	0	0	0	0
897	Unincorpor	0	0	0	0	0	0	0	0	0	0
898	Unincorpor	0	0	0	0	0	0	0	0	0	0

899	Unincorpor	0	0	0	0	0	0	0	0	0	0
900	Unincorpor	0	0	0	0	0	0	0	0	0	0
901	Unincorpor	514.6	1464.69	226.42	23177.38	2086.07	28459.41	28633.02	15.82	9.21	33.76
902	Unincorpor	89.84	262.67	60.94	3572.36	1522.14	9614.85	9452.96	13.6	24.98	58.92
903	Unincorpor	109.09	308.74	24.17	5185.94	260.96	4427.35	4501.63	16.8	10.8	26.82
904	Unincorpor	790.99	2269.24	244.16	32885.64	3714.41	45802.87	45741.35	14.49	15.21	36.42
905	Unincorpor	0	0	0	0	0	0	0	0	0	0
906	Unincorpor	0	0	0	0	0	0	0	0	0	0
907	Unincorpor	0	0	0	0	0	0	0	0	0	0
908	Unincorpor	0	0	0	0	0	0	0	0	0	0
909	Unincorpor	0	0	0	0	0	0	0	0	0	0
910	Unincorpor	0	0	0	0	0	0	0	0	0	0
911	Strathmore	125.51	368.85	151.23	4416.69	1429.26	8290.55	8167.82	11.97	9.45	31.65
912	Strathmore	146.87	432.58	65.33	5548.21	206.95	6322.18	6411.1	12.83	3.17	25.57
913	Strathmore	112.46	323.63	96.32	5381.4	317.87	9370.8	9575.96	16.63	3.3	45.12
914	Strathmore	7	20.71	166.58	21315.04	803.17	20877.34	20366.61	1029.21	4.82	220.21
915	Strathmore	52.61	143.31	31.36	1232.77	297.8	1879.02	1874.04	8.6	9.5	21.49
916	Strathmore	183.54	538.49	1.9	6345.42	13.73	4705.48	4811.51	11.78	7.22	17.61
917	Strathmore	79	233.68	0.14	3029.85	1.1	2204.9	2255.03	12.97	7.87	19.07
918	Strathmore	49	144.94	1.38	1896.13	12.78	1436.89	1471.27	13.08	9.26	19.88
919	Strathmore	5.07	15.01	6.79	186.47	53.15	233.77	235.98	12.42	7.83	21.55
920	Strathmore	36	101.98	38.13	950.47	354.9	1423.29	1433.96	9.32	9.31	20.39
921	Strathmore	6	17.75	0	212.49	0	161.92	166.1	11.97	0	18.48
922	Strathmore	40.86	117.21	8.21	1325.07	90.84	1220.8	1236.24	11.31	11.06	19.59
923	Strathmore	0	0	0	0	0	0	0	0	0	0
924	Strathmore	0	0	0	0	0	0	0	0	0	0
925	Strathmore	0	0	0	0	0	0	0	0	0	0
926	Strathmore	0	0	0	0	0	0	0	0	0	0
927	Strathmore	0	0	0	0	0	0	0	0	0	0
928	Strathmore	0	0	0	0	0	0	0	0	0	0
929	Strathmore	0	0	0	0	0	0	0	0	0	0
930	Strathmore	0	0	0	0	0	0	0	0	0	0
931	Strathmore	0	0	0	0	0	0	0	0	0	0
932	Strathmore	0	0	0	0	0	0	0	0	0	0
933	Strathmore	0	0	0	0	0	0	0	0	0	0
934	Strathmore	0	0	0	0	0	0	0	0	0	0
935	Strathmore	0	0	0	0	0	0	0	0	0	0
936	Strathmore	65	183.97	28.8	2212.15	407.08	2745.78	2748.48	12.02	14.13	25.82
937	Terra_Bella	237.38	710.56	36.38	6429.2	400.14	6070.28	6121.58	9.05	11	16.32
938	Terra_Bella	76.57	220.91	1.25	2541.67	12.79	1969.97	2005.53	11.51	10.23	17.89
939	Terra_Bella	23	65.1	672.13	719.74	7985.79	12577.6	12352.38	11.06	11.88	33.82
940	Terra_Bella	373.85	1093.31	159.18	13364.93	727.43	19731.95	19934.46	12.22	4.57	31.67
941	Terra_Bella	137	387.75	86.93	5212.51	816.69	5672.67	5712.52	13.44	9.39	23.98
942	Terra_Bella	0	0	0	0	0	0	0	0	0	0
943	Terra_Bella	0	0	0	0	0	0	0	0	0	0
944	Terra_Bella	0	0	0	0	0	0	0	0	0	0
945	Terra_Bella	0	0	0	0	0	0	0	0	0	0

946	Terra_Bella	0	0	0	0	0	0	0	0	0	0
947	Terra_Bella	0	0	0	0	0	0	0	0	0	0
948	Terra_Bella	0	0	0	0	0	0	0	0	0	0
949	Terra_Bella	0	0	0	0	0	0	0	0	0	0
950	Terra_Bella	0	0	0	0	0	0	0	0	0	0
951	Three_Rive	175	503.86	69.9	6842.18	739.19	9526.86	9433.53	13.58	10.57	33.05
952	Three_Rive	377.9	1083.4	116.79	15468.12	1103.92	16908.48	16859.07	14.28	9.45	28.14
953	Three_Rive	152	430.2	12.05	6776.86	146.88	6562.74	6619.29	15.75	12.19	29.81
954	Three_Rive	69.7	201.83	265.93	2489.61	2686.8	14240.61	13846.44	12.34	10.1	60.05
955	Three_Rive	358.06	1021.57	122.24	16103.55	1349.93	19723.52	19708.63	15.76	11.04	34.47
956	Three_Rive	308.03	871.81	70.87	17912.03	998.5	17903.02	18034.1	20.55	14.09	38.12
957	Three_Rive	0	0	0	0	0	0	0	0	0	0
958	Three_Rive	0	0	0	0	0	0	0	0	0	0
959	Three_Rive	0	0	0	0	0	0	0	0	0	0
960	Three_Rive	0	0	0	0	0	0	0	0	0	0
961	Three_Rive	0	0	0	0	0	0	0	0	0	0
962	Three_Rive	0	0	0	0	0	0	0	0	0	0
963	Three_Rive	0	0	0	0	0	0	0	0	0	0
964	Three_Rive	0	0	0	0	0	0	0	0	0	0
965	Three_Rive	0	0	0	0	0	0	0	0	0	0
966	Three_Rive	3.6	10.2	9.76	172.47	163.82	485.73	479.49	16.91	16.79	48.36
967	Three_Rive	4	11.32	63.73	186.85	1056.19	1920.47	1899.26	16.51	16.57	50.9
968	Tipton	166.97	479.56	613.89	7022.76	10325.14	23602.1	23131.24	14.64	16.82	42.74
969	Tipton	487.7	1395.96	142.62	24154.7	961.33	27589.23	28165.74	17.3	6.74	36.24
970	Tipton	0	0	0	0	0	0	0	0	0	0
971	Tipton	0	0	0	0	0	0	0	0	0	0
972	Tipton	0	0	0	0	0	0	0	0	0	0
973	Tipton	0	0	0	0	0	0	0	0	0	0
974	Tipton	0	0	0	0	0	0	0	0	0	0
975	Tipton	0	0	0	0	0	0	0	0	0	0
976	Traver	95.31	274.42	46.5	5029.15	263.37	7027.61	7040.3	18.33	5.66	43.84
977	Traver	85.13	241.39	32.23	3969.03	410.17	4048.66	3972.58	16.44	12.73	29.32
978	Traver	0	0	0	0	0	0	0	0	0	0
979	Traver	0	0	0	0	0	0	0	0	0	0
980	Traver	0	0	0	0	0	0	0	0	0	0
981	Traver	0	0	0	0	0	0	0	0	0	0
982	Traver	0	0	0	0	0	0	0	0	0	0
983	Traver	0	0	0	0	0	0	0	0	0	0
984	Traver	0	0	0	0	0	0	0	0	0	0
985	Traver	0	0	0	0	0	0	0	0	0	0
986	Traver	0	0	0	0	0	0	0	0	0	0
987	Traver	0	0	0	0	0	0	0	0	0	0
988	Traver	0	0	0	0	0	0	0	0	0	0
989	Traver	0	0	0	0	0	0	0	0	0	0
990	Traver	0	0	0	0	0	0	0	0	0	0
991	Traver	0	0	0	0	0	0	0	0	0	0
992	Traver	0	0	0	0	0	0	0	0	0	0

993	Traver	0	0	0	0	0	0	0	0	0	0
994	Traver	0	0	0	0	0	0	0	0	0	0
995	Traver	0	0	0	0	0	0	0	0	0	0
996	Traver	0	0	0	0	0	0	0	0	0	0
997	Traver	0	0	0	0	0	0	0	0	0	0
998	Traver	0	0	0	0	0	0	0	0	0	0
999	Traver	0	0	0	0	0	0	0	0	0	0
1000	Traver	0	0	0	0	0	0	0	0	0	0
1001	Tulare	22.1	60.95	14.68	495.45	142.08	701.55	708.25	8.13	9.68	18.64
1002	Tulare	6.07	17.95	11.76	199.3	78.14	310.81	310.93	11.1	6.64	20.93
1003	Tulare	53.51	156.4	28.48	1524.97	264.62	1586.16	1593.05	9.75	9.29	17.2
1004	Tulare	140.74	374.24	55.13	2221.63	448.64	3433.65	3416.05	5.94	8.14	15.95
1005	Tulare	234.28	690.79	24.5	6760.48	215.42	5489.76	5545.21	9.79	8.79	15.43
1006	Tulare	305.61	887.57	26.41	7845.59	248.9	6344.92	6469.22	8.84	9.42	14.02
1007	Tulare	260.56	766.66	12.04	6663.53	78.87	5484.63	5584.43	8.69	6.55	14.21
1008	Tulare	1.73	5.12	394.9	42.58	3232.89	10365.22	10010.99	8.32	8.19	50.94
1009	Tulare	0.1	0.31	0.83	1.83	5.32	18.59	18.52	5.9	6.41	32.55
1010	Tulare	252	745.41	38.66	6868.75	319.89	5599.48	5692.18	9.21	8.27	14.4
1011	Unincorpor	1.81	4.8	51	2401.69	125.02	7444.93	7738.12	500.35	2.45	272.1
1012	Tulare	103.44	303.19	17.44	2985.23	107.47	2609.95	2635.1	9.85	6.16	16.36
1013	Tulare	134.05	384.09	15.96	3873.19	136.05	3409.17	3397.24	10.08	8.52	17.01
1014	Tulare	92.31	273.04	60.85	2858.57	455.79	3586.45	3571.58	10.47	7.49	21.44
1015	Tulare	126.74	374.9	140.78	6739.87	586.77	15090.81	15051.32	17.98	4.17	58.45
1016	Tulare	23.26	68.81	35.2	637.33	280.34	1067.49	1058.98	9.26	7.96	20.44
1017	Tulare	93.92	273.03	19.63	2421.86	157.21	2209.07	2230.46	8.87	8.01	15.17
1018	Tulare	160	473.28	69.98	3952.02	619	3929.68	3980.83	8.35	8.85	14.56
1019	Tulare	96.34	270.96	4.09	1963.53	39.37	1707.15	1730.51	7.25	9.63	12.5
1020	Tulare	112	306.33	172.54	1791.85	2756.24	10938.94	10681.87	5.85	15.97	45.15
1021	Tulare	0	0	245.25	0	1246.24	9473.71	9118.27	0	5.08	75.81
1022	Tulare	0	0	750.02	0	4499.37	37141.7	35839.23	0	6	97.31
1023	Tulare	15.82	43.27	118.42	271.45	1364.73	4553.38	4407.77	6.27	11.52	55.42
1024	Tulare	171	505.81	10.88	4596.37	94.18	3537.26	3581.14	9.09	8.66	13.78
1025	Tulare	0	0	252.69	0	1138.13	10097.94	9661.22	0	4.5	78.2
1026	Tulare	150.36	437.74	1.22	3989.55	5.58	2996.19	3040.44	9.11	4.57	13.75
1027	Tulare	168.5	472.51	15.24	4105.63	81.22	3492.9	3548.78	8.69	5.33	14.44
1028	Tulare	456	1348.83	5.28	13749.98	41.15	10605.05	10774.6	10.19	7.79	15.79
1029	Tulare	424.22	1254.26	28.91	12044.91	314.37	10247.64	10352.87	9.6	10.87	16.05
1030	Tulare	417.73	1203.19	10.15	10217.82	84.28	8298.04	8411.81	8.49	8.3	13.77
1031	Tulare	543.56	1483.53	45.86	9295.26	310.16	9069.9	9152.95	6.27	6.76	11.92
1032	Tulare	59	174.52	88.95	1472.44	597.78	3727.77	3602.57	8.44	6.72	27.82
1033	Tulare	266	786.82	161.71	6243.42	821.93	7305.65	7308.57	7.94	5.08	15.41
1034	Tulare	205.59	576.39	494.59	3619.27	3439.55	17623.06	17223.21	6.28	6.95	32.54
1035	Tulare	66.57	194.63	928.57	3193.8	7444.49	23310.96	22890.14	16.41	8.02	41.13
1036	Tulare	29.84	85.85	336.41	640.14	3736.34	13681.35	13233.57	7.46	11.11	63.74
1037	Tulare	146.68	431.87	139.46	3487.37	762.67	4700.13	4690.29	8.08	5.47	16.44
1038	Tulare	0	0	94.48	0	821.71	4243.81	4035.55	0	8.7	87.63
1039	Tulare	184.68	540.7	356.88	4176.84	3015.99	20230.91	19589.77	7.72	8.45	44.36

1040	Tulare	131	387.49	217.75	2973.61	2208.13	10540.15	10277.43	7.67	10.14	34.4
1041	Tulare	158.94	457.91	25.49	3488.66	152.78	3390.26	3425.38	7.62	5.99	14.1
1042	Tulare	91.05	268.98	280.47	2210.42	1654.34	13128.56	12655.69	8.22	5.9	46.93
1043	Tulare	6	17.75	16.84	171.44	70.13	670.93	653.67	9.66	4.16	38.29
1044	Tulare	66.14	187.66	9.12	1722.6	42.81	1765.6	1779.57	9.18	4.69	18.02
1045	Tulare	380.42	1119.37	81.96	12348.52	231.35	14743.23	14835.92	11.03	2.82	24.62
1046	Tulare	431	1274.88	96.7	13255.73	293.31	15751.35	15864.45	10.4	3.03	23.05
1047	Tulare	64.32	183.35	220.05	51457.6	528	46347.48	45613.19	280.65	2.4	227.96
1048	Tulare	304.91	886.82	31.34	7216.3	189.54	6106.84	6209.41	8.14	6.05	13.41
1049	Tulare	147.77	421.26	295.61	3227.26	1901.75	15060.3	14812.47	7.66	6.43	41.67
1050	Tulare	124.29	363.99	34.88	2834.92	271.47	3168.66	3184.5	7.79	7.78	15.93
1051	Tulare	102.3	296.67	815.77	1851.69	3643.12	11405.75	11212.14	6.24	4.47	20.33
1052	Tulare	193.88	541.6	136.17	5278.34	385.45	8591.04	8899.19	9.75	2.83	25.81
1053	Tulare	313.13	879.64	23.99	6264.72	175.49	5644.07	5742.89	7.12	7.31	12.6
1054	Tulare	240.54	686.76	4.54	5377.02	38.31	4598.16	4687.66	7.83	8.44	13.43
1055	Tulare	217.63	587.04	108.92	3693.27	320.73	6264.7	6202.3	6.29	2.94	17.91
1056	Tulare	5.63	16.44	3.47	167.23	20.12	438.1	436.12	10.17	5.8	43.91
1057	Tulare	105.15	286.4	20.19	2147.3	120.35	2336.43	2340.37	7.5	5.96	15.25
1058	Tulare	335.96	970.59	38.15	8311.76	336.31	7132.67	7200.69	8.56	8.82	14.21
1059	Tulare	196.7	568.24	4.09	4848.65	33.71	3740.58	3799.36	8.53	8.24	13.17
1060	Tulare	284.02	800.43	131.65	5808.35	1099.21	7959.09	7912.63	7.26	8.35	17.03
1061	Tulare	195.92	536.92	41.38	3489.84	283.19	3747.44	3767.07	6.5	6.84	12.99
1062	Tulare	93.49	251.53	126.21	5067.71	1006.37	8194.24	8076.05	20.15	7.97	43.07
1063	Tulare	44.19	120.42	609.32	514.38	4754.72	12300.48	12069.3	4.27	7.8	33.4
1064	Tulare	7.57	20.11	455.28	69.77	3378.14	8407.03	8252.66	3.47	7.42	35.04
1065	Tulare	96.83	264.4	359.65	1362.52	3286.17	10428.51	10170.94	5.15	9.14	33.01
1066	Tulare	286.8	846.59	19.1	6920.56	132.42	5825.26	5943.05	8.17	6.93	13.59
1067	Tulare	37	109.44	260.41	50737.24	701.71	48382.88	47493.2	463.61	2.69	259.23
1068	Tulare	107.11	293.3	103.23	1319.11	834.85	4786.77	4736.42	4.5	8.09	24.02
1069	Tulare	45.38	129.95	88.88	873.14	1268.38	5420.07	5300.14	6.72	14.27	48.99
1070	Tulare	166.02	480.65	69.21	3950.96	667.45	4950.17	4927.52	8.22	9.64	17.96
1071	Tulare	319.99	906.92	118.4	8886.3	887.94	15415.79	15433.19	9.8	7.5	30.09
1072	Tulare	90.74	268.4	32.02	2577.7	403.25	3233.93	3292.32	9.6	12.59	21.72
1073	Tulare	42.2	124.83	8.44	1299.23	43.96	1086.36	1097.25	10.41	5.21	16.38
1074	Tulare	414.44	1213.08	12.29	12022.31	97.68	9490.45	9652.09	9.91	7.95	15.62
1075	Tulare	569.65	1677.67	167.87	18917.17	691.01	25908.22	25992.58	11.28	4.12	28.12
1076	Tulare	305.09	877.35	65.54	7028.76	455.49	8173.65	8179.4	8.01	6.95	17.34
1077	Tulare	404.76	1136.05	39.15	8198.47	236.59	8453.18	8510.41	7.22	6.04	14.43
1078	Tulare	95.05	252.57	2.09	1526.4	23.43	1690.48	1710.02	6.04	11.21	13.35
1079	Tulare	4	11.83	856.36	81.65	2584.38	14816.5	14406.27	6.9	3.02	33.66
1080	Tulare	0.74	2.18	159.32	18.36	1689.88	4229.94	4081.69	8.42	10.61	51.47
1081	Tulare	364.08	1062.48	2	9063.83	17.68	7541.45	7686.46	8.53	8.84	14.31
1082	Tulare	77.57	227.36	2	1986.57	17.8	1660.51	1691.96	8.74	8.9	14.62
1083	Tulare	96.09	282.9	5.27	2502.76	49.27	2113.11	2151.05	8.85	9.35	14.8
1084	Tulare	92.03	270.4	5	2492.64	46.87	2075.7	2110.36	9.22	9.37	15.2
1085	Tulare	56	165.65	73.67	2350.46	265.89	5294.98	5257.64	14.19	3.61	44.09
1086	Tulare	269.14	715.19	26.31	4531.97	212.64	4531.13	4580.62	6.34	8.08	12.29

1087	Tulare	517.57	1507.14	168.1	12283.02	1508.29	13962.81	13991.55	8.15	8.97	16.69
1088	Tulare	111.69	327.83	43.24	3245.57	292.7	3781.39	3802.51	9.9	6.77	20.44
1089	Tulare	450.07	1315.63	83.35	13964.92	261.69	15406.14	15595.53	10.61	3.14	22.16
1090	Tulare	150.26	430.92	126.19	3347.09	516.98	7672.89	7503.58	7.77	4.1	27.24
1091	Tulare	21.91	58.21	531.09	282.65	4805.37	8063.05	7954.74	4.86	9.05	27.18
1092	Tulare	253.43	743.11	91.13	6724.88	1310.88	10303.54	10187.97	9.05	14.38	24.56
1093	Tulare	477.62	1405.68	6.79	14158.32	63.4	10486.95	10632.31	10.07	9.34	14.95
1094	Tulare	188.43	557.37	216.4	53759.22	1018.28	53355.26	52549.86	96.45	4.71	136.87
1095	Tulare	3	8.87	11.91	90.44	85.2	486.45	487.55	10.2	7.15	46.87
1096	Tulare	0	0	25.04	0	251.71	807.56	794.95	0	10.05	64
1097	Tulare	9.12	26.97	8.74	268.58	55.3	558.92	563.9	9.96	6.33	31.44
1098	Tulare	668.24	1934.46	163.94	27873.44	731.69	25054.87	25054.12	14.41	4.46	23.88
1099	Tulare	19	56.2	46.39	540.25	376.89	1390.58	1376.65	9.61	8.12	26.97
1100	Tulare	7.04	20.82	380.43	171.03	3797.11	8854.75	8658.22	8.21	9.98	43.65
1101	Tulare	15.49	45.38	384.69	340.45	2456.43	10341.47	10050.67	7.5	6.39	47.42
1102	Tulare	4.96	13.57	601.31	80.01	3854.25	13290.21	12987.6	5.9	6.41	42.74
1103	Tulare	5	14.79	1055.68	119.56	12540.77	46663.31	44963.26	8.08	11.88	85.59
1104	Tulare	0	0	381.32	0	1317.43	4407.7	4426.79	0	3.45	23.17
1105	Tulare	5.17	15.3	278.29	129.32	2178.03	7002.9	6794.05	8.45	7.83	46.99
1106	Tulare	363.76	1061.62	35.46	10118.44	379.81	8917.48	9010.78	9.53	10.71	16.34
1107	Tulare	463.57	1328.05	172.75	10708.66	1679.52	11108.74	11184.18	8.06	9.72	14.85
1108	Tulare	177.73	525.36	23.79	5148.26	110.13	4808.8	4850.09	9.8	4.63	17.59
1109	Tulare	267.21	778.77	10.27	7873.47	180.23	6642.97	6644.14	10.11	17.55	16.84
1110	Tulare	385.67	1108.62	69.96	12181.87	369.69	14757.32	14968.41	10.99	5.28	25.22
1111	Tulare	185.88	543.51	25.65	8782.01	273.08	7426.18	7551.72	16.16	10.65	26.32
1112	Tulare	7	20.71	14.83	253	130.44	1256.83	1264.72	12.22	8.8	70.95
1113	Tulare	281	831.19	61.98	8851.46	601.05	8131.5	8311.78	10.65	9.7	18.41
1114	Tulare	5.18	15.32	315.25	149.38	2801.49	9125.55	8920.8	9.75	8.89	54.59
1115	Tulare	1	2.96	592.55	28.68	5485.47	13413.15	13168.89	9.69	9.26	44.64
1116	Tulare	100	265.72	142.42	1890.49	1672.7	5390.01	5278	7.11	11.74	26.14
1117	Tulare	0.1	0.31	93.9	2.43	1494.64	4995.08	4786.94	7.82	15.92	103.83
1118	Tulare	394	1046.94	340.16	7760.27	3990.67	15664.97	15542.17	7.41	11.73	22.5
1119	Tulare	1	2.96	56.67	37.39	609.75	1173.39	1141.3	12.63	10.76	38.82
1120	Tulare	2	5.92	91.5	71.03	894.05	2590.27	2496.57	12	9.77	52.22
1121	Tulare	0	0	235.08	0	3408.16	5889.56	5790.99	0	14.5	49.69
1122	Unincorpor	0.96	2.54	0.14	17.27	0.33	20.95	21.2	6.8	2.33	15.73
1123	Tulare	87.3	257.95	61.83	2343.77	518.09	2992.12	2985.95	9.09	8.38	18.69
1124	Tulare	2.3	6.51	0.27	56.69	1.32	52.54	53.44	8.71	4.89	15.63
1125	Tulare	90.21	264.08	2.86	2493.07	15.12	1882.97	1916.08	9.44	5.29	14.23
1126	Tulare	189.76	543.33	9.53	4530.33	48.26	3590.97	3641.17	8.34	5.06	13.08
1127	Tulare	43	127.19	86.19	1121.42	626.33	2197.76	2162.13	8.82	7.27	20.43
1128	Tulare	4	11.83	579.67	96.56	5565.16	31823.65	30427.89	8.16	9.6	105.24
1129	Tulare	96.28	284.79	9.05	2665.48	63.83	2087.66	2114.21	9.36	7.05	14.3
1130	Tulare	91.16	245.7	32.93	1778.7	69.06	1778.71	1787.18	7.24	2.1	12.8
1131	Tulare	271.43	785.6	236.65	5606.69	1852.16	9462.01	9471.06	7.14	7.83	18.52
1132	Tulare	6.46	17.43	92.77	96.43	724.79	2412.59	2382.2	5.53	7.81	43.51
1133	Tulare	9.54	27.94	1.55	0	0	0	0	0	0	0

1134	Tulare	274.68	797.13	52.84	7770.22	254.28	7735.87	7734.46	9.75	4.81	18.2
1135	Tulare	98.35	285.4	19.31	2409.94	126.48	2618.27	2618.12	8.44	6.55	17.18
1136	Unincorpor	1.34	3.96	1.22	38.09	2.98	108.75	107.75	9.62	2.44	41.79
1137	Tulare	16.57	47.92	2.04	0	0	0	0	0	0	0
1138	Tulare	20.25	57.43	2.99	499.45	5	408.62	415.53	8.7	1.67	13.64
1139	Tulare	15.01	42.44	378.44	250.3	598.98	3284.73	3279.73	5.9	1.58	15.6
1140	Tulare	73.34	212.81	6.96	1735.02	61.96	1450.55	1482.72	8.15	8.9	13.35
1141	Tulare	73.58	217.65	1.5	2246.65	15.18	1662.39	1687.09	10.32	10.12	15.28
1142	Tulare	619.09	1831.26	85.34	17735.18	446.67	16431.77	16506.58	9.68	5.23	17.19
1143	Tulare	375.71	1111.33	24.58	12298.52	207.33	9547.45	9661.25	11.07	8.43	16.91
1144	Tulare	445.02	1310.94	23.89	14217.91	270.78	10988.55	11211.64	10.85	11.33	16.63
1145	Tulare	21.25	59.45	621.99	290.49	5214.64	11446.6	11074.14	4.89	8.38	33.05
1146	Tulare	23.43	69.17	36.47	689.39	274.12	1221.51	1219.64	9.97	7.52	23.11
1147	Tulare	20.94	61.94	56.11	1761.73	287	5239.91	5281.46	28.44	5.11	89.13
1148	Tulare	83.12	245.88	34.81	2477.63	249.58	2985.93	2988.24	10.08	7.17	21.28
1149	Tulare	56.87	162.56	654.13	1287.83	5580.29	19337.93	18536.72	7.92	8.53	46.38
1150	Tulare	39.67	117.33	28.5	1215.23	160.81	2193.95	2178.35	10.36	5.64	29.98
1151	Tulare	352.76	1006.54	65.47	9524.58	186.2	7845.18	7970.16	9.46	2.84	14.75
1152	Tulare	63.74	183.46	38.86	1804.91	298.35	2169.45	2196.75	9.84	7.68	19.64
1153	Tulare	112.01	331.31	38.41	3565.94	349	3569.15	3593.13	10.76	9.09	19.37
1154	Tulare	30.46	90.09	13.66	952.62	141.85	931.35	939.51	10.57	10.38	18.03
1155	Tulare	6.7	19.82	16.91	228.8	152.61	572.38	570.48	11.54	9.02	31.12
1156	Tulare	108.77	320.91	37.9	4007.69	425.78	4806.07	4852.53	12.49	11.23	26.92
1157	Unincorpor	0	0	0	0	0	0	0	0	0	0
1158	Unincorpor	0	0	0	0	0	0	0	0	0	0
1159	Unincorpor	0	0	0	0	0	0	0	0	0	0
1160	Unincorpor	0	0	0	0	0	0	0	0	0	0
1161	Unincorpor	0	0	0	0	0	0	0	0	0	0
1162	Unincorpor	0	0	0	0	0	0	0	0	0	0
1163	Unincorpor	0	0	0	0	0	0	0	0	0	0
1164	Unincorpor	0	0	0	0	0	0	0	0	0	0
1165	Unincorpor	0	0	0	0	0	0	0	0	0	0
1166	Unincorpor	0	0	0	0	0	0	0	0	0	0
1167	Unincorpor	0	0	0	0	0	0	0	0	0	0
1168	Unincorpor	0	0	0	0	0	0	0	0	0	0
1169	Unincorpor	0	0	0	0	0	0	0	0	0	0
1170	Unincorpor	0	0	0	0	0	0	0	0	0	0
1171	Unincorpor	0	0	0	0	0	0	0	0	0	0
1172	Unincorpor	0	0	0	0	0	0	0	0	0	0
1173	Unincorpor	0	0	0	0	0	0	0	0	0	0
1174	Unincorpor	0	0	0	0	0	0	0	0	0	0
1175	Unincorpor	0	0	0	0	0	0	0	0	0	0
1176	Unincorpor	0	0	0	0	0	0	0	0	0	0
1177	Unincorpor	0	0	0	0	0	0	0	0	0	0
1178	Unincorpor	0	0	0	0	0	0	0	0	0	0
1179	Unincorpor	0	0	0	0	0	0	0	0	0	0
1180	Unincorpor	0	0	0	0	0	0	0	0	0	0

1181	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1182	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1183	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1184	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1185	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1186	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1187	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1188	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1189	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1190	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1191	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1192	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1193	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1194	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1195	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1196	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1197	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1198	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1199	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1200	Unincorpor	0	0	0	0	0	0	0	0	0	0	
1201	Visalia	0.1	0.29	11.2	1.68	94.2	239.13	233.09	5.79	8.41	41.1	
1202	Visalia	224.76	574.84	27.54	3968.62	59.92	3739.4	3806.56	6.9	2.18	12.53	
1203	Visalia	4.95	13.65	15.31	103.2	75.6	623.28	621.36	7.56	4.94	42.98	1
1204	Visalia	285.03	756.39	23.71	5564.85	132.25	5032.09	5099.17	7.36	5.58	12.99	1
1205	Visalia	295.46	813.43	24.21	6207.33	125.81	5482.96	5550.71	7.63	5.2	13.17	
1206	Visalia	61.9	159.38	22.39	1001.17	131.12	1353.3	1352.25	6.28	5.86	14.88	
1207	Visalia	0.62	1.71	0.14	12.12	0.3	85.49	85.92	7.09	2.15	92.65	
1208	Visalia	88.17	218.19	609.74	1316.84	2289.7	30062.43	28631.7	6.04	3.76	70.89	
1209	Visalia	0	0	325.47	0	1571.63	8285.97	7904.98	0	4.83	49.75	
1210	Visalia	0	0	406.71	0	3461.1	6579.55	6361.61	0	8.51	31.82	
1211	Visalia	5	13.79	760.25	97.53	4212.19	13858.3	13347.73	7.07	5.54	35.15	
1212	Visalia	190.15	524.41	19.63	4079.91	138.8	3731.11	3781.7	7.78	7.07	13.81	1
1213	Visalia	338.77	931.79	109	7053.1	643.17	7368	7417.96	7.57	5.9	14.21	
1214	Visalia	277.26	755.88	19.41	5802.59	90.28	5204.03	5276.18	7.68	4.65	13.52	
1215	Visalia	115.42	302.85	17.44	2130.25	99.9	2337.09	2356.5	7.03	5.73	14.65	1
1216	Visalia	429.22	1123.99	18.6	7627.69	120.41	6552.34	6600.28	6.79	6.47	11.51	
1217	Visalia	665.24	1734.72	19.65	11439.75	115.57	9649.14	9806.22	6.59	5.88	11.09	
1218	Visalia	199.72	550.82	4.54	3922.21	21.63	3167.85	3223.52	7.12	4.76	11.51	
1219	Visalia	203.57	559.92	11.1	3941.14	51.35	3278.29	3331.44	7.04	4.63	11.58	
1220	Visalia	377.74	1034.59	271.17	8494.5	1056.14	14010.32	13962.3	8.21	3.89	21.42	
1221	Visalia	129.38	353.29	1.49	2384.68	7.9	1919.81	1953.16	6.75	5.3	10.92	
1222	Visalia	32.17	88.71	0	672.67	0	517.05	530.04	7.58	0	11.8	
1223	Visalia	237.61	620.77	5.95	4429.61	27.86	3632.47	3687.77	7.14	4.68	11.68	
1224	Visalia	75.03	164.87	0	889.37	0	885.31	899.79	5.39	0	10.83	
1225	Visalia	0	0	319.06	0	2183.48	5776.82	5571.26	0	6.84	35.57	
1226	Visalia	0	0	922.39	0	2695.07	9744	9471.68	0	2.92	20.83	
1227	Visalia	0	0	1194.24	0	5611.35	15972.92	15544.68	0	4.7	26.39	

1228	Visalia	0	0	468.91	0	3012.96	7692.9	7499.51	0	6.43	32.4
1229	Visalia	208	573.64	153.8	4064.33	1124.03	7209.85	7082.1	7.09	7.31	19.65
1230	Visalia	203.3	560.67	26.21	4199.77	186.75	3810.14	3872.2	7.49	7.13	13.09
1231	Visalia	146.73	404.67	29.33	3095.38	150.62	2999.33	3030.43	7.65	5.14	13.89
1232	Visalia	0	0	205.82	0	1471.29	5344.23	5130.61	0	7.15	50.89
1233	Visalia	467.18	1274.36	32.09	8950.82	283.11	8310.86	8369.4	7.02	8.82	12.77
1234	Visalia	561.42	1541.4	108.67	12549.21	364.71	15624.25	15770.53	8.14	3.36	19.03
1235	Visalia	49.25	125.87	3.13	816.39	8.97	743.46	754.46	6.49	2.86	11.61
1236	Visalia	13.18	36.34	4.04	295.69	23.37	327.08	332.24	8.14	5.79	16.33
1237	Visalia	562.59	1541.12	725.65	10907.87	2483.33	23611.95	23366.96	7.08	3.42	20.73
1238	Visalia	565.17	1556.82	20.08	10282.32	88.98	8503.11	8653.39	6.6	4.43	10.88
1239	Visalia	618.08	1671.53	50.66	11080.2	310.19	10277.08	10410.27	6.63	6.12	12.01
1240	Visalia	250.64	679.49	6.09	4494.86	39.3	3622.83	3705.05	6.62	6.45	10.69
1241	Visalia	200	548.21	68.23	5211.63	174.62	7940.17	7990.06	9.51	2.56	25.84
1242	Visalia	238	656.37	15.51	4845.41	104.24	3896.42	3926.76	7.38	6.72	11.64
1243	Visalia	155.13	421.59	6.03	2887.67	11.64	2310.98	2371.06	6.85	1.93	10.95
1244	Visalia	32.68	87.68	2.73	645.58	16.59	566.11	577.86	7.36	6.08	12.65
1245	Visalia	223.98	554.21	11.96	3286.49	56.69	3129.64	3172.39	5.93	4.74	11.13
1246	Visalia	133.39	363.18	79.08	3857.11	169.79	7258.73	7380.87	10.62	2.15	33.1
1247	Visalia	62.67	171.62	197.14	1115.48	1125.27	9524.61	9143.37	6.5	5.71	50.62
1248	Visalia	176.52	463.54	4.1	3258.97	24.4	2669.39	2724.41	7.03	5.95	11.53
1249	Visalia	56.57	148.07	10.89	1054.63	58.03	1070.94	1075.6	7.12	5.33	13.5
1250	Visalia	0	0	433.24	47665.88	719.52	50695.79	49487.47	0	1.66	231.24
1251	Visalia	246.35	677.84	39.4	5791.73	164.97	4916.86	4984.82	8.54	4.19	13.81
1252	Visalia	4.18	11.54	195	119.68	1841.18	5895.9	5759.15	10.37	9.44	56.43
1253	Visalia	0	0	190.69	0	788	3237.37	3090.05	0	4.13	33.18
1254	Visalia	0	0	672.18	0	5068.54	12852.58	12218.82	0	7.54	37.3
1255	Visalia	2	5.52	912.46	40.79	5689.44	16310.48	15570.21	7.39	6.24	34.73
1256	Visalia	3	8.27	292.93	3976.83	1699.15	14092.35	13283.11	480.87	5.8	90.89
1257	Visalia	5	13.79	969.44	102.88	4343.27	16284.68	15604.73	7.46	4.48	32.43
1258	Visalia	0	0	344.51	0	2618.19	9473.98	8931.16	0	7.6	53.42
1259	Visalia	9	24.82	241.1	184.61	1619.21	4964.58	4763.91	7.44	6.72	36.58
1260	Visalia	4.39	12.11	389.1	6537.88	1512.22	11281.74	10725.3	539.87	3.89	54.85
1261	Visalia	16	44.13	969.63	297.08	2904.06	12990.19	12641.44	6.73	3	25.28
1262	Visalia	8.26	22.79	277.13	178.69	1987.37	8209.91	7849.62	7.84	7.17	53.55
1263	Visalia	110.64	305.14	1334.28	3712.65	9371.57	30685.32	30074.49	12.17	7.02	37.06
1264	Visalia	136.04	375.18	190.76	3698.73	1021.55	8164.6	8087.97	9.86	5.36	28.72
1265	Visalia	861.62	2186.31	775.78	13173.81	4618.91	27248.64	26731.38	6.03	5.95	18.22
1266	Visalia	962.49	2471.43	307.48	15250.56	2368.84	24870.18	24486.15	6.17	7.7	17.76
1267	Visalia	131.06	358.06	380.89	2215.9	1869.17	8101.38	7840.71	6.19	4.91	21.57
1268	Visalia	61	165.43	447.22	2659.13	2922.36	16773.46	15926.53	16.07	6.53	53.37
1269	Visalia	153.4	380.24	71.76	2122.54	381.01	3019.81	3006.92	5.58	5.31	13.33
1270	Visalia	259.89	692.17	94.69	4440.91	522.35	5053.9	5025.95	6.42	5.52	12.81
1271	Visalia	187.75	473.65	44.27	2709.63	220.49	3077.11	3086.04	5.72	4.98	11.9
1272	Visalia	337.97	887.54	294.13	13822.41	1129.07	23851.69	23731.14	15.57	3.84	40.27
1273	Visalia	262.01	666.85	43.02	3898.42	228.32	4071.22	4132.13	5.85	5.31	11.56
1274	Visalia	287.16	745.9	117.22	5678.27	401.65	8951.94	9082.95	7.61	3.43	20.9

1275	Visalia	693.68	1777.86	167.22	10746.46	620.17	15487.33	15587.05	6.04	3.71	15.98
1276	Visalia	158.66	372.99	42.07	1576.41	258.52	2894.91	2860.59	4.23	6.15	13.87
1277	Visalia	246.09	579.27	51.34	2336.61	303.73	3167.5	3149.68	4.03	5.92	10.02
1278	Visalia	126	314.23	26.62	1704.74	214.22	2510.02	2474.63	5.43	8.05	14.62
1279	Visalia	122.56	298.84	228.9	1693.1	1086.59	6691.66	6711.03	5.67	4.75	25.4
1280	Visalia	125.22	298.13	98.54	1458.83	506.55	3241.12	3205.12	4.89	5.14	16.25
1281	Visalia	7.95	21.24	223.87	106.08	1190.77	2942.83	2865.33	4.99	5.32	23.7
1282	Visalia	6	16.55	217.26	99.74	880.61	6690.01	6382	6.03	4.05	55.91
1283	Visalia	130	358.52	110.14	2351.76	837.26	7003.47	6782.66	6.56	7.6	29.42
1284	Visalia	282.98	773.57	32.93	4727.59	133.32	4279.02	4316.5	6.11	4.05	10.66
1285	Visalia	261.55	665.23	239.03	3263.85	781.2	6570.84	6480.64	4.91	3.27	14.43
1286	Visalia	175.43	467.14	280.73	7843.14	1176.29	10972.82	10761.34	16.79	4.19	29.06
1287	Visalia	314.7	734.8	20.28	4217.37	120.66	4484.15	4589.17	5.74	5.95	12.02
1288	Visalia	310.28	779.22	43.77	5414.09	201.02	5077.46	5128.99	6.95	4.59	12.4
1289	Visalia	301.03	791.79	120.32	5667.77	886.64	5999.79	6032.21	7.16	7.37	13.19
1290	Visalia	67.67	186.63	22.95	1787	182.31	1947.48	1960.37	9.58	7.94	18.65
1291	Visalia	366.21	991.53	284.84	6188.11	1973.37	14675.34	14329.81	6.24	6.93	22.72
1292	Visalia	194.51	432.41	592.64	1728.56	4041.44	15358.28	14759.22	4	6.82	29.38
1293	Visalia	331.41	864.98	112.38	5186.86	575.18	6315.9	6328.48	6	5.12	12.94
1294	Visalia	8.31	19.38	1814.04	2741.19	9814.55	27581.58	26738.07	141.44	5.41	29.63
1295	Visalia	66	182.02	237.58	830.8	1613.78	6315.91	6105.68	4.56	6.79	29.6
1296	Visalia	26.5	65.75	35.74	242.51	151.12	658.1	656.94	3.69	4.23	12.96
1297	Visalia	24	66.19	35.06	0	0	0	0	0	0	0
1298	Visalia	351.16	834.87	160.57	4467.02	490.84	6705.75	6857.91	5.35	3.06	13.63
1299	Visalia	26.34	67.47	277.72	285.83	2425.72	11349.67	10844.31	4.24	8.73	64.29
1300	Visalia	0	0	150	48707.7	217.31	40043.65	38846.85	0	1.45	525.94
1301	Visalia	28.51	64.44	276.29	185.64	1162.16	4959.81	4797.72	2.88	4.21	28.64
1302	Visalia	19.45	45.65	320.59	124.57	1716.91	5746.25	5575.32	2.73	5.36	30.91
1303	Visalia	7.61	17.46	836.68	50.8	4071.15	11131.54	10802.22	2.91	4.87	25.68
1304	Visalia	245.18	543.14	367.62	1407.02	1754.4	6048.66	5955.81	2.59	4.77	13.18
1305	Visalia	14.15	31.57	256.44	78.21	1274.16	4292.95	4180.56	2.48	4.97	29.42
1306	Visalia	6.31	13.86	353.87	22.47	2137.22	9519.06	9164.83	1.62	6.04	50.81
1307	Visalia	6.42	14.1	545.27	10605.07	3302.08	22683.26	21756.64	752.13	6.06	79.45
1308	Visalia	6.31	13.86	3634.82	29.73	9153.59	30798.34	30419.24	2.15	2.52	16.78
1309	Visalia	6.31	13.86	132.39	24.45	502.98	1439.98	1414.02	1.76	3.8	19.51
1310	Visalia	50.15	115.21	140.26	308.49	713.31	2641.05	2565.43	2.68	5.09	20.38
1311	Visalia	6.31	13.86	242.78	32.59	1441.15	3918.43	3821.45	2.35	5.94	30.16
1312	Visalia	7.31	16.62	492.11	296.75	2557.02	7890.09	7670.19	17.85	5.2	30.59
1313	Visalia	6.31	13.86	415.98	37.73	2172.95	8390.94	8016.9	2.72	5.22	38.17
1314	Visalia	6.31	13.86	518.73	433.61	3267.12	12836.7	12342.49	31.29	6.3	47.28
1315	Visalia	7.31	16.62	88.62	62	488.89	1227.29	1204.59	3.73	5.52	23.11
1316	Visalia	6.31	13.86	80.4	29	597.05	2332.94	2259.29	2.09	7.43	48.72
1317	Visalia	8.31	19.38	286.71	64.68	984.97	2559.94	2529.57	3.34	3.44	16.63
1318	Visalia	6.31	13.86	130.73	53.34	529.88	3347.83	3225.76	3.85	4.05	45.46
1319	Visalia	58.67	149.89	267.64	711.58	1295.06	4563	4433.85	4.75	4.84	21.55
1320	Visalia	0	0	487.27	0	3204.56	11483.09	10979.69	0	6.58	46.1
1321	Visalia	0	0	308.67	0	782.86	11873.78	11324.02	0	2.54	75.15

1322	Visalia	0	0	202.28	0	1137.94	3713.71	3584.97	0	5.63	36.08
1323	Visalia	25.45	58.69	213.36	280.32	1191.42	5176.86	4997.53	4.78	5.58	37.4
1324	Visalia	6.07	16.74	607.8	107.75	2999.24	14450.77	13859.66	6.44	4.93	45.33
1325	Visalia	74.56	202.39	137.21	0	0	0	0	0	0	0
1326	Visalia	55.15	145.93	210.9	957.71	1220.12	5198.66	5109.09	6.56	5.79	28.89
1327	Visalia	42.25	115.57	3.95	1000.19	28.62	820.74	806.15	8.65	7.25	13.61
1328	Visalia	589.47	1597.96	49.48	12571.65	334.84	10818.12	10902.57	7.87	6.77	13.18
1329	Visalia	8.37	23.08	150	1341.43	1278.75	9477.45	9242.94	58.12	8.53	108.16
1330	Visalia	0	0	263.19	0	4317.66	20027.01	18896.97	0	16.41	147.89
1331	Visalia	0	0	37	0	735.12	3104.89	2960.34	0	19.87	163.93
1332	Visalia	3.54	9.76	8.87	84.19	64.32	250.31	250.16	8.63	7.25	26.86
1333	Visalia	49.32	130.43	7.82	1014.89	50.8	939.97	951.6	7.78	6.5	13.68
1334	Visalia	90.24	237.28	10.43	1824.87	36.93	1770.78	1776.12	7.69	3.54	14.32
1335	Visalia	0	0	710.95	9645.67	2947.52	21720.74	20810.59	0	4.15	59.82
1336	Visalia	137.49	331.64	571.76	1709.31	2833.77	10787.22	10460.61	5.15	4.96	23.52
1337	Visalia	234.25	597.88	578.16	3446.45	1961.53	9863.86	9661.51	5.76	3.39	16.6
1338	Visalia	180.77	438.45	597.67	3452.32	3719.58	20448.35	20083.53	7.87	6.22	39.12
1339	Visalia	633.12	1418.38	79.38	6213.74	402.35	7577.15	7586.14	4.38	5.07	10.12
1340	Visalia	0	0	382.1	704.54	1668.83	16729.16	15941.01	0	4.37	85.5
1341	Visalia	381.62	965	13.41	5723.21	77.34	5106.97	5158.88	5.93	5.77	10.49
1342	Visalia	173.81	448.52	5.79	2419.68	35.16	2136.19	2169.03	5.39	6.07	9.48
1343	Visalia	295.93	812.78	11.36	5024.31	48.48	4239.44	4295.3	6.18	4.27	10.36
1344	Visalia	0	0	410.66	51157.57	874.3	38129.92	36116.9	0	2.13	180.8
1345	Visalia	70.15	167.54	41.48	644.47	264.15	2124.98	2067.23	3.85	6.37	20.06
1346	Visalia	349.31	959.81	267.63	17798.48	1894.25	23578.79	22952.39	18.54	7.08	37.91
1347	Visalia	194.19	516.75	183.44	3678.04	868.09	7243.55	7411.77	7.12	4.73	20.93
1348	Visalia	120.4	319.34	173.06	37160.31	354.73	31492.2	30789.9	116.37	2.05	126.49
1349	Visalia	242	601.16	53.79	2999.11	187.54	3399.19	3380.08	4.99	3.49	10.35
1350	Visalia	549.83	1382.09	244.89	8041.9	481.35	8992.46	9006.34	5.82	1.97	11.06
1351	Visalia	0	0	116.22	0	447.5	3384.87	3232.3	0	3.85	56.94
1352	Visalia	0	0	1126.1	0	5670.98	47590.08	45462.62	0	5.04	82.63
1353	Visalia	208.57	549.43	7.92	3648.08	51.68	3085.23	3146.07	6.64	6.53	11.18
1354	Visalia	277.82	704.42	293.93	5608.1	873.91	15934.09	15785.75	7.96	2.97	31.77
1355	Visalia	241.9	661.84	323.27	6713.37	2740.54	21259.24	20854.81	10.14	8.48	42.75
1356	Visalia	336.36	911.13	121.82	7442.18	873.66	8720.69	8694.67	8.17	7.17	16.86
1357	Visalia	17	46.88	4.3	406.21	29.74	444.93	449.57	8.66	6.92	17.48
1358	Visalia	81.9	225.22	8.22	1895.65	95.26	1830.48	1837.06	8.42	11.59	15.71
1359	Visalia	318	877	14.1	6960.92	77.76	5667.37	5730.23	7.94	5.51	12.79
1360	Visalia	621.74	1437.13	20.65	7408.82	114.4	7516.88	7581.23	5.16	5.54	10.36
1361	Visalia	825.55	2058.13	181.86	11311	636.93	13223.69	13221.89	5.5	3.5	11.81
1362	Visalia	262.01	721.85	12.29	5062.51	53.49	4249.03	4278.2	7.01	4.35	11.62
1363	Visalia	259	714.29	7.91	5002.74	44.68	3989.94	4028.02	7	5.65	11.1
1364	Visalia	408.43	1073.35	28.69	6483.24	142.12	5725.59	5768.12	6.04	4.95	10.43
1365	Visalia	174.18	479.25	72.1	4375.65	177.59	6874.54	6894.29	9.13	2.46	24.97
1366	Visalia	78	215.11	20.11	1357.82	81.36	1325.13	1325.55	6.31	4.05	11.27
1367	Visalia	198.46	520.22	178.04	2856.21	897.82	4482.71	4443.74	5.49	5.04	12.78
1368	Visalia	39.41	93.88	713.27	383.1	4809.13	22892.28	22056.01	4.08	6.74	55.69

1369	Visalia	170.42	377.37	492.13	1224.99	2955.6	12346.2	11873.04	3.25	6.01	27.85
1370	Visalia	430.07	1104.31	400.5	7920.39	1607.5	16560.4	16634.84	7.17	4.01	22.06
1371	Visalia	378.67	1008.63	76.17	6109.21	418.68	5990.56	6020.76	6.06	5.5	11.07
1372	Visalia	216.66	554.88	159.53	2921.15	676.51	4806.49	4766.86	5.26	4.24	13.4
1373	Visalia	542.28	1461.53	29.64	9234.76	171.99	7988.24	8131.46	6.32	5.8	10.81
1374	Visalia	270.25	658.24	25.94	3687.02	118.74	3837.13	3866.85	5.6	4.58	11.26
1375	Visalia	298.23	761.57	41.4	4649.62	260.66	4625.74	4667.83	6.11	6.3	11.57
1376	Visalia	410	1130.73	104.74	8332.17	576.37	8790.57	8850.24	7.37	5.5	14.28
1377	Visalia	205.24	563.28	421.08	4319.22	2791.95	11328.77	11027.69	7.67	6.63	22.71
1378	Visalia	494	1362.39	42.66	11475.66	306.38	9218.96	9388.58	8.42	7.18	13.24
1379	Visalia	13.47	37.15	31.92	306.72	187.37	1127.18	1106.51	8.26	5.87	32.34
1380	Visalia	177	488.14	33.77	4135.53	260.08	4264.48	4255.32	8.47	7.7	16.32
1381	Visalia	519.81	1428.08	47.32	11174.92	315.79	9660.52	9698.02	7.83	6.67	13.12
1382	Visalia	229.91	631.02	411.19	51821.49	1943.71	54564.44	52957.09	82.12	4.73	103.17
1383	Visalia	348.46	924.01	5.32	5933.05	33.11	4887.25	4965.6	6.42	6.22	10.6
1384	Visalia	374	967.54	81.51	6990.78	207.55	9202.01	9349.16	7.23	2.55	17.68
1385	Visalia	634.84	1715.21	182.77	13187.65	905.63	15878.87	15546.29	7.69	4.96	16.56
1386	Visalia	440.83	1165.95	18.98	6620.97	122.37	6122.75	6167.67	5.68	6.45	10.37
1387	Visalia	26.31	69.02	1132.7	235.21	3499.07	37779.53	36310.32	3.41	3.09	61.65
1388	Visalia	6.31	13.86	802.89	46.88	3513.11	16069.4	15338.21	3.38	4.38	38.45
1389	Visalia	387.23	953.25	581.41	4044.37	3044.67	23485.52	22651.13	4.24	5.24	30.06
1390	Visalia	224.45	602.99	16.52	3546.82	91.51	3241.13	3286.43	5.88	5.54	10.54
1391	Visalia	187.33	506.91	11.09	2838.48	52.23	2505.07	2546.86	5.6	4.71	9.75
1392	Visalia	279	769.45	9.87	5011.76	41.15	4188.21	4263.35	6.51	4.17	10.84
1393	Visalia	245	675.68	125.03	5214.92	364.04	8421.92	8590.22	7.72	2.91	21.25
1394	Visalia	131.09	359.81	1.41	2387.19	14.78	1943.13	1974.58	6.63	10.48	10.85
1395	Visalia	331	873.05	50.33	5283.88	177.67	4844	4886.33	6.05	3.53	10.54
1396	Visalia	271.19	615.52	58.91	2979.13	357.05	3554.5	3563.23	4.84	6.06	10.55
1397	Visalia	77.12	204.89	2.44	1527.7	4.7	1292.97	1305.08	7.46	1.92	12.53
1398	Visalia	38.8	103.44	0.95	790.55	3.01	619.36	628.46	7.64	3.17	11.95
1399	Visalia	113	311.64	25.61	2261.62	165.75	2014.79	2037.99	7.26	6.47	12.02
1400	Visalia	336.42	796.82	34.36	4648.99	142.19	4676.04	4696.98	5.83	4.14	11.28
1401	Visalia	498.01	1336.31	70.79	12183.52	197.94	14441.43	14609.66	9.12	2.8	20.65
1402	Visalia	90.53	235.43	16.79	1766.54	84.71	1635.94	1649.38	7.5	5.05	13.03
1403	Visalia	232.25	635.08	50.94	5028.99	288.45	4760.23	4830.2	7.92	5.66	13.98
1404	Visalia	32	88.25	8.6	760.68	55.18	740.15	746.27	8.62	6.42	15.35
1405	Visalia	320.29	883.32	38.38	7377.24	246.34	6219.82	6265.1	8.35	6.42	13.55
1406	Visalia	578.01	1381.61	155.67	12784.09	463.99	20858.87	21440.58	9.25	2.98	27.52
1407	Visalia	293	808.06	13.1	6122.24	56.94	4943.81	4971.7	7.58	4.35	12.08
1408	Visalia	256.74	682.7	119.85	4394.67	569.12	5279.82	5234.56	6.44	4.75	13.1
1409	Visalia	610	1548.75	367.74	10357.67	1169.46	18713.16	18619.11	6.69	3.18	19.48
1410	Visalia	487.41	1192.22	9.77	7020.14	54.21	6371.62	6293.21	5.89	5.55	10.54
1411	Visalia	80.8	180.61	608.68	452.77	2771.71	15678.88	15200.63	2.51	4.55	39.12
1412	Visalia	51.62	117.34	1134.13	421.36	6916.37	26923.01	25818.12	3.59	6.1	42.14
1413	Visalia	505.55	1377.42	34.58	9158.26	160.64	7881.35	7975.74	6.65	4.65	11.23
1414	Visalia	365.13	986.92	18.87	6430.13	95.83	5431.6	5476.16	6.52	5.08	10.84
1415	Visalia	177.11	456.98	76.94	2674.16	407.79	3604.44	3587.2	5.85	5.3	13.47

1416	Visalia	175	482.63	56.95	3192.38	341.12	3832.23	3825.57	6.61	5.99	14.19
1417	Visalia	146.84	401.8	4.72	3147.36	21.36	2436.11	2471.14	7.83	4.53	12.07
1418	Visalia	407.07	1093.8	20.69	8480.28	72.26	7219.31	7282.68	7.75	3.49	13.01
1419	Visalia	422.95	1154.24	80.02	9199.69	508.58	8651.46	8693.9	7.97	6.36	14.05
1420	Visalia	564.11	1449.33	44.76	10947.65	411.56	10159.61	10227.41	7.55	9.19	13.65
1421	Visalia	224.22	555.25	25.14	4461.57	138.91	3866.85	3932.87	8.04	5.53	13.44
1422	Visalia	2.52	6.96	2.64	63.18	17.77	173.56	172.62	9.08	6.73	36.06
1423	Visalia	19.84	53.74	98.06	2148.19	442.9	3898.21	3877.76	39.97	4.52	51.23
1424	Visalia	490	1351.36	33.49	10560.03	204.34	8613.14	8858.39	7.81	6.1	12.62
1425	Visalia	350.08	916.53	104.73	5921.7	541.19	7374.66	7254.74	6.46	5.17	14.32
1426	Visalia	279.71	749.27	597.88	6612.34	2411.54	17082.32	16906.68	8.83	4.03	25.23
1427	Visalia	345.31	852.32	70.38	4267.15	532.05	6032.59	6034.62	5.01	7.56	13.08
1428	Visalia	6.31	13.86	213.8	47.81	1527.94	7878.57	7527.24	3.45	7.15	67.67
1429	Visalia	20.31	52.47	715.06	194.92	5279.15	30480.25	29162.96	3.71	7.38	77.71
1430	Visalia	19.51	53.81	533.39	292.73	2428.24	18688.54	17747.8	5.44	4.55	62.05
1431	Visalia	6.31	13.86	1016.25	2259.76	4526.16	36046.28	35020.42	163.04	4.45	68.99
1432	Visalia	215.79	594.69	127.77	4225.52	775.68	5862.81	5723.84	7.11	6.07	16.04
1433	Visalia	185.33	511.12	22.51	3594.84	177.3	3333.04	3344.2	7.03	7.88	12.51
1434	Visalia	202.04	494.41	35.95	2804.18	127.97	3356.62	3332.55	5.67	3.56	12.61
1435	Visalia	47.95	132.24	9	979.09	61.62	856.31	862.07	7.4	6.85	12.17
1436	Visalia	204	545.79	98.14	3868.79	499.41	4450.01	4430.19	7.09	5.09	13.79
1437	Visalia	93.34	247.08	14.29	1877.95	57.09	1645.48	1659.03	7.6	4	12.64
1438	Visalia	51.42	138.51	9.22	1136.97	47.91	1029.88	1039.15	8.21	5.2	14.01
1439	Visalia	36.24	94.5	10.42	788.09	58.58	837.11	843.1	8.34	5.62	16.01
1440	Visalia	460.94	1159.5	66.49	8960.1	337.24	8314.76	8429.58	7.73	5.07	13.66
1441	Visalia	11.54	30.03	2.09	220.2	11.96	246.62	248.62	7.33	5.72	15.42
1442	Visalia	58.56	161.5	4.04	1205.75	22.28	1060.24	1073.01	7.47	5.51	12.89
1443	Visalia	193.94	464.13	136.52	2225.78	818.56	4907.2	4810.19	4.8	6	16.18
1444	Visalia	210	473.2	198.97	2094.51	1138.72	6247.82	6010.76	4.43	5.72	18.24
1445	Visalia	0	0	239.15	0	1063.62	5101.44	4875.07	0	4.45	41.72
1446	Visalia	6.69	18.45	239.84	115.39	1485.29	5579.58	5476.11	6.25	6.19	42.8
1447	Visalia	36.46	100.11	4.55	0	0	0	0	0	0	0
1448	Visalia	2.37	6.53	3.75	55.32	23.92	170	166.75	8.47	6.38	32.76
1449	Visalia	12.11	33.4	3.48	282.78	20.03	298.45	300.68	8.47	5.76	16.25
1450	Visalia	38.01	100.3	9.34	855.99	56.4	832.95	838.98	8.53	6.04	15.25
1451	Visalia	0.31	0.86	740.77	4.93	4888.76	14473.75	13846.26	5.73	6.6	38.19
1452	Visalia	20	55.16	34.75	451.7	245.83	1280.02	1217.11	8.19	7.07	27.77
1453	Visalia	198.57	446.14	243.19	5414.6	1616.88	9232.64	9029.93	12.14	6.65	26.49
1454	Visalia	580.72	1540.46	274.09	9654.93	1007.65	17732.08	17388.89	6.27	3.68	19.36
1455	Visalia	80.35	177.82	2.41	865.6	13.31	918.42	924.23	4.87	5.52	10.22
1456	Visalia	297.1	800.82	90.58	6384.64	716.89	7072.28	7072.27	7.97	7.91	15.87
1457	Visalia	159.59	436.56	17.63	3811.79	125.71	3344.04	3385.3	8.73	7.13	14.82
1458	Visalia	257.57	699.25	200.21	4439.08	668.7	7653.24	7519.51	6.35	3.34	16.87
1459	Visalia	132.21	361.69	0.82	2587.97	4.93	2048.56	2093.29	7.16	6.01	11.43
1460	Visalia	42.38	116.88	0	784.05	0	619.71	629.98	6.71	0	10.69
1461	Visalia	109	300.61	0.14	2239.14	0.81	1729.05	1772.48	7.45	5.78	11.64
1462	Visalia	163.69	383.38	3.5	1981.71	21.31	1942.08	1978.93	5.17	6.09	10.13

1463	Visalia	15	41.37	2.96	330.38	21.01	307.97	317.82	7.99	7.1	14.12	
1464	Visalia	37.91	102.97	4.35	763.13	13.25	696.39	707.57	7.41	3.05	13.08	
1465	Visalia	286.41	784.6	279.4	5443.23	1162.15	15403.32	14884.59	6.94	4.16	28.47	
1466	Visalia	300.54	822.6	47.85	5471.73	492.16	6753.34	6720.74	6.65	10.29	15.48	
1467	Visalia	185.62	502.96	58.87	5301.83	101.25	8607.41	8845.85	10.54	1.72	31.07	
1468	Visalia	52.49	120.6	68.92	514.82	387.69	1946.98	1902.37	4.27	5.63	20.31	
1469	Visalia	24.79	63.81	250.06	308.69	1332.9	3837.92	3722.23	4.84	5.33	24.09	
1470	Visalia	111.89	275.18	29.87	1326.25	82.59	2114.14	2107.46	4.82	2.76	13.84	
1471	Visalia	5.38	13.49	139.07	46.6	536.76	1685.75	1641.48	3.45	3.86	21.81	
1472	Visalia	105.86	257.06	11.87	1076.12	72.05	1164.22	1173.33	4.19	6.07	8.69	
1473	Visalia	111.08	248.6	560.3	931.61	939.75	5722.9	5635.51	3.75	1.68	14.04	
1474	Visalia	0	0	0	0	0	363.49	361.8	0	0	0	1
1475	Visalia	2	5.52	14.26	48.65	94.61	699.8	680.93	8.81	6.63	69.8	1
1476	Visalia	0	0	249.2	0	2585.89	13082.13	12486.45	0	10.38	102.6	
1477	Visalia	9	24.82	0	251.82	0	277.11	281.69	10.15	0	22.51	
1478	Visalia	0	0	0	0	0	91	91.23	0	0	0	
1479	Visalia	138	379.47	513.97	2066.72	3080.07	25722.5	24314.16	5.45	5.99	56	
1480	Visalia	4	11.03	0	86.89	0	116.97	116.55	7.88	0	21.17	
1481	Visalia	66.82	151.7	0	811.06	0	808.35	822.27	5.35	0	10.75	
1482	Visalia	0	0	0	0	0	77.6	77.83	0	0	0	1
1483	Visalia	0	0	0	0	0	262.01	262.25	0	0	0	1
1484	Visalia	3	8.27	0	70.05	0	165.87	167.07	8.47	0	40.26	
1485	Visalia	7	19.31	0	159.22	0	217.09	219.54	8.25	0	22.61	
1486	Visalia	0	0	0	0	0	0	0	0	0	0	
1487	Visalia	2	5.52	19	42.72	60.85	977.63	937.63	7.74	3.2	78.11	
1488	Visalia	69.41	171.58	97.64	735.04	451.55	2454.6	2406.05	4.28	4.62	18.05	
1489	Visalia	10.36	26.26	97.13	105.36	458.58	1158.11	1131.22	4.01	4.72	18.55	
1490	Visalia	17.21	38.99	122.5	126.83	489	1429.82	1398.75	3.25	3.99	17.52	
1491	Visalia	6.31	13.86	263.18	23.74	1040.41	3616.24	3644.96	1.71	3.95	26.21	
1492	Visalia	6.31	13.86	82.87	44.86	302.91	1477.4	1429.98	3.24	3.66	30.06	
1493	Visalia	188	418.13	227.77	1665.43	1452.73	4772.81	4730.46	3.98	6.38	14.71	
1494	Visalia	90	197.75	62.19	882.03	296.65	2037.34	2014.31	4.46	4.77	15.59	
1495	Visalia	310.93	851.94	31.59	6407.94	125.26	5456	5629.01	7.52	3.97	12.55	
1496	Visalia	0	0	0	0	0	106.11	106.18	0	0	0	
1497	Visalia	31	85.49	5	662.27	30.41	683.9	699.97	7.75	6.08	15.29	
1498	Visalia	48	132.38	0	1172.12	0	894.28	914.77	8.85	0	13.67	
1499	Visalia	0	0	0	0	0	0	0	0	0	0	
1500	Visalia	50.9	140.38	14.8	1152.14	54.01	1431.35	1424.53	8.21	3.65	18.4	
1501	Visalia	37.38	103.1	27.24	866.75	182.72	1242.96	1243.44	8.41	6.71	19.08	
1502	Visalia	122.17	335.73	26.06	2925.71	242.02	3223.42	3252.35	8.71	9.29	17.9	
1503	Visalia	37.98	104.75	31.95	999.99	245.42	1528.34	1544.99	9.55	7.68	22.48	
1504	Visalia	265.7	732.77	22.32	8835.47	175.87	7336.19	7469.91	12.06	7.88	19.61	
1505	Visalia	34	84.24	25.97	704.66	262.7	1394.15	1375.66	8.36	10.12	25.13	
1506	Visalia	208	573.64	49.97	6505.13	356.01	7859.69	7789.75	11.34	7.12	25.09	
1507	Visalia	61.15	158.53	121.78	1442.26	772.35	5042.84	4931.66	9.1	6.34	35.58	
1508	Visalia	124.77	336.84	209.25	3127.39	1510.99	8104.66	7988.57	9.28	7.22	29.47	
1509	Visalia	19.04	52.5	27.17	443.01	194.39	1163.18	1150.84	8.44	7.15	29.05	

1510	Visalia	7.68	21.19	21.22	164.89	131.61	497.91	496.97	7.78	6.2	23.46
1511	Visalia	60.21	163.3	68.44	1386.66	356.22	2085.42	2042.38	8.49	5.2	17.81
1512	Visalia	15.45	42.6	13.44	377.8	99.64	589.34	590.2	8.87	7.41	21.05
1513	Visalia	56.21	155.01	52.69	1585.62	481.81	3971.22	3931.39	10.23	9.14	38.05
1514	Visalia	0	0	0	0	0	0	0	0	0	0
1515	Visalia	0	0	0	0	0	0	0	0	0	0
1516	Visalia	0	0	0	0	0	0	0	0	0	0
1517	Visalia	0	0	0	0	0	0	0	0	0	0
1518	Visalia	0	0	0	0	0	0	0	0	0	0
1519	Visalia	0	0	0	0	0	0	0	0	0	0
1520	Visalia	0	0	0	0	0	0	0	0	0	0
1521	Visalia	0	0	0	0	0	0	0	0	0	0
1522	Visalia	0	0	0	0	0	0	0	0	0	0
1523	Visalia	0	0	0	0	0	0	0	0	0	0
1524	Visalia	0	0	0	0	0	0	0	0	0	0
1525	Visalia	0	0	0	0	0	0	0	0	0	0
1526	Visalia	0	0	0	0	0	0	0	0	0	0
1527	Visalia	0	0	0	0	0	0	0	0	0	0
1528	Visalia	0	0	0	0	0	0	0	0	0	0
1529	Visalia	0	0	0	0	0	0	0	0	0	0
1530	Visalia	0	0	0	0	0	0	0	0	0	0
1531	Visalia	0	0	0	0	0	0	0	0	0	0
1532	Visalia	0	0	0	0	0	0	0	0	0	0
1533	Visalia	0	0	0	0	0	0	0	0	0	0
1534	Visalia	0	0	0	0	0	0	0	0	0	0
1535	Visalia	0	0	0	0	0	0	0	0	0	0
1536	Visalia	0	0	0	0	0	0	0	0	0	0
1537	Visalia	0	0	0	0	0	0	0	0	0	0
1538	Visalia	0	0	0	0	0	0	0	0	0	0
1539	Visalia	0	0	0	0	0	0	0	0	0	0
1540	Visalia	0	0	0	0	0	0	0	0	0	0
1541	Visalia	0	0	0	0	0	0	0	0	0	0
1542	Visalia	0	0	0	0	0	0	0	0	0	0
1543	Visalia	0	0	0	0	0	0	0	0	0	0
1544	Visalia	0	0	0	0	0	0	0	0	0	0
1545	Visalia	0	0	0	0	0	0	0	0	0	0
1546	Visalia	0	0	0	0	0	0	0	0	0	0
1547	Visalia	0	0	0	0	0	0	0	0	0	0
1548	Visalia	0	0	0	0	0	0	0	0	0	0
1549	Visalia	0	0	0	0	0	0	0	0	0	0
1550	Visalia	0	0	0	0	0	0	0	0	0	0
1551	Visalia	0	0	0	0	0	0	0	0	0	0
1552	Visalia	0	0	0	0	0	0	0	0	0	0
1553	Visalia	0	0	0	0	0	0	0	0	0	0
1554	Visalia	0	0	0	0	0	0	0	0	0	0
1555	Visalia	0	0	0	0	0	0	0	0	0	0
1556	Visalia	0	0	0	0	0	0	0	0	0	0

1557	Visalia	0	0	0	0	0	0	0	0	0	0
1558	Visalia	0	0	0	0	0	0	0	0	0	0
1559	Visalia	0	0	0	0	0	0	0	0	0	0
1560	Visalia	0	0	0	0	0	0	0	0	0	0
1561	Visalia	0	0	0	0	0	0	0	0	0	0
1562	Visalia	0	0	0	0	0	0	0	0	0	0
1563	Visalia	0	0	0	0	0	0	0	0	0	0
1564	Visalia	0	0	0	0	0	0	0	0	0	0
1565	Visalia	0	0	0	0	0	0	0	0	0	0
1566	Visalia	0	0	0	0	0	0	0	0	0	0
1567	Visalia	0	0	0	0	0	0	0	0	0	0
1568	Visalia	0	0	0	0	0	0	0	0	0	0
1569	Visalia	0	0	0	0	0	0	0	0	0	0
1570	Visalia	0	0	0	0	0	0	0	0	0	0
1571	Visalia	0	0	0	0	0	0	0	0	0	0
1572	Visalia	0	0	0	0	0	0	0	0	0	0
1573	Visalia	0	0	0	0	0	0	0	0	0	0
1574	Visalia	0	0	0	0	0	0	0	0	0	0
1575	Visalia	0	0	0	0	0	0	0	0	0	0
1576	Visalia	36.14	102.28	44.26	2012.42	361.78	3244.68	3196.86	19.68	8.17	43.96
1577	Visalia	13.22	37.42	14.84	576.12	128.81	709.6	711.74	15.4	8.68	27.2
1578	Visalia	30.4	86.05	49.39	1270.93	494.93	2040.43	2038.7	14.77	10.02	30.12
1579	Visalia	22	62.27	97.04	830.24	855.21	2668.72	2625.51	13.33	8.81	33.23
1580	Woodlake	304.34	894.35	14.6	10335.95	129.71	8245.55	8318.37	11.56	8.88	18.22
1581	Woodlake	125.05	355.71	249.79	29048.38	1688.85	33670.42	33125.84	81.66	6.76	110.32
1582	Woodlake	175.74	502.55	76.79	5726.42	598.76	7174.15	7105.32	11.39	7.8	24.65
1583	Woodlake	295.87	859.99	28.09	9387.53	225.5	7841.92	7888.8	10.92	8.03	17.71
1584	Woodlake	294.58	848.69	228.56	9016.43	1993.69	16536.88	16217.14	10.62	8.72	30.41
1585	Woodlake	149.24	448.51	57.32	6304.93	167.98	10120.63	10294.22	14.06	2.93	40.36
1586	Woodlake	211.41	617.38	36.92	7556.7	319.02	7002.49	7173.8	12.24	8.64	21.67
1587	Woodlake	0.8	2.26	73.39	35.81	829.18	2406.77	2326.01	15.85	11.3	62.56
1588	Woodlake	84.36	239.56	60.32	3688.74	324.97	3797.9	3832.91	15.4	5.39	25.45
1589	Woodlake	176.06	503.87	23.97	7449.69	139.48	6756.88	6828.23	14.78	5.82	25.74
1590	Woodlake	93.17	279.69	7.77	0	0	0.02	0.02	0	0	0
1591	Woodlake	23	65.1	21.43	1138.77	404.01	2345.96	2325.02	17.49	18.85	53.98
1592	Woodlake	9	25.47	98.33	387.86	1081.27	2488.23	2463.44	15.23	11	40
1593	Woodlake	80.52	236.31	55.49	2583.69	210.14	4890.88	4786.46	10.93	3.79	33.16
1594	Woodlake	127.07	362.63	2.45	4763.23	29.53	3642.85	3684.21	13.14	12.05	20.07
1595	Woodlake	236.12	692.43	9.88	7800.16	87.43	6228.92	6277.04	11.26	8.85	17.81
1596	Woodlake	154.97	440.95	142.88	8891.01	525.22	13909.32	13861.03	20.16	3.68	47.57
1597	Woodlake	0	0	0	0	0	0	0	0	0	0
1598	Woodlake	0	0	0	0	0	0	0	0	0	0
1599	Woodlake	0	0	0	0	0	0	0	0	0	0
1600	Woodlake	0	0	0	0	0	0	0	0	0	0
1601	Woodlake	0	0	0	0	0	0	0	0	0	0
1602	Woodlake	0	0	0	0	0	0	0	0	0	0
1603	Woodlake	0	0	0	0	0	0	0	0	0	0

1604	Woodlake	0	0	0	0	0	0	0	0	0	0
1605	Woodlake	0	0	0	0	0	0	0	0	0	0
1606	Woodlake	0	0	0	0	0	0	0	0	0	0
1607	Woodlake	0	0	0	0	0	0	0	0	0	0
1608	Woodlake	0	0	0	0	0	0	0	0	0	0
1609	Woodlake	0	0	0	0	0	0	0	0	0	0
1610	Woodlake	0	0	0	0	0	0	0	0	0	0
1611	Woodlake	0	0	0	0	0	0	0	0	0	0
1612	Woodlake	0	0	0	0	0	0	0	0	0	0
1613	Woodlake	0	0	0	0	0	0	0	0	0	0
1614	Woodlake	0	0	0	0	0	0	0	0	0	0
1615	Woodlake	0	0	0	0	0	0	0	0	0	0
1616	Woodlake	0	0	0	0	0	0	0	0	0	0
1617	Woodlake	0	0	0	0	0	0	0	0	0	0
1618	Woodlake	0	0	0	0	0	0	0	0	0	0
1619	Woodlake	0	0	0	0	0	0	0	0	0	0
1620	Woodlake	0	0	0	0	0	0	0	0	0	0
1621	Woodlake	0	0	0	0	0	0	0	0	0	0
1622	Woodlake	0	0	0	0	0	0	0	0	0	0
1623	Woodlake	0	0	0	0	0	0	0	0	0	0
1624	Woodlake	0	0	0	0	0	0	0	0	0	0
1625	Woodlake	0	0	0	0	0	0	0	0	0	0
1626	Woodville	57.73	164.15	61.16	2800.38	874.04	3747.1	3859.12	17.06	14.29	33.76
1627	Woodville	259.17	733.86	5	14640.26	87.78	15028.08	16247.28	19.95	17.56	42.33
1628	Woodville	75	212.27	178.02	3690.3	1138.9	5227.14	5329.38	17.38	6.4	27.05
1629	Unincorpor	11.75	33.46	82.91	548.63	941.47	2601.57	2569.8	16.4	11.36	44.44
1630	Unincorpor	241.21	729.6	10.77	8116.14	125.95	6644.71	6620.06	11.12	11.69	17.92
1631	Unincorpor	0	0	0	0	0	0	0	0	0	0
1632	Unincorpor	0	0	0	0	0	0	0	0	0	0
1633	Unincorpor	0	0	0	0	0	0	0	0	0	0
1634	Unincorpor	0	0	0	0	0	0	0	0	0	0
1635	Unincorpor	0	0	0	0	0	0	0	0	0	0
1636	Unincorpor	0	0	0	0	0	0	0	0	0	0
1637	Unincorpor	0	0	0	0	0	0	0	0	0	0
1638	Unincorpor	0	0	0	0	0	0	0	0	0	0
1639	Unincorpor	0	0	0	0	0	0	0	0	0	0
1640	Unincorpor	0	0	0	0	0	0	0	0	0	0
1641	Unincorpor	0	0	0	0	0	0	0	0	0	0
1642	Unincorpor	0	0	0	0	0	0	0	0	0	0
1643	Unincorpor	0	0	0	0	0	0	0	0	0	0
1644	Unincorpor	0	0	0	0	0	0	0	0	0	0
1645	Unincorpor	0	0	0	0	0	0	0	0	0	0
1646	Unincorpor	0	0	0	0	0	0	0	0	0	0
1647	Unincorpor	0	0	0	0	0	0	0	0	0	0
1648	Unincorpor	0	0	0	0	0	0	0	0	0	0
1649	Unincorpor	0	0	0	0	0	0	0	0	0	0
1650	Unincorpor	0	0	0	0	0	0	0	0	0	0

1651	Unincorpor	43.58	126.09	56.3	785.13	164.68	2319.4	2311.16	6.23	2.93	25.39	
1652	Unincorpor	81	239.84	327.31	1158.43	1921.66	6911.36	6836.8	4.83	5.87	24.24	
1653	Unincorpor	2.2	6.21	28.01	43.06	138.41	2189.88	2171.16	6.93	4.94	127.44	
1654	Unincorpor	4.18	11.84	9.15	85.23	41.28	514.45	511.35	7.2	4.51	48.87	
1655	Unincorpor	9.81	27.76	21.31	181.87	115.11	860.76	854.4	6.55	5.4	34.95	
1656	Unincorpor	6.92	19.58	3.48	303.24	29.7	348.84	353.33	15.49	8.53	30.45	
1657	Unincorpor	31	87.74	11.32	1333.31	122.16	1327.37	1336.94	15.2	10.79	26.9	
1658	Unincorpor	38	107.55	18.99	1796.52	218.42	2005.32	2026.43	16.7	11.5	31.86	
1659	Unincorpor	3.71	10.51	7.74	152.43	77.18	260.04	258.96	14.5	9.97	28.44	
1660	Unincorpor	58	164.15	130.78	2011.38	849.54	3615.51	3579.74	12.25	6.5	24.4	
1661	Unincorpor	12.51	35.41	359.42	358.69	1746.24	5782.02	5620.87	10.13	4.86	28.88	
1662	Unincorpor	41.34	117.09	22.47	1543.26	184.16	1458.96	1518.56	13.18	8.2	21.34	
1663	Unincorpor	27.44	77.65	131.45	821.8	467.26	2228.64	2226.74	10.58	3.55	21.31	
1664	Unincorpor	1.55	4.39	28.45	47.9	232.81	604.33	590.73	10.91	8.18	36.39	
1665	Unincorpor	18	50.94	39.74	1703.51	338.28	2630.37	2625.51	33.44	8.51	57.96	
1666	Unincorpor	40.81	115.49	9.33	1379.86	33.88	1434.14	1464.85	11.95	3.63	23.23	
1667	Unincorpor	56.98	164.46	32.56	1867.05	193.84	2795.36	2836.89	11.35	5.95	28.59	
1668	Unincorpor	17	48.11	113.35	590.66	619.77	2441.07	2427.38	12.28	5.47	30.15	
1669	Unincorpor	12	33.96	8.63	421.59	64.48	750.56	756.29	12.41	7.47	35.38	
1670	Unincorpor	4.96	14.04	4.57	177.76	30.65	430.19	432.79	12.66	6.71	46.37	
1671	Unincorpor	17.24	48.78	27.37	654.41	241.62	2236.49	2247.91	13.42	8.83	58.89	
1672	Unincorpor	72	203.78	11.93	2877.33	102.18	2312.89	2353.87	14.12	8.56	21.63	
1673	Unincorpor	4	11.32	5.96	148.02	47.63	380.04	380.05	13.08	7.99	43.99	
1674	Unincorpor	16	45.28	1.66	630.83	11.94	496.77	506.12	13.93	7.19	21.37	
1675	Unincorpor	39	115.36	7.69	1352.36	31.85	1049.77	1067.96	11.72	4.14	17.21	
1676	Unincorpor	28	82.82	3.45	895.17	23.15	682.69	693.85	10.81	6.71	15.96	
1677	Unincorpor	58.29	172.42	14.06	1876.22	101.51	1625.11	1638.1	10.88	7.22	17.5	
1678	Unincorpor	64	189.31	35.82	2139.76	372.17	2667.4	2688.48	11.3	10.39	23.79	
1679	Unincorpor	16	47.33	9	558.65	68.26	770.29	773.89	11.8	7.58	27.41	
1680	Unincorpor	21	62.12	15.39	746.05	163.13	812.78	827.42	12.01	10.6	21.16	
1681	Unincorpor	138.7	409.91	1416.55	3366.31	13041.15	24225.11	23725.9	8.21	9.21	26.25	
1682	Unincorpor	2	5.52	209.58	55.23	2309.22	7219.31	7046.81	10	11.02	66.32	
1683	Unincorpor	3.19	8.8	42.43	85.65	354.12	995.48	986.68	9.73	8.35	38.69	1
1684	Unincorpor	5.96	14.89	11.79	124.28	85.06	623.75	623.6	8.35	7.21	46.75	1
1685	Unincorpor	101.1	255.31	20.09	2148.04	140.06	2349.9	2379.52	8.41	6.97	17.17	1
1686	Unincorpor	111.27	249.68	28.89	1844.71	319.57	3577.55	3515.87	7.39	11.06	25.46	
1687	Unincorpor	227.51	548.26	47.71	4076.94	462.77	5553.95	5475.5	7.44	9.7	18.51	
1688	Unincorpor	20.2	55.7	14.89	609.54	150.32	876.22	881.97	10.94	10.1	24.91	
1689	Unincorpor	3	8.27	5.13	81.02	38.12	218.22	218.09	9.8	7.43	32.56	
1690	Unincorpor	0.51	1.4	4.3	14.02	28.8	155.74	154.49	10.01	6.7	54.43	
1691	Unincorpor	21.13	56.64	1.36	488.73	5.56	486.78	493.24	8.63	4.09	16.9	
1692	Unincorpor	48.27	131.51	14.2	0	0	0.01	0.01	0	0	0	
1693	Unincorpor	65.25	167.01	10.63	1672.03	73.21	1469.05	1497.09	10.01	6.89	16.7	
1694	Unincorpor	184.61	475.77	15.48	3863.4	205.98	4389.59	4397.77	8.12	13.31	17.89	1
1695	Unincorpor	0	0	0	0	0	367.16	365.05	0	0	0	1
1696	Unincorpor	0	0	0	0	0	359.98	357.35	0	0	0	1
1697	Unincorpor	0	0	0	0	0	354.6	353.69	0	0	0	1

1698	Unincorpor	0	0	0	0	0	369.98	370.39	0	0	0	1
1699	Unincorpor	0	0	0	0	0	357.34	357.7	0	0	0	1
1700	Unincorpor	0	0	0	0	0	93.75	93.97	0	0	0	
1701	Unincorpor	41	113.07	28.24	1236.81	269.17	1578.61	1587.14	10.94	9.53	22.4	
1702	Unincorpor	236	667.94	8.73	21598.26	134.63	15304.34	15650.18	32.34	15.42	45.75	
1703	Unincorpor	110	311.33	524.97	4487.05	6626.3	17259.76	17172.12	14.41	12.62	41.17	
1704	Unincorpor	0.1	0.29	4.3	3.78	101.86	273.28	271.27	13.04	23.69	118.64	
1705	Unincorpor	19	53.77	9.29	1522.31	136.56	2356.94	2377.97	28.31	14.7	75.09	
1706	Unincorpor	227	648.33	27.42	19212.55	433.84	16922.46	17218.78	29.63	15.82	50.52	
1707	Unincorpor	0	0	0.83	0	13.35	29.77	29.48	0	16.09	71.39	
1708	Unincorpor	44	124.53	67.2	1612.42	592.44	2578.25	2589.07	12.95	8.82	26.95	
1709	Unincorpor	16	45.28	56.02	603.84	529.64	1518.99	1518.47	13.34	9.45	29.98	
1710	Unincorpor	15	42.45	76.79	702.41	907.05	2554.2	2543.05	16.55	11.81	42.75	
1711	Unincorpor	3	8.49	8.46	180.88	181.21	768.02	767.99	21.31	21.42	90.62	
1712	Unincorpor	13	36.79	18.8	784.24	333.27	1841.73	1851.48	21.32	17.73	66.44	
1713	Unincorpor	47	133.02	23.02	3878.38	326.44	3557.35	3627.81	29.16	14.18	46.05	
1714	Unincorpor	211	597.18	529.97	4438.8	4487.44	12545.3	12437.69	7.43	8.47	22.16	
1715	Unincorpor	111.77	317.85	192.59	2711.77	1339.31	7199.75	7117.1	8.53	6.95	28.05	
1716	Unincorpor	107.97	315.27	5.96	2336.3	34.8	1997.6	2025.41	7.41	5.84	12.52	
1717	Unincorpor	39.01	115.59	59.26	1810.89	103.42	4273.06	4300.23	15.67	1.75	49.03	
1718	Unincorpor	78.71	225.71	49.08	2104.21	312.33	2337.97	2369.43	9.32	6.36	17.13	
1719	Unincorpor	20	56.61	380.01	450.89	2559.82	5167.58	5101.45	7.96	6.74	23.52	
1720	Unincorpor	73.72	209.18	32.55	2313.03	219.18	2311.07	2346.44	11.06	6.73	19.27	
1721	Unincorpor	96.56	273.46	40.74	3363.84	339.02	3202.18	3257.75	12.3	8.32	20.56	
1722	Unincorpor	14.13	39.98	55.01	515.08	562.52	1411.92	1405.83	12.88	10.23	29.66	
1723	Unincorpor	8	22.64	14.98	323.16	123.24	500.73	502.55	14.27	8.23	26.67	
1724	Unincorpor	27	76.42	64.33	1380.2	1138.9	2849.65	2847.65	18.06	17.7	40.48	
1725	Unincorpor	110	311.33	180.2	3825.85	2178.73	7744.51	7711.29	12.29	12.09	31.44	
1726	Unincorpor	121	342.46	756.84	3255.09	6978.93	17039.7	16815.03	9.51	9.22	30.8	
1727	Unincorpor	207	585.86	209.99	6806.67	2584.98	12770.82	12684.03	11.62	12.31	31.98	
1728	Unincorpor	32	90.57	100.34	960.23	777.78	2546.61	2528.27	10.6	7.75	26.58	
1729	Unincorpor	24	67.93	27.43	653.2	206.89	1256.16	1252.16	9.62	7.54	26.3	
1730	Unincorpor	68	192.46	46.6	1672.27	301.5	4165.64	4167.14	8.69	6.47	34.86	
1731	Unincorpor	153.21	449.16	183.1	2918.09	1046.18	5770.06	5752.56	6.5	5.71	18.22	
1732	Unincorpor	47	133.02	38.29	1259.68	213.95	1430.59	1448.74	9.47	5.59	16.81	
1733	Unincorpor	10	28.3	26.75	309.54	195.86	631.41	632.37	10.94	7.32	22.96	
1734	Unincorpor	20.41	59.45	50.65	641.15	478.1	1300.57	1296.06	10.78	9.44	23.58	
1735	Unincorpor	19.86	56.29	22.05	707.14	197.2	881.68	889.78	12.56	8.94	22.61	
1736	Unincorpor	9	25.47	20.72	429.67	221.72	820.87	841.05	16.87	10.7	35.98	
1737	Unincorpor	11.87	33.59	21.24	529.89	250.46	925.36	899.19	15.78	11.79	33.28	
1738	Unincorpor	10	28.3	35	359.21	311.27	979.75	973.27	12.69	8.89	30.85	
1739	Unincorpor	7	19.81	16.08	266.89	178.38	525.75	525.4	13.47	11.09	29.29	
1740	Unincorpor	45.71	129.75	193.48	1956.06	2056.27	6904.61	6834.04	15.08	10.63	42.5	
1741	Unincorpor	17.01	48.13	55.19	735.35	773.68	1946.38	1940.01	15.28	14.02	37.62	
1742	Unincorpor	74	209.44	86.43	3882.04	1379.49	6172.07	6158.1	18.54	15.96	41.67	
1743	Unincorpor	61.79	174.88	71.73	0	0	0.31	0.31	0	0	0	
1744	Unincorpor	168	490.58	82.51	8016.58	1857.32	11168.53	11192.97	16.34	22.51	39.02	

1745	Unincorpor	137.64	399.26	195.03	5130.27	2476.65	9728.49	9680.22	12.85	12.7	32.66
1746	Unincorpor	142	401.9	159.08	8273.55	1712.45	15538.16	15354.45	20.59	10.76	55.07
1747	Unincorpor	87.9	255.82	937.79	2514.91	10308.71	22528.4	22099.73	9.83	10.99	37.39
1748	Unincorpor	134.99	384.73	32.48	4201.44	284.18	3909.1	3978.2	10.92	8.75	18.9
1749	Unincorpor	79	223.59	143.03	3409.56	926.6	7733.63	7706.04	15.25	6.48	42.11
1750	Unincorpor	212	600.01	807.13	6485.94	6255.98	20160	19848.82	10.81	7.75	28.43
1751	Unincorpor	36	101.89	6.79	1365.96	74.66	1126.93	1148.73	13.41	11	20.94
1752	Unincorpor	69	195.29	145.94	4794.01	1132.81	6561.78	6567.66	24.55	7.76	38.48
1753	Unincorpor	160.99	462.67	164.29	5893.6	1587.76	7637.59	7680.14	12.74	9.66	24.43
1754	Unincorpor	58.21	165.24	134.37	2184.03	1486.17	4539.8	4537.6	13.22	11.06	30.3
1755	Unincorpor	6	16.98	16.92	398.55	330.11	1505.71	1506.96	23.47	19.51	88.87
1756	Unincorpor	0.1	0.29	15.25	2.85	287.22	459.68	453.22	9.83	18.83	58.75
1757	Unincorpor	51	144.34	775.41	2277.9	11674.33	25001.32	24584.42	15.78	15.06	53.91
1758	Unincorpor	39	110.38	126.6	1488.63	1438.13	4226.12	4200.24	13.49	11.36	35.56
1759	Unincorpor	10.25	29.02	72.24	415.52	912.95	2075.44	2047.63	14.32	12.64	40.72
1760	Unincorpor	27	76.42	177.88	982.55	1916.66	4536.3	4424.21	12.86	10.77	35.24
1761	Unincorpor	84	237.74	572.62	2802.71	6008.47	13041.41	12870.85	11.79	10.49	31.98
1762	Unincorpor	10	27.58	157.51	339.75	1707.32	3073.2	3040.43	12.32	10.84	33.03
1763	Unincorpor	117	334.52	214.94	4598.01	2582.41	8067.56	8074.23	13.75	12.01	29.38
1764	Unincorpor	12	33.96	70.44	548.59	918.88	1868.02	1852.79	16.15	13.04	35.64
1765	Unincorpor	71.94	203.62	21	3598.15	57.8	4093.2	4169.37	17.67	2.75	36.78
1766	Unincorpor	27.67	78.59	5.66	1200.55	34.13	1231.3	1241.23	15.28	6.03	29.35
1767	Unincorpor	20	56.61	95.93	1003.69	1401.43	3108.64	3068.19	17.73	14.61	40.49
1768	Unincorpor	35	99.06	343.19	1287.4	4308.56	9207.27	9083.69	13	12.55	41.36
1769	Unincorpor	108	297.85	344.21	3984.61	4042.77	9919.59	9873.26	13.38	11.75	30.83
1770	Unincorpor	56.3	155.27	276.81	1982.85	1841.9	5909.57	5884.46	12.77	6.65	27.3
1771	Unincorpor	0	0	460.06	0	5251.46	14831.43	14371.17	0	11.41	63.48
1772	Unincorpor	40	113.21	123.09	1427.6	1304.82	3387.25	3366.38	12.61	10.6	28.58
1773	Unincorpor	22	62.27	116.75	862.35	1361.15	3516.77	3476.51	13.85	11.66	39.06
1774	Unincorpor	35	99.06	219.19	1649.52	3012.15	6496.7	6394.9	16.65	13.74	40.51
1775	Unincorpor	9.16	25.91	90.91	385.45	1176.78	2426.32	2378.35	14.88	12.94	41.13
1776	Unincorpor	148	418.88	78.84	7378.83	853.56	7356.49	7397.78	17.62	10.83	29.64
1777	Unincorpor	14.02	39.69	16.92	677.66	174.64	837.79	840.3	17.07	10.32	29.64
1778	Unincorpor	16.22	44.73	560.69	539.02	6406.45	11283.63	11015.83	12.05	11.43	36.83
1779	Unincorpor	32	88.25	93.05	1044.26	951.23	2413.94	2404.75	11.83	10.22	26.58
1780	Unincorpor	38	104.8	65	1111.14	566.4	2297.82	2284.95	10.6	8.71	26.99
1781	Unincorpor	11.04	30.45	69.34	329	670.27	1441.13	1427.5	10.8	9.67	28.75
1782	Unincorpor	23	63.43	19.31	648.76	172.13	802.41	808.99	10.23	8.91	19.48
1783	Unincorpor	40	113.21	43.29	1309.37	424	1868.03	1872.42	11.57	9.79	23.9
1784	Unincorpor	12	33.96	18.53	346.3	167.2	563.74	565.88	10.2	9.02	21.52
1785	Unincorpor	190	537.75	802.95	6387.19	9835.47	20877.97	20633.28	11.88	12.25	30.96
1786	Unincorpor	78	220.76	67.11	2526.89	619.75	3005.8	3056.75	11.45	9.23	21.06
1787	Unincorpor	54	152.83	401.46	2074.65	5242.94	10079.08	9955.81	13.57	13.06	36.15
1788	Unincorpor	42.28	119.65	174.76	1671.05	1921.95	5191.33	5115.33	13.97	11	35.01
1789	Unincorpor	7	19.31	81.67	263.18	1101.34	2167.92	2140.22	13.63	13.49	42.66
1790	Unincorpor	3.09	8.51	36.47	99.79	416.32	920.11	906.36	11.73	11.42	40.61
1791	Unincorpor	0	0	21.61	0	216.23	423.47	411.08	0	10.01	38.62

1792	Unincorpor	9	24.82	89.16	260.47	751.45	1449.82	1431.86	10.49	8.43	25.28
1793	Unincorpor	8.37	23.08	59.2	236.76	436.78	964.44	952.28	10.26	7.38	23.3
1794	Unincorpor	1.2	3.31	3.47	32.89	24.43	83.2	82.73	9.94	7.04	24.47
1795	Unincorpor	142.65	390.94	95.18	3753.75	742.18	5350.69	5335.65	9.6	7.8	21.98
1796	Unincorpor	325.12	880.34	43.51	8051.71	246.41	7439.15	7523.4	9.15	5.66	16.2
1797	Unincorpor	39.05	110.53	12.89	1065.95	93.02	1055.28	1065.97	9.64	7.22	17.19
1798	Unincorpor	100.9	285.58	226.81	5214.92	1916.73	13627.74	13596.64	18.26	8.45	53.13
1799	Unincorpor	3	8.27	13.59	95.07	107.56	346.55	344.43	11.5	7.91	31.61
1800	Unincorpor	42	118.87	94.04	1550.31	922.7	3099.41	3069.78	13.04	9.81	28.98
1801	Unincorpor	11.25	31.83	12.76	445.08	121.68	579.24	570.89	13.98	9.54	25.79
1802	Unincorpor	25	70.76	55.99	916.23	627.63	6824.24	6499.63	12.95	11.21	105.12
1803	Unincorpor	12	33.96	33.96	528.51	387.49	1158.92	1169.09	15.56	11.41	34.28
1804	Unincorpor	10.15	28.72	25.51	444.18	262.52	1113.22	1130.19	15.47	10.29	41.37
1805	Unincorpor	2.28	6.44	3.83	107.74	34.11	234.26	233.93	16.73	8.91	45.59
1806	Unincorpor	76	215.1	25.8	3956.44	296.74	5070.44	5110.89	18.39	11.5	42.26
1807	Unincorpor	10.51	30.12	11.9	537.48	185.53	829.68	832.05	17.84	15.59	39.55
1808	Unincorpor	21	57.92	87.75	800.47	1177.71	2589.48	2563.68	13.82	13.42	35.38
1809	Unincorpor	89	245.45	9.99	3155.95	98.11	2793.6	2815.37	12.86	9.82	21.96
1810	Unincorpor	2	5.52	11.15	70.64	133.72	317.73	313.39	12.8	11.99	37.86
1811	Unincorpor	37	104.72	43.66	1213.83	315.93	1779.97	1753.4	11.59	7.24	23.81
1812	Unincorpor	12	33.96	19.55	391.95	168.59	600.47	588.61	11.54	8.62	22.22
1813	Unincorpor	16	45.28	17.09	571.71	126.33	961.95	936.26	12.63	7.39	30.43
1814	Unincorpor	43	121.7	80.05	1594.51	822.94	2749.59	2664.88	13.1	10.28	26.84
1815	Unincorpor	13.03	36.87	533.72	524.03	7840.25	13765.93	13545.23	14.21	14.69	47.86
1816	Unincorpor	52	147.17	97.15	4692.51	670.34	8186.32	8176.18	31.88	6.9	66.97
1817	Unincorpor	71	200.95	52.31	3235.68	640.75	4493.52	4540.06	16.1	12.25	35.67
1818	Unincorpor	11	31.13	2.77	529.68	26.64	474.03	482.7	17.02	9.62	28.22
1819	Unincorpor	33	93.4	23.15	1600.74	233.04	2321.05	2346.45	17.14	10.07	40.05
1820	Unincorpor	3.09	8.74	66.58	126.85	679.23	1629.34	1605.16	14.51	10.2	42.94
1821	Unincorpor	60.35	177.12	17.6	2711.2	267.6	2616.67	2666.45	15.31	15.2	27.13
1822	Unincorpor	33.07	93.87	160.7	1534.11	2215.29	7829.38	7704.07	16.34	13.79	61.02
1823	Unincorpor	3	8.27	26.76	100.95	310.81	606.42	606.04	12.21	11.61	34.61
1824	Unincorpor	57	157.2	14.53	1823.66	161.75	1765.82	1816.27	11.6	11.13	20.86
1825	Unincorpor	23.28	64.21	50.06	867.76	648.69	1714.72	1719.19	13.51	12.96	30.05
1826	Unincorpor	34.16	96.67	41.91	1267.88	532.34	2564.78	2453.84	13.12	12.7	36.21
1827	Unincorpor	90	254.72	46.28	3682.45	538.24	3692.33	3753.7	14.46	11.63	24.74
1828	Unincorpor	52	147.17	129.71	2071.02	1229.22	4343.32	4332.88	14.07	9.48	31.34
1829	Unincorpor	160	452.84	80.05	0	0	0	0	0	0	0
1830	Unincorpor	197.16	558.01	64.15	10670.01	1081.75	10068.3	10261.13	19.12	16.86	32.68
1831	Unincorpor	94	266.04	40.99	5195.37	579.29	12225.01	12103.89	19.53	14.13	79.24
1832	Unincorpor	54	148.93	198.56	1841.28	2223.29	6604.13	6455.24	12.36	11.2	37.58
1833	Unincorpor	42.85	121.27	28.9	2732.43	124.07	3172.18	3175.84	22.53	4.29	42.27
1834	Unincorpor	65	183.97	32.22	2207.47	257.52	2265.5	2326.2	12	7.99	21.24
1835	Unincorpor	36.89	104.42	26	1332.18	238.77	1702.16	1739.85	12.76	9.18	26.39
1836	Unincorpor	19	53.77	37.05	743.34	398.61	1555.23	1560.66	13.82	10.76	34.31
1837	Unincorpor	25.57	72.37	174.22	914.91	2095.83	4692.17	4699.64	12.64	12.03	38.09
1838	Unincorpor	150.88	427.38	43.38	7169.64	568.63	7746.84	7873.23	16.78	13.11	33.18

1839	Unincorpor	5	14.15	22.46	277.44	393.36	1019.97	1019.04	19.61	17.51	55.7
1840	Unincorpor	45.64	132.19	390.27	1504.41	4764.71	9017.02	8899.44	11.38	12.21	34.29
1841	Unincorpor	40.18	118.86	242.18	1327.48	2364.58	5431.19	5414.81	11.17	9.76	30.04
1842	Unincorpor	4.32	11.07	31.59	97.84	314.55	867.72	853.59	8.84	9.96	40.35
1843	Unincorpor	14.7	40.55	130.3	419.29	1368.53	3049.05	3013.88	10.34	10.5	35.49
1844	Unincorpor	5	14.79	14.83	158.63	118.93	503.44	490.1	10.73	8.02	33.54
1845	Unincorpor	16.99	48.09	59.91	563.48	484.01	1480.82	1452.88	11.72	8.08	27.16
1846	Unincorpor	35	99.06	157.95	1085.81	1731.14	3597.05	3566.35	10.96	10.96	27.87
1847	Unincorpor	174.13	494.78	147.82	5430.58	1251.61	6977.47	6991.73	10.98	8.47	21.74
1848	Unincorpor	62	175.48	89.53	2132.56	834.89	3570.24	3565.78	12.15	9.33	26.93
1849	Unincorpor	61	172.65	31.81	2130.28	309.87	2174.48	2207.45	12.34	9.74	21.43
1850	Unincorpor	75.4	213.4	23.69	2553.57	224.08	2307.74	2356.44	11.97	9.46	19.67
1851	Unincorpor	7.17	20.28	76.39	536.36	585.49	2362.93	2390.95	26.45	7.66	49.18
1852	Unincorpor	36	101.89	54.41	1361.69	538.16	2091.92	2100.98	13.36	9.89	26.83
1853	Unincorpor	45	127.36	8.87	1536.52	97.15	1430.56	1457.19	12.06	10.95	21.2
1854	Unincorpor	17	48.11	6.5	598.17	57.42	716.73	724.71	12.43	8.83	26.4
1855	Unincorpor	24.07	68.12	36.23	908.51	295.79	1595.59	1608.66	13.34	8.16	30.71
1856	Unincorpor	40	113.21	55.96	1479.5	518.9	2857.84	2863.3	13.07	9.27	33.82
1857	Unincorpor	38	107.55	57.87	1430.98	582.14	2844.97	2850.08	13.31	10.06	34.43
1858	Unincorpor	92	260.38	36.9	3582.17	352.87	3735.39	3786.13	13.76	9.56	25.3
1859	Unincorpor	4	11.32	10.12	169.38	117.19	1806.81	1811.26	14.96	11.58	168.75
1860	Unincorpor	2.09	5.92	26.49	88.4	288.22	841.41	833.52	14.93	10.88	51.68
1861	Unincorpor	28	79.25	44.22	1136.72	244.36	2056.12	2059.26	14.34	5.53	33.33
1862	Unincorpor	29	82.08	37.3	1257.78	389.1	1922.55	1941.11	15.32	10.43	32.36
1863	Unincorpor	3	8.49	5.96	131.96	63.88	379.06	380.59	15.54	10.72	52.57
1864	Unincorpor	23	65.1	60.37	1015.19	755.95	2563.84	2565.45	15.59	12.52	40.88
1865	Unincorpor	136.57	387.14	20.86	9934.14	426	9656.63	9800.19	25.66	20.42	47.69
1866	Unincorpor	32.09	93.13	331.87	1172.06	4578.8	12334.98	12024.43	12.59	13.8	57.32
1867	Unincorpor	150.03	434.88	523.58	5164.01	6041.79	16204.38	15954.49	11.87	11.54	33.55
1868	Unincorpor	41	121.28	105.76	1410.38	979.48	2774.98	2786.86	11.63	9.26	24.5
1869	Unincorpor	38.4	113.59	97.63	1290.35	871.36	2543.49	2557.73	11.36	8.93	24.15
1870	Unincorpor	6	17.75	11.09	200.7	95.6	450.61	451.07	11.31	8.62	31.26
1871	Unincorpor	0.1	0.31	16.92	2	143.7	268.7	265.87	6.47	8.49	31.03
1872	Unincorpor	8	23.66	39.09	274.49	403.7	920.08	915.93	11.6	10.33	29.26
1873	Unincorpor	32.02	94.41	243.32	1212.39	3283.44	6851.55	6739.45	12.84	13.49	40.24
1874	Unincorpor	28.6	84.12	124.85	963.84	1217.79	2982.7	2979.21	11.46	9.75	28.53
1875	Unincorpor	82.76	235.55	427.93	3375.76	4672.08	12019.75	11941.72	14.33	10.92	36.11
1876	Unincorpor	69.44	203.02	223.98	3451.93	1535.46	9713.56	9585.23	17	6.86	45.2
1877	Unincorpor	1	2.96	6.79	32.95	57.66	163.18	162.09	11.13	8.49	33.36
1878	Unincorpor	24.28	71.81	345.01	2791.54	2486.28	13424.71	13302.25	38.87	7.21	64.12
1879	Unincorpor	32	94.66	135.69	1077.69	1491.2	3982.35	3909.96	11.38	10.99	34.26
1880	Unincorpor	43.22	126.67	73.19	1540.79	813.89	2721.92	2714.5	12.16	11.12	27.2
1881	Unincorpor	17.63	52.14	81.53	721.67	967.69	2139.01	2128.35	13.84	11.87	31.92
1882	Unincorpor	16	45.28	64.56	1426	515.08	3776.2	3797.04	31.49	7.98	68.95
1883	Unincorpor	37.46	106.47	67.53	1484.83	663.12	2895.53	2873.65	13.95	9.82	33.16
1884	Unincorpor	25	70.76	42.13	1072.21	474.65	1856.02	1851.4	15.15	11.27	32.84
1885	Unincorpor	28	79.25	23.27	1191.08	250.49	2044.93	2061.08	15.03	10.76	40.05

1886	Unincorpor	28.05	79.38	23.48	1152.07	250.91	1744.91	1761.71	14.51	10.69	34.09
1887	Unincorpor	76.03	218.24	20.57	3040.36	199.74	3228.47	3277.21	13.93	9.71	27.24
1888	Unincorpor	36	101.89	22.15	1440.25	217.29	1985.25	2008.52	14.14	9.81	32.2
1889	Unincorpor	41.65	118.11	95.73	1576.08	1013.61	3481.32	3476.17	13.34	10.59	32.54
1890	Unincorpor	16.53	46.78	6.79	572.07	45.73	542.96	550.12	12.23	6.73	20.4
1891	Unincorpor	20.2	57.16	40.02	884.93	568.1	1886.7	1888.38	15.48	14.2	38.85
1892	Unincorpor	32.33	91.51	38.93	1194.6	344.31	1827.41	1837.63	13.05	8.84	28.1
1893	Unincorpor	32.99	96.88	223.33	1032.3	4047.66	6123.02	7645.05	10.66	18.12	43
1894	Unincorpor	47.14	139.45	169.26	2493.43	1849.57	7325.85	7223.71	17.88	10.93	47.13
1895	Unincorpor	92.95	273.63	26.19	3518.59	306.25	3267.89	3253.18	12.86	11.69	21.75
1896	Unincorpor	45	133.11	198.41	1392.85	1426.78	4355.25	4330.98	10.46	7.19	26.2
1897	Unincorpor	44.3	127.59	275.17	1408.11	5306.35	8596.69	9523.85	11.04	19.28	44.99
1898	Unincorpor	219.7	638.13	43.93	7127.32	342.57	6099.21	6192.68	11.17	7.8	18.02
1899	Unincorpor	69.43	205.37	91.24	2338.72	874.23	4691.37	4640.15	11.39	9.58	31.46
1900	Unincorpor	64.13	189.25	136.25	2303.18	1695.1	4391.61	4380.88	12.17	12.44	26.95
1901	Unincorpor	11.14	32.96	99.64	441.35	1187.62	2599.14	2575.84	13.39	11.92	39.03
1902	Unincorpor	71.9	207.34	1206.74	14041.35	13424.83	34400.9	33675.97	67.72	11.12	48.14
1903	Unincorpor	11.18	31.95	153.78	418.45	1946.69	4294.19	4468.79	13.1	12.66	47.18
1904	Unincorpor	14	39.62	28.84	595.69	315.64	1068.84	1068.28	15.04	10.94	31.22
1905	Unincorpor	23	65.1	25.67	963.99	255.17	1311.69	1315.15	14.81	9.94	28.94
1906	Unincorpor	47.64	135.11	112.44	1995.66	1255.31	4018.83	4022.47	14.77	11.16	32.48
1907	Unincorpor	23.53	66.59	41.52	917.41	352.55	1822.23	1808.78	13.78	8.49	33.59
1908	Unincorpor	51.59	147.41	167.71	1860.79	1654.2	5275.07	5245.51	12.62	9.86	33.39
1909	Unincorpor	10.05	28.43	15.25	346.86	126.48	547.87	551.32	12.2	8.29	25.16
1910	Unincorpor	31.34	88.69	81.25	1081.12	803.32	2428.94	2418.77	12.19	9.89	28.53
1911	Unincorpor	34.32	97.14	29.21	1401.62	297.69	1761.79	1777.69	14.43	10.19	28.01
1912	Unincorpor	33.3	94.49	72.56	1534.74	611.35	2815.27	2820.47	16.24	8.43	33.74
1913	Unincorpor	17.21	48.72	12.76	675.82	136.74	823.63	832.3	13.87	10.72	26.93
1914	Unincorpor	53	150	27.37	2135.37	293.69	2243.8	2275.3	14.24	10.73	25.48
1915	Unincorpor	37.72	106.76	26.96	1519.48	317.52	1753.4	1769.39	14.23	11.78	26.34
1916	Unincorpor	29.89	84.74	33.14	1070.04	362.3	1459.66	1471.93	12.63	10.93	24.87
1917	Unincorpor	12.24	34.65	31.53	442.86	325.01	1159.34	1159.93	12.78	10.31	35.04
1918	Unincorpor	27	76.42	6.91	1406.79	71.66	1207.11	1233.9	18.41	10.37	29.29
1919	Unincorpor	20	56.61	0.83	1143.22	7.41	863.35	880.55	20.19	8.93	30.36
1920	Unincorpor	19.62	58.02	37.55	778.6	773.56	1583.6	1772.36	13.42	20.6	35.12
1921	Unincorpor	29.56	83.97	18.89	899.77	365.03	1296.97	1500.15	10.72	19.32	27.19
1922	Unincorpor	31.69	93.75	128.8	2322.18	2115.52	7710.72	8339.22	24.77	16.42	72.12
1923	Unincorpor	70.32	208.01	759.03	3150.73	14671.85	22595.3	22799.15	15.15	19.33	46.94
1924	Unincorpor	49	144.94	255.99	1951.23	3196.03	6699.53	6823.42	13.46	12.48	33.73
1925	Unincorpor	43.37	128.3	382.53	2024.41	5970.04	10693.82	10601.43	15.78	15.61	41.69
1926	Unincorpor	25	73.95	124.49	2777.57	914.11	9375.08	9477.05	37.56	7.34	95
1927	Unincorpor	33.87	99.74	300.67	1363.09	3226.18	6913.22	6860.82	13.67	10.73	34.4
1928	Unincorpor	9.26	27.39	32.69	353.88	337.97	1210.4	1195.14	12.92	10.34	40.04
1929	Unincorpor	33.63	95.94	186.38	1235.65	2430.58	7075.49	7035.84	12.88	13.04	49.98
1930	Unincorpor	46.95	138.78	237.8	2128.27	3503.86	7475.37	7458.39	15.34	14.73	39.66
1931	Unincorpor	33.47	99.01	307.46	1645.9	4961.79	9228.79	9796.04	16.62	16.14	46.8
1932	Unincorpor	54.93	161.35	311.55	2653.16	4533.31	9003.15	8940.4	16.44	14.55	37.94

1933	Unincorpor	105.3	307.12	97.56	4611.38	1105.72	5582.91	5622.41	15.01	11.33	27.69
1934	Unincorpor	184	544.27	6.36	8472.99	72.66	6203.55	6349.52	15.57	11.42	22.8
1935	Unincorpor	34.43	101.83	72.3	1515	802.69	2468.64	2477.41	14.88	11.1	28.4
1936	Unincorpor	109.25	316.69	222.99	4500.63	2605.94	8392.61	8401.31	14.21	11.69	31.12
1937	Unincorpor	12	35.5	13.73	388.33	89.46	501.33	501.24	10.94	6.52	20.37
1938	Unincorpor	52	153.81	106.5	1733.16	755.29	2956.41	2962.36	11.27	7.09	22.74
1939	Unincorpor	48	141.98	46.67	1667.91	383.4	1950.76	1957.7	11.75	8.22	20.72
1940	Unincorpor	91.83	268.45	149.95	3216.1	1348.41	5611.25	5601.27	11.98	8.99	26.8
1941	Unincorpor	61	180.44	217.4	3160.05	1876.69	9787.53	9722.21	17.51	8.63	49.04
1942	Unincorpor	13	38.45	20.26	482.65	172.51	680.01	683.49	12.55	8.51	23.22
1943	Unincorpor	11.14	32.96	5.96	414.78	51.81	396.43	400.9	12.58	8.69	20.49
1944	Unincorpor	42	124.23	23.34	1667.03	211.63	1597.02	1615.72	13.42	9.07	21.77
1945	Unincorpor	32	94.66	15.57	1227.87	144.79	1156.21	1168.07	12.97	9.3	21.09
1946	Unincorpor	39	115.36	22.74	1346.21	184.98	1443.4	1447.76	11.67	8.13	20.94
1947	Unincorpor	34	100.57	5.51	1190.8	29.62	929.14	938.47	11.84	5.38	17.61
1948	Unincorpor	9.05	26.78	92.09	317.33	903.82	2017.03	1986.35	11.85	9.81	33.68
1949	Unincorpor	2	5.92	1.66	73.92	13.87	77.51	78.22	12.49	8.36	20.55
1950	Unincorpor	11	32.54	5.3	371.46	43.59	341.9	347.02	11.42	8.22	18.21
1951	Unincorpor	7	20.71	6.33	246.23	56.33	271.22	274.07	11.89	8.9	20.17
1952	Unincorpor	35	103.53	61.48	1152.3	586.2	2899.65	2905.93	11.13	9.53	35.18
1953	Unincorpor	82	242.55	70	2748.69	595.99	4032.25	4061.22	11.33	8.51	25.89
1954	Unincorpor	6.07	17.95	10.26	219.6	84.66	321.4	322.88	12.23	8.25	22.84
1955	Unincorpor	62	183.39	58.58	2235.78	611.92	3144.91	3164.09	12.19	10.45	26.07
1956	Unincorpor	51	150.86	54.85	1844.29	463.9	2680.62	2702	12.23	8.46	26.17
1957	Unincorpor	93	275.09	55.47	3474.71	569.52	4167.01	4213.64	12.63	10.27	25.35
1958	Unincorpor	36	106.49	28.84	1242.4	324.63	6461.71	6312.3	11.67	11.26	94.39
1959	Unincorpor	16	47.33	16.27	769.6	146.55	7223.84	7032.31	16.26	9.01	224.15
1960	Unincorpor	58.29	172.41	7.29	2600.3	86.06	2393.79	2436.87	15.08	11.81	26.88
1961	Unincorpor	32.16	86.4	12.34	869.01	269.15	1810.44	1800.35	10.06	21.81	36.57
1962	Unincorpor	66.37	195.96	164.82	2870.11	1934.61	9693.5	9552.29	14.65	11.74	53.34
1963	Unincorpor	38.76	114.4	29.87	1481.6	313.17	2995.66	2940.45	12.95	10.48	41.15
1964	Unincorpor	20.61	58.33	599.71	973.26	14566.15	19463.92	19182.23	16.69	24.29	58.73
1965	Unincorpor	8.37	23.68	164.87	375.49	3254.72	5349.49	5290.89	15.86	19.74	56.43
1966	Unincorpor	61.05	175.39	776	2430.84	12912.44	21404.06	21159.52	13.86	16.64	44.74
1967	Unincorpor	54.49	154.87	913.25	2242.01	16439.8	34552.16	33963.12	14.48	18	64.15
1968	Unincorpor	55.35	156.64	691.91	2826.42	10986.67	20920.76	20745.8	18.04	15.88	49.1
1969	Unincorpor	77.39	220.56	891.66	3779.18	16127.09	27155.74	26847	17.13	18.09	48.55
1970	Unincorpor	14.13	39.98	257.44	625.82	3504.08	8030.16	7904.23	15.65	13.61	53.58
1971	Unincorpor	35.25	99.77	158.62	1706.37	2415.2	4891.66	4864.68	17.1	15.23	37.76
1972	Unincorpor	22.01	62.29	50.93	1057.68	543.82	1849.74	1850.07	16.98	10.68	32.68
1973	Unincorpor	20.34	57.57	326.55	906.81	3667.35	7176.53	7092.63	15.75	11.23	37.15
1974	Unincorpor	10.13	29.63	99.13	367.1	886.93	2481.16	2438.8	12.39	8.95	38.21
1975	Unincorpor	40.58	117.92	161.71	2171.1	993.59	4162.36	4140.66	18.41	6.14	29.69
1976	Unincorpor	91.98	270.57	45.89	3738.02	308.88	3381.11	3432.18	13.82	6.73	21.53
1977	Unincorpor	7.64	22.41	79.92	1289.11	489.29	4858.58	4994.79	57.52	6.12	96.29
1978	Unincorpor	17.36	51.13	89.8	649.2	956.56	2191.48	2173	12.7	10.65	30.97
1979	Unincorpor	123.6	359	41.86	4165.58	320.05	4384.92	4418.73	11.6	7.65	21.96

1980	Unincorpor	7.39	21.7	23.85	258.81	223.2	587.72	585.35	11.93	9.36	25.75
1981	Unincorpor	30.8	90.81	19.68	930.56	140.93	1041.55	1052.65	10.25	7.16	18.95
1982	Unincorpor	1.99	5.66	8.24	47.14	69.49	198.59	197.98	8.33	8.43	28.53
1983	Unincorpor	16.18	47.56	43.29	595.62	437.57	1207.63	1203.83	12.52	10.11	26.54
1984	Unincorpor	38.88	112.91	124.47	1711.87	1131.34	5405.19	5458.34	15.16	9.09	45.76
1985	Unincorpor	106.51	295.77	34.31	2149.57	299.73	2449.72	2477.81	7.27	8.74	14.93
1986	Unincorpor	31.25	92.21	9	895.45	76.17	849.99	865.77	9.71	8.46	16.95
1987	Unincorpor	16.43	48.59	52.83	453.53	504.82	1357.67	1348.37	9.33	9.56	26.68
1988	Unincorpor	2.09	6.19	7.16	0	0	0	0	0	0	0
1989	Unincorpor	7.37	21.12	100.58	209.64	1143.95	2507.44	2476.14	9.93	11.37	40.95
1990	Unincorpor	3.19	9.03	306.72	164.66	7747.05	10371.55	10203.21	18.23	25.26	65.16
1991	Unincorpor	40	113.21	839.66	1881.84	18554.39	25962.38	25571.85	16.62	22.1	54.08
1992	Unincorpor	40.19	114.56	363.35	2004.42	6572.91	14386.79	14279.86	17.5	18.09	59.98
1993	Unincorpor	13.32	37.7	65.95	701.99	765.83	2870.2	2882.42	18.62	11.61	55.5
1994	Unincorpor	111	314.16	338.59	6081.11	6437.91	13107.74	13034.09	19.36	19.01	40.05
1995	Unincorpor	80.01	230.35	629.15	3868.43	10090.25	19505.64	19355.86	16.79	16.04	45.21
1996	Unincorpor	62.64	174.61	318.87	1739.3	3524.71	9624.15	9466.67	9.96	11.05	38.69
1997	Unincorpor	162.96	490.74	88.22	4914.98	1094.29	6587.77	6603.61	10.02	12.4	22.78
1998	Unincorpor	172.59	482.55	65.4	4723.37	666.67	5413.9	5449.14	9.79	10.19	19.82
1999	Unincorpor	14.7	43.2	85.82	418.71	836.05	2238.47	2238.59	9.69	9.74	34.7
2000	Unincorpor	9.47	28	29.67	344.48	362.78	815.37	814.09	12.3	12.23	28.25
2001	Unincorpor	25.83	73.1	6.94	916	61.57	934.7	944.03	12.53	8.87	23.47
2002	Unincorpor	228.66	650.4	234.05	8410.2	2924.6	12421.89	12455.25	12.93	12.5	28.13
2003	Unincorpor	65	183.97	201.75	4105.46	3895.98	8015.17	7992.05	22.32	19.31	41.5
2004	Unincorpor	196.53	556.33	540.96	11853.92	9707.09	23731.65	23666.63	21.31	17.94	43.2
2005	Unincorpor	34.56	98.44	529.52	1941.99	11058.86	16935.58	16709.99	19.73	20.88	53.58
2006	Unincorpor	12.24	34.65	72.24	726.55	1527.41	2612.98	2629.7	20.97	21.14	49.05
2007	Unincorpor	72.48	206.2	47.03	3959.13	824.21	4379.08	4376.65	19.2	17.53	34.58
2008	Unincorpor	60	169.82	46.73	3237.42	841.3	3554.64	3398	19.06	18	32.11
2009	Unincorpor	47.22	140.06	473.42	1863.96	9907.59	15593.31	15373.72	13.31	20.93	50.48
2010	Unincorpor	26.27	74.34	223.55	1323.22	4694.75	7340.2	7243.92	17.8	21	48.96
2011	Unincorpor	241.95	690.42	33.38	13184.84	595.08	10313.07	10861.95	19.1	17.83	29.26
2012	Unincorpor	52.09	147.43	16.78	2842.28	292.04	2419.8	2479.82	19.28	17.4	29.84
2013	Unincorpor	91	257.55	366.82	5055.56	7054.15	12851.45	13086.61	19.63	19.23	41.54
2014	Unincorpor	6	16.98	23.29	330.06	392.51	852.31	855.63	19.44	16.85	42.41
2015	Unincorpor	6.17	17.47	14.42	333.54	244.44	574.77	576.19	19.09	16.95	36.09
2016	Unincorpor	1	2.83	39.1	53.23	658.32	968.09	961.56	18.81	16.84	46.02
2017	Unincorpor	13.06	37.66	106.35	539.17	1990.66	4496.22	4498.44	14.32	18.72	62.46
2018	Unincorpor	0	0	107	0	3289.5	14440.27	14615.98	0	30.74	271.55
2019	Unincorpor	88.32	252.31	1523.53	5290.36	27278.67	47392.23	47215.11	20.97	17.9	53.27
2020	Unincorpor	59	166.99	899.46	2781.64	15546.21	24663.19	24290.05	16.66	17.28	45.9
2021	Unincorpor	78.45	222.51	444.54	3140.21	6254.55	15381.37	15315.39	14.11	14.07	46.02
2022	Unincorpor	78.74	229.47	1097.28	3330.75	18868.62	30565.72	30041.76	14.51	17.2	45.68
2023	Unincorpor	609.4	1753.83	110.25	27352.78	325.94	31198.28	32189.97	15.6	2.96	34.01
2024	Unincorpor	16	45.28	210.63	680.91	2540.12	4984.97	4935.98	15.04	12.06	38.77
2025	Unincorpor	163.26	465.51	169.58	6268.86	2257.69	9016.34	9038.78	13.47	13.31	28.43
2026	Unincorpor	76	215.1	209.79	3249.9	3212.68	8585.36	8553.31	15.11	15.31	40.34

2027	Unincorpor	40.45	115.09	551.55	3062.35	11360.74	23092.29	22843.6	26.61	20.6	68.91
2028	Unincorpor	160.36	459.43	374.72	6855.16	6226.73	15782.44	15678.85	14.92	16.62	37.72
2029	Unincorpor	36.03	102.21	240.42	0	0	0.79	0.79	0	0	0
2030	Unincorpor	10.63	30.09	106	698.26	1984.41	9980.09	9649.96	23.21	18.72	144.24
2031	Unincorpor	28.15	79.67	20.64	1759.14	213.45	1773.8	1804.47	22.08	10.34	35.67
2032	Unincorpor	0.31	0.92	28.16	15.64	132.88	626.51	603.74	17	4.72	42.31
2033	Unincorpor	17.35	49.09	25.65	990.86	427.98	1452.41	1458.44	20.18	16.69	38.95
2034	Unincorpor	2.4	6.8	16.92	140.98	330.15	612.41	608.02	20.73	19.51	51.45
2035	Unincorpor	10.36	29.31	5.41	752.47	79.29	712.43	725.77	25.67	14.66	41.42
2036	Unincorpor	924.85	2658.55	38.7	71139.72	415.44	50209.65	51428.82	26.76	10.73	37.68
2037	Unincorpor	42.89	121.53	13.72	3904.09	160.85	2894.76	2957.13	32.12	11.72	43.27
2038	Unincorpor	224.63	637.14	47.62	15391.04	843.04	15069.12	15227.94	24.16	17.7	44.24
2039	Unincorpor	1009.68	2857.65	97.66	42858.67	1999.9	50932.23	51026.41	15	20.48	34.5
2040	Unincorpor	227.32	628.98	21.99	10981.93	441.45	15928.35	15747.14	17.46	20.08	48.66
2041	Unincorpor	0	0	0	0	0	0	0	0	0	0
2042	Unincorpor	0	0	0	0	0	0	0	0	0	0
2043	Unincorpor	0	0	0	0	0	0	0	0	0	0
2044	Unincorpor	0	0	0	0	0	0	0	0	0	0
2045	Unincorpor	0	0	0	0	0	0	0	0	0	0
2046	Unincorpor	0	0	0	0	0	0	0	0	0	0
2047	Unincorpor	0	0	0	0	0	0	0	0	0	0
2048	Unincorpor	0	0	0	0	0	0	0	0	0	0
2049	Unincorpor	0	0	0	0	0	0	0	0	0	0
2050	Unincorpor	0	0	0	0	0	0	0	0	0	0
2051	Unincorpor	0	0	0	0	0	0	0	0	0	0
2052	Unincorpor	0	0	0	0	0	0	0	0	0	0
2053	Unincorpor	0	0	0	0	0	0	0	0	0	0
2054	Unincorpor	0	0	0	0	0	0	0	0	0	0
2055	Unincorpor	0	0	0	0	0	0	0	0	0	0
2056	Unincorpor	0	0	0	0	0	0	0	0	0	0
2057	Unincorpor	0	0	0	0	0	0	0	0	0	0
2058	Unincorpor	0	0	0	0	0	0	0	0	0	0
2059	Unincorpor	0	0	0	0	0	0	0	0	0	0
2060	Unincorpor	0	0	0	0	0	0	0	0	0	0
2061	Unincorpor	0	0	0	0	0	0	0	0	0	0
2062	Unincorpor	0	0	0	0	0	0	0	0	0	0
2063	Unincorpor	0	0	0	0	0	0	0	0	0	0
2064	Unincorpor	0	0	0	0	0	0	0	0	0	0
2065	Unincorpor	0	0	0	0	0	0	0	0	0	0
2066	Unincorpor	0	0	0	0	0	0	0	0	0	0
2067	Unincorpor	0	0	0	0	0	0	0	0	0	0
2068	Unincorpor	0	0	0	0	0	0	0	0	0	0
2069	Unincorpor	0	0	0	0	0	0	0	0	0	0
2070	Unincorpor	0	0	0	0	0	0	0	0	0	0
2071	Unincorpor	0	0	0	0	0	0	0	0	0	0
2072	Unincorpor	0	0	0	0	0	0	0	0	0	0
2073	Unincorpor	0	0	0	0	0	0	0	0	0	0

2074	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2075	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2076	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2077	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2078	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2079	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2080	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2081	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2082	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2083	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2084	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2085	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2086	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2087	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2088	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2089	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2090	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2091	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2092	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2093	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2094	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2095	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2096	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2097	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2098	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2099	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2100	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2101	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2102	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2103	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2104	Unincorpor	0	0	0	0	0	0	0	0	0	0	
2105	Unincorpor	0	0	0	0	0	0	0	0	0	0	
			435,825	185,074	5,080,133	1,460,501	8,790,480	8,728,213	11.7	7.9	28.2	Region
			148,618	66,339	1,404,768	350,564	2,684,249	2,638,077	9.5	5.3	24.8	Z 2702

Z	Location	Tot_HH	Tot_Pop	Tot_Emp	HB_VMT_P	HW_VMT_A	VMT_Tot_O	VMT_Tot_D	VMT_Cap	VMT_Emp	ODVMT_SP
101	Alpaugh	73.41	207.77	2.64	4525.76	30.06	3187.13	3260.1	21.78	11.39	30.64
102	Alpaugh	67.13	190	2.83	4333.66	22.64	3159.22	3225.8	22.81	8	33.11
103	Alpaugh	70.09	198.37	2.64	4309.22	31.18	3044.6	3112.29	21.72	11.81	30.63
104	Alpaugh	36.18	102.41	29.15	6528.33	61.27	7975.26	8103.53	63.75	2.1	122.22
105	Alpaugh	0	0	0	0	0	0	0	0	0	0
106	Alpaugh	0	0	0	0	0	0	0	0	0	0
107	Alpaugh	0	0	0	0	0	0	0	0	0	0
108	Alpaugh	0	0	0	0	0	0	0	0	0	0
109	Alpaugh	0	0	0	0	0	0	0	0	0	0
110	Alpaugh	0	0	0	0	0	0	0	0	0	0
111	Cutler	9.43	26.91	914.82	229.99	6338.87	11065.19	10906.3	8.55	6.93	23.33
112	Cutler	444.03	1285.46	89.86	11329.76	988.19	12233.43	12304.71	8.81	11	17.84
113	Cutler	110.16	325.81	240.2	4106.18	690.6	8300.23	8403.48	12.6	2.88	29.51
114	Cutler	123.12	349.26	14.49	3932.28	35.27	3612.29	3655.78	11.26	2.43	19.98
115	Cutler	6	16.98	11.93	207.65	89.15	323.89	325.9	12.23	7.47	22.48
116	Cutler	4	11.32	55.2	126.7	316.73	934.2	915.32	11.19	5.74	27.8
117	Cutler	42.14	126.43	155.43	784.41	1186.81	3474.47	3434.21	6.2	7.64	24.51
118	Cutler	239.29	677.57	13	7580.35	61.56	5959.3	6082.35	11.19	4.74	17.44
119	Cutler	0.1	0.29	8.14	2.14	47.55	112.88	111.82	7.37	5.84	26.66
120	Cutler	5	14.15	39.65	154.44	242.35	985.85	965.79	10.91	6.11	36.28
121	Cutler	3	8.49	6.79	115.47	62.83	195.96	196.85	13.6	9.25	25.71
122	Cutler	0	0	0	0	0	0	0	0	0	0
123	Cutler	0	0	0	0	0	0	0	0	0	0
124	Cutler	0	0	0	0	0	0	0	0	0	0
125	Cutler	0	0	0	0	0	0	0	0	0	0
126	Cutler	0	0	0	0	0	0	0	0	0	0
127	Cutler	0	0	0	0	0	0	0	0	0	0
128	Cutler	0	0	0	0	0	0	0	0	0	0
129	Cutler	0	0	0	0	0	0	0	0	0	0
130	Cutler	0	0	0	0	0	0	0	0	0	0
131	Cutler	40.16	113.66	6.86	779.1	32.53	1112.28	1123.56	6.85	4.74	18.55
132	Dinuba	113.36	320.84	70.69	3538.03	120.57	6731.93	6665.01	11.03	1.71	34.22
133	Dinuba	115.32	326.39	68.61	2335.43	300.96	3899.11	3804.37	7.16	4.39	19.5
134	Dinuba	519.75	1539.31	151.47	8217.88	1110.35	10369.3	10311.12	5.34	7.33	12.23
135	Dinuba	547.23	1581.33	122.52	13073.01	243.56	18082.77	18005.17	8.27	1.99	21.18

136	Dinuba	22	62.27	194.91	474.39	748.14	2371.11	2348.88	7.62	3.84	18.35
137	Dinuba	511.72	1455.46	72.55	9293.39	364.84	9520.03	9494.64	6.39	5.03	12.44
138	Dinuba	82.6	234.86	2.64	1598.95	8.88	1374.16	1397.6	6.81	3.37	11.67
139	Dinuba	120.05	360.42	163.2	1613.18	929.19	4739.1	4625.86	4.48	5.69	17.89
140	Dinuba	11	31.13	122.35	190.3	633.7	2469.59	2377.86	6.11	5.18	31.58
141	Dinuba	142	401.9	168.8	3729.71	788.27	8625.87	8408.81	9.28	4.67	29.85
142	Dinuba	148.6	420.58	7.66	2942.77	37.96	2741.71	2770.53	7	4.96	12.87
143	Dinuba	195.41	554.29	40.1	3838.46	196.96	3974.93	3980.62	6.93	4.91	13.38
144	Dinuba	265.73	788.91	10.3	3735.86	98.89	3712.31	3745.23	4.74	9.6	9.33
145	Dinuba	147.92	435.92	20.67	3747.71	27.55	4111.65	4142.84	8.6	1.33	18.08
146	Dinuba	11	31.13	18.03	215.08	111.1	704.26	679.58	6.91	6.16	28.15
147	Dinuba	56.04	158.92	1.67	1208.77	5.63	999.12	1014.57	7.61	3.37	12.54
148	Dinuba	4.29	12.15	57.21	84.98	616.8	2613.78	2459	6.99	10.78	73.14
149	Dinuba	52.84	155.17	40.51	956.09	197.33	1831.56	1802.64	6.16	4.87	18.57
150	Dinuba	0.41	1.17	617.54	7.47	3933.67	12771.76	12171.9	6.39	6.37	40.32
151	Dinuba	0	0	2970.47	0	5710.69	34325.59	32980.4	0	1.92	22.66
152	Dinuba	1	2.83	75.17	17.66	346.3	1984.54	1870.53	6.24	4.61	49.42
153	Dinuba	82.81	246.22	558.74	968.02	2747.77	8675.16	8475.71	3.93	4.92	21.31
154	Dinuba	173.32	499.34	135.39	2853.77	585.78	4885.12	4804.61	5.72	4.33	15.27
155	Dinuba	36.49	105.79	25	436.34	142.88	864.93	855.79	4.12	5.72	13.16
156	Dinuba	296.22	850.7	170.75	5274.08	1280.75	10039.57	9812.07	6.2	7.5	19.43
157	Dinuba	100.66	286.97	36.42	2181.56	187.55	2394.53	2392.33	7.6	5.15	14.8
158	Dinuba	19.47	58.08	176.6	325.59	872.93	6036.34	5783.2	5.61	4.94	50.36
159	Dinuba	5.34	15.9	111.57	70.82	532.67	2093.49	2024.91	4.45	4.77	32.31
160	Dinuba	46.66	136.81	38.64	774.06	185.96	1295.68	1282.73	5.66	4.81	14.7
161	Dinuba	0	0	142.09	34743.53	215.43	38854.39	38640.04	0	1.52	545.39
162	Dinuba	197.8	567.96	2	3940.76	10.25	3380.07	3425.27	6.94	5.12	11.94
163	Dinuba	139	393.41	2.14	3225.54	3.91	2538.98	2571.17	8.2	1.83	12.92
164	Dinuba	45.15	132.03	10.73	1015.33	45.47	1328.47	1333.13	7.69	4.24	18.64
165	Dinuba	1	2.83	29.84	23.05	172.21	781.19	759.66	8.14	5.77	47.16
166	Dinuba	23.24	65.79	49.65	495.67	244.35	1750.72	1709.87	7.53	4.92	29.98
167	Dinuba	31.45	90.43	9.71	631.54	59.82	693.26	695.26	6.98	6.16	13.87
168	Dinuba	6.39	19.52	233.74	65.65	1165.3	4616.32	4509.26	3.36	4.99	36.03
169	Dinuba	230.49	655.17	70.95	6427.42	115.77	9514.62	9406.36	9.81	1.63	26.06
170	Dinuba	205.46	587.29	23.17	5065.96	122.05	4775.48	4818.39	8.63	5.27	15.72
171	Dinuba	121.08	363.68	77.97	3649.63	253.38	6572.2	6660.42	10.04	3.25	29.96

172	Dinuba	52.99	150.62	37.18	1129.19	229.56	1407.52	1409.03	7.5	6.17	15
173	Dinuba	65.16	192.97	2.27	1369.29	34.33	1310.11	1317.12	7.1	15.12	13.46
174	Dinuba	119	336.8	4.93	2938.53	30.22	2731.74	2777.25	8.72	6.13	16.12
175	Dinuba	91.94	266.91	30.55	2421.2	198.09	3272.63	3285.61	9.07	6.48	22.05
176	Dinuba	224.28	638.83	23.75	5359.43	134.22	4672.34	4710.52	8.39	5.65	14.16
177	Dinuba	16.12	46.64	23.54	306.68	115.56	729.09	724.95	6.58	4.91	20.72
178	Dinuba	9.85	27.88	2.89	276.94	21.26	799.69	796.11	9.93	7.36	51.86
179	Dinuba	81.53	247.3	214.47	4040.48	849.78	6642.07	6576.93	16.34	3.96	28.63
180	Dinuba	26	73.59	39.93	734.01	242.8	1906.63	1896.79	9.97	6.08	33.5
181	Dinuba	36.72	105.78	26.59	1017.19	175.45	2269.65	2268.55	9.62	6.6	34.28
182	Dinuba	73.5	212.26	31.68	1470.36	193.14	1883.05	1854.52	6.93	6.1	15.32
183	Dinuba	223.56	646.7	6.72	4615.96	19.43	4097.68	4150.26	7.14	2.89	12.62
184	Dinuba	14.05	41.06	1.63	274.94	5.04	308.74	309.36	6.7	3.09	14.48
185	Dinuba	5.08	14.38	3.41	120.47	20.93	245.16	244.61	8.38	6.14	27.53
186	Dinuba	117.94	346.94	37.65	1876.17	217.39	2410.49	2385.46	5.41	5.77	12.47
187	Dinuba	143	404.73	1.92	2637.94	9.74	2119.28	2146.64	6.52	5.07	10.49
188	Dinuba	183.67	530.44	99.81	3068.66	335.17	3863.09	3854.17	5.79	3.36	12.24
189	Dinuba	90.91	265.19	50.2	1540.52	291.22	1985.44	1981.44	5.81	5.8	12.58
190	Dinuba	60.94	176.61	80.26	880.31	465.02	2161.1	2127.22	4.98	5.79	16.69
191	Dinuba	6.26	17.73	35.54	159.19	184.35	699.31	676.14	8.98	5.19	25.82
192	Dinuba	34	96.23	342.56	841.17	3654.75	11276.73	10882.48	8.74	10.67	50.5
193	Dinuba	0	0	0	0	0	0	0	0	0	0
194	Dinuba	0	0	0	0	0	0	0	0	0	0
195	Dinuba	0	0	0	0	0	0	0	0	0	0
196	Dinuba	0	0	0	0	0	0	0	0	0	0
197	Dinuba	0	0	0	0	0	0	0	0	0	0
198	Dinuba	0	0	0	0	0	0	0	0	0	0
199	Dinuba	0	0	0	0	0	0	0	0	0	0
200	Dinuba	0	0	0	0	0	0	0	0	0	0
201	Dinuba	0	0	0	0	0	0	0	0	0	0
202	Dinuba	0	0	0	0	0	0	0	0	0	0
203	Dinuba	0	0	0	0	0	0	0	0	0	0
204	Dinuba	0	0	0	0	0	0	0	0	0	0
205	Dinuba	0	0	0	0	0	0	0	0	0	0
206	Dinuba	0	0	0	0	0	0	0	0	0	0
207	Dinuba	0	0	0	0	0	0	0	0	0	0

208	Dinuba	0	0	0	0	0	0	0	0	0	0
209	Dinuba	0	0	0	0	0	0	0	0	0	0
210	Dinuba	0	0	0	0	0	0	0	0	0	0
211	Dinuba	0	0	0	0	0	0	0	0	0	0
212	Dinuba	0	0	0	0	0	0	0	0	0	0
213	Dinuba	0	0	0	0	0	0	0	0	0	0
214	Dinuba	0	0	0	0	0	0	0	0	0	0
215	Dinuba	0	0	0	0	0	0	0	0	0	0
216	Dinuba	0	0	0	0	0	0	0	0	0	0
217	Dinuba	0	0	0	0	0	0	0	0	0	0
218	Dinuba	0	0	0	0	0	0	0	0	0	0
219	Dinuba	0	0	0	0	0	0	0	0	0	0
220	Dinuba	0	0	0	0	0	0	0	0	0	0
221	Dinuba	0	0	0	0	0	0	0	0	0	0
222	Dinuba	0	0	0	0	0	0	0	0	0	0
223	Dinuba	0	0	0	0	0	0	0	0	0	0
224	Dinuba	0	0	0	0	0	0	0	0	0	0
225	Dinuba	0	0	0	0	0	0	0	0	0	0
226	Ducor	64.39	183.38	81.77	2584.4	941.76	3796.03	3798.6	14.09	11.52	28.64
227	Ducor	10.6	30	8.99	467.28	133.03	688.59	682.29	15.58	14.8	35.16
228	Ducor	89.25	253.31	15.12	3705.87	203.68	3379.78	3420.49	14.63	13.47	25.33
229	Ducor	0	0	0	0	0	0	0	0	0	0
230	Ducor	0	0	0	0	0	0	0	0	0	0
231	Ducor	0	0	0	0	0	0	0	0	0	0
232	Ducor	0	0	0	0	0	0	0	0	0	0
233	Ducor	0	0	0	0	0	0	0	0	0	0
234	Ducor	0	0	0	0	0	0	0	0	0	0
235	Ducor	0	0	0	0	0	0	0	0	0	0
236	Ducor	235.97	676.2	30.44	11267.9	594.15	10505.84	10738.59	16.66	19.52	30.06
237	Ducor	26	75.22	28.31	1215.6	462.84	1526.11	1539.14	16.16	16.35	29.61
238	Earlimart	78.4	221.89	62.77	5981.47	201.03	14470.87	15850.14	26.96	3.2	106.52
239	Earlimart	151.41	429.43	8.46	7221.05	90.08	5461.36	5573.96	16.82	10.65	25.2
240	Earlimart	168.92	481.9	9.27	7779.7	105.52	5948.56	6090.12	16.14	11.38	24.51
241	Earlimart	108.45	316.32	133.9	4217.62	1511.1	8420.62	8591.95	13.33	11.29	37.79
242	Earlimart	44.65	126.73	6.77	1953.11	41	1889.66	1933.56	15.41	6.06	28.64
243	Earlimart	144	407.56	60	9003.33	147.67	15795.7	17825.15	22.09	2.46	71.91

244	Earlimart	13	36.79	31.21	687.89	531	1421.9	1427.63	18.7	17.01	41.9
245	Earlimart	128.69	365	15.9	6797	172.13	5462.5	5604.93	18.62	10.83	29.06
246	Earlimart	82	232.08	184.96	5870.37	512.16	14663.61	16181.89	25.29	2.77	73.96
247	Earlimart	86.42	246.29	9.15	4129.13	101.76	3377.7	3441.36	16.77	11.12	26.7
248	Earlimart	232.44	682.66	952.26	7617.26	9344.96	28521.8	29310.28	11.16	9.81	35.37
249	Earlimart	94.54	268.12	3.09	4491.1	19.86	3475.53	3556.73	16.75	6.43	25.93
250	Earlimart	83.45	236.47	1.05	4065.09	9.85	3016.86	3086.8	17.19	9.38	25.7
251	Earlimart	135.71	398.46	1.05	5258.62	9.62	4136.55	4212.77	13.2	9.16	20.9
252	Earlimart	37.74	107.88	18.01	1933.17	284.34	1857.08	1884.25	17.92	15.79	29.72
253	Earlimart	256.65	733.1	23.26	12295.14	143.13	9499.7	9697.35	16.77	6.15	25.38
254	Earlimart	0	0	0	0	0	0	0	0	0	0
255	Earlimart	0	0	0	0	0	0	0	0	0	0
256	Earlimart	0	0	0	0	0	0	0	0	0	0
257	Earlimart	0	0	0	0	0	0	0	0	0	0
258	Earlimart	0	0	0	0	0	0	0	0	0	0
259	Earlimart	0	0	0	0	0	0	0	0	0	0
260	Earlimart	0	0	0	0	0	0	0	0	0	0
261	Earlimart	0	0	0	0	0	0	0	0	0	0
262	Earlimart	0	0	0	0	0	0	0	0	0	0
263	Earlimart	0	0	0	0	0	0	0	0	0	0
264	Earlimart	0	0	0	0	0	0	0	0	0	0
265	Earlimart	0	0	0	0	0	0	0	0	0	0
266	East_Porte	329.51	937.34	63.73	6184.07	444.54	6822.09	6833.28	6.6	6.98	13.64
267	East_Porte	86.46	253.81	66.24	2840.13	241.67	5663.74	5715.42	11.19	3.65	35.55
268	East_Porte	49.54	141.22	12.35	1062.54	86.89	1117.9	1121.65	7.52	7.04	14.58
269	East_Porte	52.72	153.79	7.95	1256.13	63.84	1144.09	1153.28	8.17	8.03	14.2
270	East_Porte	48	141.98	5	1145.99	38.64	971.78	984.48	8.07	7.73	13.31
271	East_Porte	133.55	381.04	23.92	2965.92	224.66	2651.87	2681.98	7.78	9.39	13.17
272	East_Porte	54.75	157.75	5.75	1364.06	45.8	1215.58	1227.45	8.65	7.96	14.94
273	East_Porte	39.1	113.5	29.47	1077.28	306	1551.95	1537.68	9.49	10.38	21.61
274	East_Porte	282.8	832.57	90.45	9128.45	393.22	10974.51	11041.65	10.96	4.35	23.85
275	East_Porte	126.14	368.44	0.14	3773.94	0.37	2865.42	2931.12	10.24	2.64	15.73
276	East_Porte	98.87	270.2	168.62	2415.08	2166.05	7971.78	7787.11	8.94	12.85	35.91
277	East_Porte	2.79	8.26	0.14	70.51	0.17	59.8	60.42	8.54	1.24	14.31
278	East_Porte	5	14.79	6	108.82	26.05	298.5	291.33	7.36	4.34	28.37
279	East_Porte	132.99	392.19	50	3308.15	382.72	3338.04	3348.58	8.44	7.65	15.12

280	East_Porte	22.29	65.93	0	601.33	0	445.58	453.49	9.12	0	13.64
281	East_Porte	0	0	0	0	0	0	0	0	0	0
282	East_Porte	0	0	0	0	0	0	0	0	0	0
283	East_Porte	0	0	0	0	0	0	0	0	0	0
284	East_Porte	0	0	0	0	0	0	0	0	0	0
285	East_Porte	0	0	0	0	0	0	0	0	0	0
286	East_Porte	0	0	0	0	0	0	0	0	0	0
287	East_Porte	0	0	0	0	0	0	0	0	0	0
288	East_Porte	0	0	0	0	0	0	0	0	0	0
289	East_Porte	0	0	0	0	0	0	0	0	0	0
290	East_Porte	0	0	0	0	0	0	0	0	0	0
291	Exeter	445.22	1271.9	248.45	14135.02	3196.51	26364.24	26087.13	11.11	12.87	34.5
292	Exeter	21.87	61.89	23.58	803.88	180.76	1614.73	1606.11	12.99	7.67	37.68
293	Exeter	239.23	690.67	19.79	7774.68	160.39	6331.12	6456.61	11.26	8.1	18
294	Exeter	278.45	834.61	41.61	6896.66	227.66	6567.6	6658.6	8.26	5.47	15.09
295	Exeter	63.29	185.06	4.63	2079.71	26.46	1787.06	1825.38	11.24	5.72	19.04
296	Exeter	221.75	635.98	218.2	9491.39	1556.47	17875.96	18148.14	14.92	7.13	42.17
297	Exeter	170.45	495.83	39.52	4513.85	379.52	4421.44	4483.39	9.1	9.6	16.63
298	Exeter	0	0	217.35	0	2386.84	9544.54	9217	0	10.98	86.32
299	Exeter	125.15	355.75	195.04	3683.16	1762.66	6195.67	6196.33	10.35	9.04	22.5
300	Exeter	66.41	201.44	87.99	1366.98	944.11	3692.15	3656.99	6.79	10.73	25.39
301	Exeter	56.64	168.3	30.28	1241.23	273.99	1725.49	1739.14	7.38	9.05	17.45
302	Exeter	65	183.97	118.55	2226.94	760.07	3924.57	3913.95	12.1	6.41	25.91
303	Exeter	21.68	61.35	14.48	3410.87	127.74	3359.41	3342.03	55.6	8.82	88.37
304	Exeter	104.88	306.72	99.67	3141.73	998.01	5709.01	5672.03	10.24	10.01	28.01
305	Exeter	133.84	380.6	17.17	4598.92	155.3	3913.83	3965.89	12.08	9.04	19.81
306	Exeter	150.06	431.8	78.88	7396.38	240.36	12274.88	12594.17	17.13	3.05	48.7
307	Exeter	83.31	237.84	10.66	2720.59	103.15	2340.97	2369.06	11.44	9.68	18.95
308	Exeter	114	329.45	10	3428.53	102.78	2801.08	2845.3	10.41	10.28	16.63
309	Exeter	20.52	59.77	227.06	544.78	2421.93	7065.85	6889	9.11	10.67	48.65
310	Exeter	85.68	244.66	4.14	2750.65	37.6	2145.71	2182.8	11.24	9.08	17.4
311	Exeter	58.82	168.91	89.33	1548.79	617.93	3724.48	3688.41	9.17	6.92	28.71
312	Exeter	193.42	548.41	89.86	6322.99	991.01	6452.18	6532.97	11.53	11.03	20.34
313	Exeter	3.62	10.24	120.1	144.87	1283.54	3237.42	3152.77	14.15	10.69	49.03
314	Exeter	101.54	301.09	19.07	2901.87	127.54	5224.67	5198.25	9.64	6.69	32.56
315	Exeter	498.39	1411.12	18.58	17279.61	185.91	13309.87	13584.65	12.25	10.01	18.81

316	Exeter	52.54	148.71	87.4	1831.4	817.75	3430.93	3399.93	12.32	9.36	28.93
317	Exeter	152.28	448.49	74.96	4505.69	928.34	6049.87	6043.7	10.05	12.38	23.1
318	Exeter	14.81	41.91	19.82	528.03	226.51	1037.45	1030.59	12.6	11.43	33.5
319	Exeter	117.69	340.23	131.87	3273.38	341.47	4033.74	4080.75	9.62	2.59	17.19
320	Exeter	3.44	9.73	0	124.4	0	100.06	102.45	12.79	0	20.81
321	Exeter	14.65	43.29	10.41	327.95	53.42	751.53	746.53	7.58	5.13	27.9
322	Exeter	1.2	3.4	1	43.41	3.54	90.17	88.68	12.77	3.54	40.65
323	Exeter	61	172.65	99.95	40313.07	326.6	35024.17	34395.43	233.5	3.27	254.66
324	Exeter	114.86	331.21	8.68	3648.11	95.59	3223.75	3257.84	11.01	11.01	19.07
325	Exeter	38.64	112.37	0	1248.84	0	937.24	954.35	11.11	0	16.83
326	Exeter	60.36	172.7	1	2122.1	8.54	1567.44	1597.58	12.29	8.54	18.22
327	Exeter	6.96	19.76	6.87	179.78	60.76	291.97	291.61	9.1	8.84	21.91
328	Exeter	0	0	133.78	0	1165.68	2208.61	2160.43	0	8.71	32.66
329	Exeter	0	0	19.43	0	62.44	827.85	800.31	0	3.21	83.8
330	Exeter	0	0	19.21	0	146.45	411.84	401.3	0	7.62	42.33
331	Exeter	11	31.13	59.01	2894.76	186.9	8710.53	8958.91	92.99	3.17	196.02
332	Exeter	0.1	0.29	85.44	2.17	363.79	1444.03	1420.85	7.5	4.26	33.42
333	Exeter	11.03	31.67	128.64	356.84	1261.63	3163.59	3096.36	11.27	9.81	39.05
334	Exeter	0	0	0	0	0	0	0	0	0	0
335	Exeter	0	0	0	0	0	0	0	0	0	0
336	Exeter	0	0	0	0	0	0	0	0	0	0
337	Exeter	0	0	0	0	0	0	0	0	0	0
338	Exeter	0	0	0	0	0	0	0	0	0	0
339	Exeter	0	0	0	0	0	0	0	0	0	0
340	Exeter	0	0	0	0	0	0	0	0	0	0
341	Exeter	0	0	0	0	0	0	0	0	0	0
342	Exeter	0	0	0	0	0	0	0	0	0	0
343	Exeter	0	0	0	0	0	0	0	0	0	0
344	Exeter	0	0	0	0	0	0	0	0	0	0
345	Exeter	0	0	0	0	0	0	0	0	0	0
346	Exeter	0	0	0	0	0	0	0	0	0	0
347	Exeter	0	0	0	0	0	0	0	0	0	0
348	Exeter	0	0	0	0	0	0	0	0	0	0
349	Exeter	0	0	0	0	0	0	0	0	0	0
350	Exeter	0	0	0	0	0	0	0	0	0	0
351	Exeter	0	0	0	0	0	0	0	0	0	0

352	Exeter	0	0	0	0	0	0	0	0	0	0
353	Exeter	0	0	0	0	0	0	0	0	0	0
354	Exeter	0	0	0	0	0	0	0	0	0	0
355	Exeter	0	0	0	0	0	0	0	0	0	0
356	Exeter	0	0	0	0	0	0	0	0	0	0
357	Exeter	0	0	0	0	0	0	0	0	0	0
358	Exeter	0	0	0	0	0	0	0	0	0	0
359	Exeter	0	0	0	0	0	0	0	0	0	0
360	Exeter	0	0	0	0	0	0	0	0	0	0
361	Exeter	0	0	0	0	0	0	0	0	0	0
362	Exeter	0	0	0	0	0	0	0	0	0	0
363	Exeter	0	0	0	0	0	0	0	0	0	0
364	Exeter	0	0	0	0	0	0	0	0	0	0
365	Exeter	0	0	0	0	0	0	0	0	0	0
366	Exeter	0	0	0	0	0	0	0	0	0	0
367	Exeter	0	0	0	0	0	0	0	0	0	0
368	Exeter	0	0	0	0	0	0	0	0	0	0
369	Exeter	0	0	0	0	0	0	0	0	0	0
370	Exeter	0	0	0	0	0	0	0	0	0	0
371	Exeter	0	0	0	0	0	0	0	0	0	0
372	Exeter	0	0	0	0	0	0	0	0	0	0
373	Exeter	0	0	0	0	0	0	0	0	0	0
374	Exeter	0	0	0	0	0	0	0	0	0	0
375	Exeter	0	0	0	0	0	0	0	0	0	0
376	Farmersvill	15	42.45	104.18	492.51	933.61	3410.58	3304.19	11.6	8.96	45.79
377	Farmersvill	0.41	1.17	72.51	13.83	789.77	2085.32	2008.06	11.82	10.89	55.56
378	Farmersvill	96.24	276.25	63.56	3095.48	604.36	3670.02	3664.22	11.21	9.51	21.58
379	Farmersvill	239.02	715.93	16.49	6598.72	147.24	5358.83	5448.76	9.22	8.93	14.76
380	Farmersvill	238.61	677.64	86.32	7621.36	713.54	8175.56	8232.5	11.25	8.27	21.48
381	Farmersvill	23.5	67.41	91.29	21793.23	399.84	19927.12	19454.44	323.29	4.38	248.15
382	Farmersvill	142.36	408.83	9.16	4811.35	49.48	3641.55	3718.98	11.77	5.4	17.61
383	Farmersvill	287.24	828.36	44.22	8573.61	408.44	7990.26	8094.39	10.35	9.24	18.43
384	Farmersvill	20	56.61	49.26	2385.64	129.97	6831.33	6906.83	42.14	2.64	129.76
385	Farmersvill	268.37	769.09	179.09	9270.5	1419.32	15256.31	15265.86	12.05	7.93	32.19
386	Farmersvill	101.24	288.69	2.68	3365.16	25.26	2506.68	2550.96	11.66	9.43	17.36
387	Farmersvill	44.04	124.63	0	1575.07	0	1140.94	1162.26	12.64	0	18.48

388	Farmersvill	16.74	47.37	51.16	549.02	369.1	1377.62	1367.74	11.59	7.21	27.86
389	Farmersvill	111.96	328.29	75.76	6177.82	296.51	8841.3	9010.98	18.82	3.91	44.18
390	Farmersvill	10.56	29.9	32.52	317.5	249.7	1412.69	1378.14	10.62	7.68	44.71
391	Farmersvill	156.86	449.9	36.11	4748.71	346.62	4120.29	4173.06	10.56	9.6	17.06
392	Farmersvill	12	33.96	11.93	414.5	78.87	476.37	480.29	12.21	6.61	20.85
393	Farmersvill	14	39.62	15.25	458.1	107.71	578.84	582.57	11.56	7.06	21.17
394	Farmersvill	21	59.44	338.78	711.29	2698.92	5843.02	5781.32	11.97	7.97	29.19
395	Farmersvill	0	0	291.59	0	2684.05	9038.54	8755.62	0	9.2	61.02
396	Farmersvill	23	65.1	66.57	729.79	672.62	2273.9	2240.38	11.21	10.1	34.28
397	Farmersvill	143.16	414.33	18.22	4269.85	159.55	3666.52	3726.28	10.31	8.76	17.09
398	Farmersvill	281	795.3	2.87	9134.08	27.61	6536.34	6702.72	11.49	9.62	16.59
399	Farmersvill	182.08	517.84	20.34	6038.22	143.28	4759.04	4853.96	11.66	7.04	17.86
400	Farmersvill	175.42	496.49	71.98	6854.65	461.16	9389.82	9461.18	13.81	6.41	33.16
401	Farmersvill	222	630.57	3	7283.44	61.78	5541.45	5630.4	11.55	20.59	17.63
402	Farmersvill	62.35	176.45	1	2176.1	8.64	1573.23	1608.55	12.33	8.64	17.93
403	Farmersvill	47.9	135.57	91.38	1534.05	1000.77	3688.33	3628.62	11.32	10.95	32.24
404	Farmersvill	142.85	404.5	3.96	5059.45	30.19	3729.1	3800.42	12.51	7.62	18.43
405	Farmersvill	94.72	289.32	2	2400.28	15.96	1921.39	1950.4	8.3	7.98	13.29
406	Farmersvill	57.61	163.63	69.09	1943.62	651.07	3564.1	3507.2	11.88	9.42	30.39
407	Farmersvill	82.39	233.73	67.64	2374.22	589.09	4119.7	4072.25	10.16	8.71	27.18
408	Farmersvill	15	42.45	27	488.95	517.95	2720.77	2640.62	11.52	19.18	77.2
409	Farmersvill	0	0	0	0	0	0	0	0	0	0
410	Farmersvill	0	0	0	0	0	0	0	0	0	0
411	Farmersvill	0	0	0	0	0	0	0	0	0	0
412	Farmersvill	0	0	0	0	0	0	0	0	0	0
413	Farmersvill	0	0	0	0	0	0	0	0	0	0
414	Farmersvill	0	0	0	0	0	0	0	0	0	0
415	Farmersvill	0	0	0	0	0	0	0	0	0	0
416	Farmersvill	0	0	0	0	0	0	0	0	0	0
417	Farmersvill	0	0	0	0	0	0	0	0	0	0
418	Farmersvill	0	0	0	0	0	0	0	0	0	0
419	Farmersvill	0	0	0	0	0	0	0	0	0	0
420	Farmersvill	0	0	0	0	0	0	0	0	0	0
421	Farmersvill	0	0	0	0	0	0	0	0	0	0
422	Farmersvill	0	0	0	0	0	0	0	0	0	0
423	Farmersvill	0	0	0	0	0	0	0	0	0	0

424	Farmersvill	0	0	0	0	0	0	0	0	0	0
425	Farmersvill	0	0	0	0	0	0	0	0	0	0
426	Farmersvill	0	0	0	0	0	0	0	0	0	0
427	Farmersvill	0	0	0	0	0	0	0	0	0	0
428	Farmersvill	0	0	0	0	0	0	0	0	0	0
429	Farmersvill	0	0	0	0	0	0	0	0	0	0
430	Farmersvill	0	0	0	0	0	0	0	0	0	0
431	Farmersvill	0	0	0	0	0	0	0	0	0	0
432	Farmersvill	0	0	0	0	0	0	0	0	0	0
433	Farmersvill	0	0	0	0	0	0	0	0	0	0
434	Farmersvill	0	0	0	0	0	0	0	0	0	0
435	Farmersvill	0	0	0	0	0	0	0	0	0	0
436	Farmersvill	0	0	0	0	0	0	0	0	0	0
437	Farmersvill	0	0	0	0	0	0	0	0	0	0
438	Farmersvill	0	0	0	0	0	0	0	0	0	0
439	Farmersvill	0	0	0	0	0	0	0	0	0	0
440	Farmersvill	0	0	0	0	0	0	0	0	0	0
441	Farmersvill	0	0	0	0	0	0	0	0	0	0
442	Farmersvill	0	0	0	0	0	0	0	0	0	0
443	Farmersvill	0	0	0	0	0	0	0	0	0	0
444	Farmersvill	0	0	0	0	0	0	0	0	0	0
445	Farmersvill	0	0	0	0	0	0	0	0	0	0
446	Farmersvill	0	0	0	0	0	0	0	0	0	0
447	Farmersvill	0	0	0	0	0	0	0	0	0	0
448	Farmersvill	0	0	0	0	0	0	0	0	0	0
449	Farmersvill	0	0	0	0	0	0	0	0	0	0
450	Farmersvill	0	0	0	0	0	0	0	0	0	0
451	Goshen	6	16.55	149.73	189.01	1340.92	3775.1	3622.68	11.42	8.96	44.49
452	Goshen	0	0	36.18	0	387.36	1345.65	1277.91	0	10.71	72.51
453	Goshen	255.33	695.41	31.68	6932.84	367.77	6625.93	6638.5	9.97	11.61	18.24
454	Goshen	37.6	103.19	99.66	3263.36	369.31	9192.27	9072.6	31.62	3.71	90.04
455	Goshen	200.94	538.42	366.96	4830.77	3815.45	12527.28	12270.59	8.97	10.4	27.39
456	Goshen	186.94	501.82	1.41	4783.57	14.46	3979.03	4009.1	9.53	10.25	15.87
457	Goshen	111.38	293.5	175.56	2508.77	1284.72	6083.13	5909.97	8.55	7.32	25.57
458	Goshen	42	115.83	4	1324.02	50.35	1093.35	1108.96	11.43	12.59	18.38
459	Goshen	0	0	326.64	0	3879.68	8096.49	7930.88	0	11.88	49.07

460	Goshen	0	0	35	0	117.15	2507.67	2429.17	0	3.35	141.05
461	Goshen	0	0	0	0	0	0	0	0	0	0
462	Goshen	0	0	0	0	0	0	0	0	0	0
463	Goshen	0	0	0	0	0	0	0	0	0	0
464	Goshen	0	0	0	0	0	0	0	0	0	0
465	Goshen	0	0	0	0	0	0	0	0	0	0
466	Goshen	0	0	0	0	0	0	0	0	0	0
467	Goshen	0	0	0	0	0	0	0	0	0	0
468	Goshen	0	0	0	0	0	0	0	0	0	0
469	Goshen	0	0	0	0	0	0	0	0	0	0
470	Goshen	0	0	0	0	0	0	0	0	0	0
471	Ivanhoe	12	33.96	6.79	470.8	61.38	462.65	467.75	13.86	9.04	22.83
472	Ivanhoe	18	50.94	47.77	660.12	464.63	1832.65	1793.76	12.96	9.73	36.74
473	Ivanhoe	4	11.32	81.65	2062.87	260.67	6851.9	6998.28	182.23	3.19	148.97
474	Ivanhoe	25	70.76	9.78	918.4	73.36	924.02	929.6	12.98	7.5	23.01
475	Ivanhoe	186.68	535.98	28.93	6400.23	219.83	5263.92	5331.16	11.94	7.6	18.76
476	Ivanhoe	126.72	362.04	57.44	4166.54	480.34	4385.95	4402.94	11.51	8.36	20.95
477	Ivanhoe	128	362.27	15.99	4894.03	90.37	4242.27	4243.94	13.51	5.65	22.43
478	Ivanhoe	14.65	36.75	16.98	382.83	137.36	695.4	695.37	10.42	8.09	25.88
479	Ivanhoe	207.48	611.11	10.45	6381.22	106.02	4988.59	5068.18	10.44	10.15	16.18
480	Ivanhoe	324	936.16	28.94	10476.22	249.75	9014.38	9038.43	11.19	8.63	18.71
481	Ivanhoe	5	14.15	7.48	190.25	76.55	328.01	323.24	13.45	10.23	30.11
482	Ivanhoe	123.46	349.86	25.13	4468.43	292.87	4612.57	4600.31	12.77	11.65	24.57
483	Ivanhoe	7.06	19.99	61.3	238.71	598.61	1946.3	1878.33	11.94	9.77	47.05
484	Ivanhoe	75	212.27	17.45	2673.51	141.56	2578.6	2568.49	12.59	8.11	22.41
485	Ivanhoe	38.62	110.94	224.39	941.34	2324.44	5111.28	4994.07	8.49	10.36	30.14
486	Ivanhoe	25	70.76	1.11	924.22	8.89	685.19	697.79	13.06	8.01	19.24
487	Ivanhoe	0	0	0	0	0	0	0	0	0	0
488	Ivanhoe	0	0	0	0	0	0	0	0	0	0
489	Ivanhoe	0	0	0	0	0	0	0	0	0	0
490	Ivanhoe	0	0	0	0	0	0	0	0	0	0
491	Ivanhoe	0	0	0	0	0	0	0	0	0	0
492	Ivanhoe	0	0	0	0	0	0	0	0	0	0
493	Ivanhoe	0	0	0	0	0	0	0	0	0	0
494	Ivanhoe	0	0	0	0	0	0	0	0	0	0
495	Ivanhoe	0	0	0	0	0	0	0	0	0	0

496	Ivanhoe	0	0	0	0	0	0	0	0	0	0
497	Ivanhoe	0	0	0	0	0	0	0	0	0	0
498	Ivanhoe	0	0	0	0	0	0	0	0	0	0
499	Ivanhoe	0	0	0	0	0	0	0	0	0	0
500	Ivanhoe	0	0	0	0	0	0	0	0	0	0
501	Ivanhoe	93.01	266.22	154.84	6094.17	1486.37	11238.81	11322.86	22.89	9.6	53.58
502	Ivanhoe	89.21	252.76	42.86	4909.56	623.91	4794	4873.04	19.42	14.56	32.7
503	Ivanhoe	0	0	0	0	0	0	0	0	0	0
504	Ivanhoe	0	0	0	0	0	0	0	0	0	0
505	Ivanhoe	0	0	0	0	0	0	0	0	0	0
506	Ivanhoe	0	0	0	0	0	0	0	0	0	0
507	Ivanhoe	0	0	0	0	0	0	0	0	0	0
508	Ivanhoe	0	0	0	0	0	0	0	0	0	0
509	Ivanhoe	0	0	0	0	0	0	0	0	0	0
510	Ivanhoe	0	0	0	0	0	0	0	0	0	0
511	Lindsay	109.05	308.65	83.12	4147.8	363.39	4112.65	4164.14	13.44	4.37	21.13
512	Lindsay	48.06	136.01	14.42	1960.24	108.3	1688.63	1713.46	14.41	7.51	22.62
513	Lindsay	21.43	60.65	42.63	903.1	445.02	2662.55	2621.54	14.89	10.44	51.16
514	Lindsay	24.99	70.72	177.55	2566.21	500.97	8606.35	8881.85	36.29	2.82	70.44
515	Lindsay	28.89	81.77	0.54	1142.52	2.43	894.13	909.29	13.97	4.5	21.91
516	Lindsay	51.55	146.51	60.31	41100.49	281.49	40487.57	39887.08	280.53	4.67	388.62
517	Lindsay	114.76	334.04	242.51	3593.31	1545.34	7209.08	7155.01	10.76	6.37	24.91
518	Lindsay	156.87	458.71	21.93	5129.66	283.59	4818.63	4871.69	11.18	12.93	20.16
519	Lindsay	65.23	187	191.99	1988.66	1727.28	6166.81	6037.31	10.63	9	32.2
520	Lindsay	307.79	873.56	256.95	10346.75	2354.32	14120.28	14075.59	11.84	9.16	24.94
521	Lindsay	441.49	1256.56	174.06	15880.07	1076.84	18230.03	18469.35	12.64	6.19	25.65
522	Lindsay	82.88	243.19	65.04	2240.92	838.69	4629.79	4563.81	9.21	12.9	29.83
523	Lindsay	55.66	158.65	96.62	1715.03	1075.78	3963.47	3875.56	10.81	11.13	30.71
524	Lindsay	0	0	10.45	0	63.73	264.78	259.82	0	6.1	50.2
525	Lindsay	122.26	359.2	68	3434.68	787.92	4985.76	4930.69	9.56	11.59	23.21
526	Lindsay	121.87	352.5	23.66	3464.53	197.1	3127.22	3152.58	9.83	8.33	16.69
527	Lindsay	175.37	497.96	251.04	5412.36	2285.32	8778.57	8711.37	10.87	9.1	23.35
528	Lindsay	182.74	531.68	145.66	6584.77	437.97	9396	9646.42	12.38	3.01	28.11
529	Lindsay	56.54	160.02	5.88	2142.95	30.36	1750.96	1773.23	13.39	5.16	21.24
530	Lindsay	148.08	423.44	12.27	4714.67	129.38	3818.84	3868.66	11.13	10.54	17.64
531	Lindsay	67.98	207.5	86.14	1432.51	779.2	3395.34	3346.41	6.9	9.05	22.96

532	Lindsay	110.89	320.87	234.4	6397	1681.87	13726.2	13903.59	19.94	7.18	49.76
533	Lindsay	137.59	412.94	87.66	3794.38	904.69	5612.13	5569.24	9.19	10.32	22.34
534	Lindsay	189.68	578.99	177.24	4147.5	2586.69	13087.83	12591.41	7.16	14.59	33.96
535	Lindsay	30	85.98	117.86	804.9	1228.71	4121.62	3987.63	9.36	10.43	39.78
536	Lindsay	31.53	94.5	349.25	630.01	3020.73	6390.82	6283.55	6.67	8.65	28.56
537	Lindsay	10.2	29.13	31.7	315.25	195.78	978.89	954.65	10.82	6.18	31.79
538	Lindsay	224.91	660.23	336.2	5968.2	1816.45	10187.69	10134.03	9.04	5.4	20.39
539	Lindsay	239.13	702.72	51.11	7276.66	495.03	6925.36	6974.1	10.35	9.69	18.44
540	Lindsay	13.19	37.32	14.25	474.78	132.08	641.76	643.52	12.72	9.27	24.92
541	Lindsay	6.1	17.26	21.75	217.79	214.54	670.53	650.22	12.62	9.86	33.86
542	Lindsay	12.84	37.24	26.37	412.55	252.57	1175.1	1145.87	11.08	9.58	36.49
543	Lindsay	13.82	39.1	29.62	459.69	305.62	1203.72	1178.99	11.76	10.32	34.67
544	Lindsay	31.67	89.84	8.9	1133.28	79.1	1159.77	1169.76	12.61	8.89	23.59
545	Lindsay	83.65	245.67	19.82	2436.79	178.4	2301.32	2312.22	9.92	9	17.38
546	Lindsay	188.6	540.99	146.55	11890.74	467.53	15664.71	15809.49	21.98	3.19	45.78
547	Lindsay	286.65	864.73	144.54	5277.47	1772.54	8865.23	8814.61	6.1	12.26	17.52
548	Lindsay	20.09	56.86	7.43	769.37	65.68	782.87	789.02	13.53	8.84	24.45
549	Lindsay	7.42	21	28.32	304.49	327.96	892.06	888.92	14.5	11.58	36.11
550	Lindsay	106.32	316.73	20.75	3087.66	219.61	2903.26	2936.86	9.75	10.58	17.31
551	Lindsay	57	163.13	169.81	3077.65	1278.29	11142.46	11034.82	18.87	7.53	66.61
552	Lindsay	40.7	115.18	3.07	1525.8	25.08	1199.7	1223.07	13.25	8.17	20.49
553	Lindsay	0	0	0	0	0	0	0	0	0	0
554	Lindsay	0	0	0	0	0	0	0	0	0	0
555	Lindsay	0	0	0	0	0	0	0	0	0	0
556	Lindsay	0	0	0	0	0	0	0	0	0	0
557	Lindsay	0	0	0	0	0	0	0	0	0	0
558	Lindsay	0	0	0	0	0	0	0	0	0	0
559	Lindsay	0	0	0	0	0	0	0	0	0	0
560	Lindsay	0	0	0	0	0	0	0	0	0	0
561	Lindsay	0	0	0	0	0	0	0	0	0	0
562	Lindsay	0	0	0	0	0	0	0	0	0	0
563	Lindsay	0	0	0	0	0	0	0	0	0	0
564	Lindsay	0	0	0	0	0	0	0	0	0	0
565	Lindsay	0	0	0	0	0	0	0	0	0	0
566	Lindsay	0	0	0	0	0	0	0	0	0	0
567	Lindsay	0	0	0	0	0	0	0	0	0	0

568	Lindsay	0	0	0	0	0	0	0	0	0	0
569	Lindsay	0	0	0	0	0	0	0	0	0	0
570	Lindsay	0	0	0	0	0	0	0	0	0	0
571	Lindsay	0	0	0	0	0	0	0	0	0	0
572	Lindsay	0	0	0	0	0	0	0	0	0	0
573	Lindsay	0	0	0	0	0	0	0	0	0	0
574	Lindsay	0	0	0	0	0	0	0	0	0	0
575	Lindsay	0	0	0	0	0	0	0	0	0	0
576	Lindsay	0	0	0	0	0	0	0	0	0	0
577	Lindsay	0	0	0	0	0	0	0	0	0	0
578	Lindsay	0	0	0	0	0	0	0	0	0	0
579	Lindsay	0	0	0	0	0	0	0	0	0	0
580	Lindsay	0	0	0	0	0	0	0	0	0	0
581	Lindsay	0	0	0	0	0	0	0	0	0	0
582	Lindsay	0	0	0	0	0	0	0	0	0	0
583	Lindsay	0	0	0	0	0	0	0	0	0	0
584	Lindsay	0	0	0	0	0	0	0	0	0	0
585	Lindsay	0	0	0	0	0	0	0	0	0	0
586	Lindsay	0	0	0	0	0	0	0	0	0	0
587	Lindsay	0	0	0	0	0	0	0	0	0	0
588	Lindsay	0	0	0	0	0	0	0	0	0	0
589	Lindsay	0	0	0	0	0	0	0	0	0	0
590	Lindsay	0	0	0	0	0	0	0	0	0	0
591	Lindsay	0	0	0	0	0	0	0	0	0	0
592	Lindsay	0	0	0	0	0	0	0	0	0	0
593	Lindsay	0	0	0	0	0	0	0	0	0	0
594	Lindsay	0	0	0	0	0	0	0	0	0	0
595	Lindsay	0	0	0	0	0	0	0	0	0	0
596	Lindsay	0	0	0	0	0	0	0	0	0	0
597	Lindsay	0	0	0	0	0	0	0	0	0	0
598	Lindsay	0	0	0	0	0	0	0	0	0	0
599	Lindsay	0	0	0	0	0	0	0	0	0	0
600	Lindsay	0	0	0	0	0	0	0	0	0	0
601	London	508.72	1476.71	49.88	19272.31	406.76	16347.9	16581.18	13.05	8.15	21.57
602	London	0	0	0	0	0	0	0	0	0	0
603	London	0	0	0	0	0	0	0	0	0	0

604	London	0	0	0	0	0	0	0	0	0	0
605	London	0	0	0	0	0	0	0	0	0	0
606	London	0	0	0	0	0	0	0	0	0	0
607	London	0	0	0	0	0	0	0	0	0	0
608	London	0	0	0	0	0	0	0	0	0	0
609	London	0	0	0	0	0	0	0	0	0	0
610	London	0	0	0	0	0	0	0	0	0	0
611	London	130.94	374.63	19.41	3417.3	100.25	2871.11	2934.05	9.12	5.16	14.73
612	Orosi	49.55	140.65	50.81	3292.34	113.61	8173.17	7999.85	23.41	2.24	84.47
613	Orosi	229.22	681.28	6.15	5607.78	37.19	4444.97	4523.59	8.23	6.05	13.05
614	Orosi	223.78	634.7	42.59	5600.44	323.92	5260.78	5317.16	8.82	7.61	15.62
615	Orosi	68.54	195.89	170.43	22976.18	539.03	25901.35	25825.93	117.29	3.16	141.21
616	Orosi	184.6	535	141.32	5973.58	460.92	9350.44	9376.17	11.17	3.26	27.69
617	Orosi	51.66	148.95	12.92	1456.04	94.79	1241.79	1262.1	9.78	7.34	15.47
618	Orosi	62	175.48	12.76	2013.22	85.87	1641.19	1669.71	11.47	6.73	17.59
619	Orosi	100.1	283.73	7.68	3310.52	64.89	2813.62	2846.17	11.67	8.45	19.42
620	Orosi	20	56.61	18.3	720.36	191.91	1503.18	1464.56	12.72	10.49	39.62
621	Orosi	28.81	85.99	33.44	536.36	263.98	1332.49	1314.6	6.24	7.89	22.16
622	Orosi	224.88	650.27	10.22	5512.19	39.42	4496.97	4572.19	8.48	3.86	13.73
623	Orosi	22.2	62.84	156.63	2634.56	363.02	6601.75	6456.14	41.92	2.32	59.5
624	Orosi	125.66	372.92	106.14	2159.6	849.68	5124.51	5078.78	5.79	8.01	21.3
625	Orosi	116	328.76	76.75	3070.38	774.56	5152.45	5075.97	9.34	10.09	25.22
626	Orosi	109.21	314.99	23.01	2885.22	249.85	3075.27	3085.12	9.16	10.86	18.23
627	Orosi	36.66	106.22	18.61	994.41	121.91	1156.18	1157.9	9.36	6.55	18.54
628	Orosi	2	5.66	19.69	60.33	134.91	329.79	327.59	10.66	6.85	25.93
629	Orosi	127.37	360.63	61.49	3613.07	373.84	3831.61	3861.97	10.02	6.08	18.23
630	Orosi	226.56	660.76	14.3	5595.6	110.96	4717.21	4794.73	8.47	7.76	14.09
631	Orosi	14.15	40.75	8.3	385.08	15.02	508.26	509.76	9.45	1.81	20.75
632	Orosi	261.2	795.59	47.13	4760.42	169.08	4648.63	4701.13	5.98	3.59	11.09
633	Orosi	69.88	203.53	14.22	1859.43	99.73	1718.46	1737.73	9.14	7.01	15.87
634	Orosi	17.26	49.08	2.31	509.88	7.97	400.61	408.82	10.39	3.45	15.75
635	Orosi	14.81	42.05	2.23	486.23	14.79	381.9	390.53	11.56	6.63	17.44
636	Orosi	5	14.15	7.77	162.51	55.36	232.6	233.81	11.48	7.12	21.28
637	Orosi	11.36	32.3	4.23	305.18	29.76	380.83	384.64	9.45	7.04	20.95
638	Orosi	81.16	229.99	40.77	2219.28	210.03	2201.39	2236.3	9.65	5.15	16.39
639	Orosi	4.78	13.82	0.82	126.67	2.62	136.03	137.7	9.17	3.2	18.7

640	Orosi	22.28	63.26	14.36	704.34	103.91	720.73	729.84	11.13	7.24	18.69
641	Orosi	26.12	74.54	23.71	769.16	91.83	901.34	906.22	10.32	3.87	18.4
642	Orosi	0	0	0	0	0	0	0	0	0	0
643	Orosi	0	0	0	0	0	0	0	0	0	0
644	Orosi	0	0	0	0	0	0	0	0	0	0
645	Orosi	0	0	0	0	0	0	0	0	0	0
646	Orosi	0	0	0	0	0	0	0	0	0	0
647	Orosi	0	0	0	0	0	0	0	0	0	0
648	Orosi	0	0	0	0	0	0	0	0	0	0
649	Orosi	0	0	0	0	0	0	0	0	0	0
650	Orosi	0	0	0	0	0	0	0	0	0	0
651	Orosi	0	0	0	0	0	0	0	0	0	0
652	Orosi	0	0	0	0	0	0	0	0	0	0
653	Orosi	0	0	0	0	0	0	0	0	0	0
654	Orosi	0	0	0	0	0	0	0	0	0	0
655	Orosi	0	0	0	0	0	0	0	0	0	0
656	Orosi	0	0	0	0	0	0	0	0	0	0
657	Orosi	0	0	0	0	0	0	0	0	0	0
658	Orosi	0	0	0	0	0	0	0	0	0	0
659	Orosi	0	0	0	0	0	0	0	0	0	0
660	Orosi	0	0	0	0	0	0	0	0	0	0
661	Orosi	0	0	0	0	0	0	0	0	0	0
662	Orosi	0	0	0	0	0	0	0	0	0	0
663	Orosi	0	0	0	0	0	0	0	0	0	0
664	Orosi	0	0	0	0	0	0	0	0	0	0
665	Orosi	0	0	0	0	0	0	0	0	0	0
666	Orosi	0	0	0	0	0	0	0	0	0	0
667	Orosi	0	0	0	0	0	0	0	0	0	0
668	Orosi	0	0	0	0	0	0	0	0	0	0
669	Orosi	0	0	0	0	0	0	0	0	0	0
670	Orosi	0	0	0	0	0	0	0	0	0	0
671	Orosi	0	0	0	0	0	0	0	0	0	0
672	Orosi	0	0	0	0	0	0	0	0	0	0
673	Orosi	0	0	0	0	0	0	0	0	0	0
674	Orosi	0	0	0	0	0	0	0	0	0	0
675	Orosi	0	0	0	0	0	0	0	0	0	0

676	Pixley	220.88	626.72	94.35	10926.58	1315.38	11764.13	11962.87	17.43	13.94	32.91
677	Pixley	263.21	773.79	55.37	11764.04	941.77	11758.95	12107.85	15.2	17.01	28.78
678	Pixley	472.74	1341.54	292.56	22074.16	1723.88	23737	24146.25	16.45	5.89	29.3
679	Pixley	21.65	64.38	133.15	5578.02	539.43	21660.08	25461.17	86.64	4.05	238.55
680	Pixley	72.42	217.6	17.72	2862.07	322.31	2671.84	2700.92	13.15	18.19	22.83
681	Pixley	3.31	9.6	59.19	155.45	1048.62	1740.79	1704.03	16.19	17.72	50.08
682	Pixley	90	275	59.9	2786.43	664.17	4311.55	4372.64	10.13	11.09	25.93
683	Pixley	38.13	113.03	85.86	1568.01	1367	4178.43	4218.14	13.87	15.92	42.22
684	Pixley	31.65	89.58	59.71	1703.17	857.51	3404.68	3421.63	19.01	14.36	45.73
685	Pixley	0	0	0	0	0	0	0	0	0	0
686	Pixley	0	0	0	0	0	0	0	0	0	0
687	Pixley	0	0	0	0	0	0	0	0	0	0
688	Pixley	0	0	0	0	0	0	0	0	0	0
689	Pixley	0	0	0	0	0	0	0	0	0	0
690	Pixley	0	0	0	0	0	0	0	0	0	0
691	Pixley	0	0	0	0	0	0	0	0	0	0
692	Pixley	0	0	0	0	0	0	0	0	0	0
693	Pixley	0	0	0	0	0	0	0	0	0	0
694	Pixley	0	0	0	0	0	0	0	0	0	0
695	Pixley	0	0	0	0	0	0	0	0	0	0
696	Poplar_Cot	532.02	1539.06	127.23	22676.74	921.97	22700.17	22957.29	14.73	7.25	27.4
697	Poplar_Cot	59.22	170.87	22.6	2248.08	197.49	2554.71	2554.53	13.16	8.74	26.41
698	Poplar_Cot	0	0	0	0	0	0	0	0	0	0
699	Poplar_Cot	0	0	0	0	0	0	0	0	0	0
700	Poplar_Cot	0	0	0	0	0	0	0	0	0	0
701	Porterville	65	192.27	8.87	2002.36	50.81	1588.43	1596.25	10.41	5.73	15.83
702	Porterville	169.46	500.34	11.86	4969.44	53.85	3866.76	3888.15	9.93	4.54	15.14
703	Porterville	34	100.57	1	946.29	5.77	703.24	706.92	9.41	5.77	13.88
704	Porterville	1.1	3.25	76.6	30.15	313.35	1133.49	1098.14	9.28	4.09	27.95
705	Porterville	22.5	66.56	80.01	555.56	453.43	2477.42	2424.09	8.35	5.67	33.44
706	Porterville	201.81	596.94	16.37	5566.89	63.13	4929.65	4979.71	9.33	3.86	16.16
707	Porterville	375	1109.24	8.87	8982.66	20.02	7143.44	7233.37	8.1	2.26	12.86
708	Porterville	327.7	964.85	82.78	8914.28	248.09	11296.69	11426.68	9.24	3	21.69
709	Porterville	291	860.77	23.99	6282.99	63.41	5343.05	5399.64	7.3	2.64	12.14
710	Porterville	133.64	373.7	11.95	2537.6	61.58	2413.57	2468.67	6.79	5.15	12.66
711	Porterville	37.14	109.51	72	2304.38	68.12	5732.05	5884.84	21.04	0.95	64

712	Porterville	82.54	227.92	208.27	12512.38	588.71	13290.92	12953.17	54.9	2.83	60.17
713	Porterville	246.4	687.36	1.41	4402.39	8.41	3668.45	3815.43	6.4	5.97	10.87
714	Porterville	14.01	41.43	9.35	293.22	33.68	459.99	455.65	7.08	3.6	18.03
715	Porterville	62.84	182.21	177.75	1281.85	862.23	4699.41	4589.2	7.04	4.85	25.8
716	Porterville	128.5	374.5	16.33	3022.95	152.72	2980.39	3002.41	8.07	9.35	15.31
717	Porterville	114.9	331.88	17.06	2609.71	91.61	2783.79	2808.63	7.86	5.37	16.03
718	Porterville	114.5	325.25	41.94	2398.45	318.21	2742.25	2771.58	7.37	7.59	15.02
719	Porterville	456.5	1323.66	125.83	14261.9	165.84	18897.42	19014.14	10.77	1.32	26.16
720	Porterville	289.77	832.53	44.13	6361.42	175.08	5863.42	5912.07	7.64	3.97	13.43
721	Porterville	550	1626.88	137.68	13670.8	198.12	15014.49	15109.15	8.4	1.44	17.07
722	Porterville	274	810.48	859.56	63829.79	2886.8	79408.28	76766.2	78.76	3.36	93.52
723	Porterville	219.18	628.94	98.63	3849.19	1026.13	6951.14	6831.47	6.12	10.4	18.94
724	Porterville	150.25	427.75	288.27	2525.29	2156.53	12834.14	12436.88	5.9	7.48	35.29
725	Porterville	97	286.92	55	3062.22	45.15	5137.5	5301.86	10.67	0.82	30.53
726	Porterville	263.37	754.95	16.96	4771.84	80.63	3985.3	4031.81	6.32	4.75	10.39
727	Porterville	33	97.61	0	725.55	0	580.46	588.27	7.43	0	11.97
728	Porterville	64.48	179.16	98.57	1000.68	682.34	3662.03	3572.95	5.59	6.92	26.05
729	Porterville	141.1	406.86	67.26	2623.56	221.42	3363.41	3356.41	6.45	3.29	14.17
730	Porterville	182.48	511.63	2.95	3128.84	7.41	2640.6	2658.32	6.12	2.51	10.3
731	Porterville	53	156.77	134.33	6581.53	431.56	7297.46	7122.6	41.98	3.21	49.54
732	Porterville	225.28	641.02	93.85	5444.08	163.97	7859.75	8017.71	8.49	1.75	21.61
733	Porterville	369.54	1071.23	40.23	9283.62	137.18	7531.51	7586.01	8.67	3.41	13.6
734	Porterville	638	1815	48.24	12564.98	137.75	10819.31	10857.56	6.92	2.86	11.63
735	Porterville	660.85	1948.09	174.96	14457.96	694.59	13957.29	13978.53	7.42	3.97	13.16
736	Porterville	0	0	765.74	2606.18	3429.55	26132.77	24933.65	0	4.48	66.69
737	Porterville	248.87	681.88	534.42	3352.4	2445.86	12696.95	12389.3	4.92	4.58	20.63
738	Porterville	50	132.86	293.18	586.9	2053.94	9314.01	9127.32	4.42	7.01	43.29
739	Porterville	69	204.1	123.98	1340.59	403.33	2688.65	2643.19	6.57	3.25	16.25
740	Porterville	150	443.7	132.69	4322.68	165.01	6857.53	6918.75	9.74	1.24	23.9
741	Porterville	115	340.17	1.92	2278.26	8.53	1781.99	1802.13	6.7	4.44	10.48
742	Porterville	156.5	457.32	24.03	2981.35	62.95	3253.64	3248.13	6.52	2.62	13.51
743	Porterville	240.4	679.89	24.51	3953.05	76.81	3561.79	3592.95	5.81	3.13	10.16
744	Porterville	90	266.22	707.09	1547.05	2993.78	9489.24	9311.11	5.81	4.23	19.32
745	Porterville	175.88	491.01	83.45	3152.52	166.39	5154.32	5366.55	6.42	1.99	18.31
746	Porterville	172	508.77	59.61	3107.46	309.25	3476.48	3460.02	6.11	5.19	12.2
747	Porterville	233.45	675.96	245.48	3353.82	952.21	6731.05	6649.23	4.96	3.88	14.52

748	Porterville	3.19	9.44	17.62	70.97	77.58	279.22	276.56	7.52	4.4	20.54
749	Porterville	106.41	285.98	12.81	1679.36	44.6	1602.64	1603.64	5.87	3.48	10.73
750	Porterville	23.71	69.22	76.86	468.17	337.71	1314.71	1296.5	6.76	4.39	17.88
751	Porterville	140.76	408.55	17.07	2997.17	74.3	2421.75	2440.31	7.34	4.35	11.42
752	Porterville	125.46	370.37	3.45	2799.44	9.81	2240.21	2276.83	7.56	2.84	12.08
753	Porterville	231.84	675.95	26.29	6083.01	131.4	5067.22	5113.78	9	5	14.5
754	Porterville	499	1467	127.52	14422.78	181.47	17535.91	17646.26	9.83	1.42	22.06
755	Porterville	600.74	1703.67	23.68	11779.62	175.3	9908.53	10004.97	6.91	7.4	11.53
756	Porterville	671.39	1883.7	259.5	12834.33	679.3	16078.83	15961.99	6.81	2.62	14.95
757	Porterville	276.69	779.09	53.27	4472.68	144.18	4924.42	4941.08	5.74	2.71	11.85
758	Porterville	96.17	258.9	118.77	1304.81	509.51	3167.81	3129.85	5.04	4.29	16.68
759	Porterville	71.29	205.42	60.27	1256.55	697.13	3341.96	3254.08	6.12	11.57	24.83
760	Porterville	152.75	442.63	120.31	2716.53	581.48	4096.35	4055.82	6.14	4.83	14.48
761	Porterville	182.69	504.26	145.13	2677.16	758.07	4919.41	4857.96	5.31	5.22	15.06
762	Porterville	111.12	304.55	421.71	1418.76	723.55	5242.42	5166.07	4.66	1.72	14.33
763	Porterville	91.11	266.59	1074	2877.54	3511.11	17567.75	17089.26	10.79	3.27	25.85
764	Porterville	95.59	271.07	93.7	2693.43	156.13	5892.64	6132.44	9.94	1.67	32.97
765	Porterville	304.14	837.11	136.29	3332.63	517	5164.14	5142.91	3.98	3.79	10.59
766	Porterville	35.85	102.07	58.87	597.3	159.35	1704.64	1677.38	5.85	2.71	21.01
767	Porterville	6.09	16.19	73.54	62.53	349.96	1169.38	1149.49	3.86	4.76	25.84
768	Porterville	20.77	55.96	570.89	117.25	1842.12	5795.27	5760.32	2.1	3.23	18.43
769	Porterville	43.09	125.63	1108.28	490.41	10168.95	35765.26	34628.88	3.9	9.18	57.05
770	Porterville	171.4	459.7	852.19	1332.17	2955.98	11385.56	11303.91	2.9	3.47	17.3
771	Porterville	178.32	495.18	1069.76	1536.48	3377.62	12887.36	12742.91	3.1	3.16	16.38
772	Porterville	129.53	379.8	50	3187.15	42.33	4615.76	4771.42	8.39	0.85	21.84
773	Porterville	97.41	282.05	14.2	1678.14	40.85	1621.51	1627.93	5.95	2.88	10.97
774	Porterville	155.11	457.34	2.59	3246.71	4.72	2463.42	2485.35	7.1	1.82	10.76
775	Porterville	136.05	398.76	35.73	2505.72	384.92	5241.81	5147.67	6.28	10.77	23.91
776	Porterville	112	331.29	3.41	2573.05	19.26	1981.48	2002.39	7.77	5.65	11.9
777	Porterville	361.05	1043.66	20.27	7120.8	99.44	5956.1	6021.15	6.82	4.91	11.26
778	Porterville	11.63	34.1	2.23	293.37	14.58	242.99	245.51	8.6	6.54	13.45
779	Porterville	11.84	34.73	0.82	288.38	1.8	226.53	228.8	8.3	2.2	12.81
780	Porterville	43.54	125.55	103.9	42691.38	131.26	37503.28	36822.96	340.03	1.26	323.93
781	Porterville	56.86	166.54	10.21	1517.47	54.69	1256.82	1270.96	9.11	5.36	14.3
782	Porterville	369.29	1022.02	73.55	16702.21	168.92	21769.2	22234.22	16.34	2.3	40.16
783	Porterville	251.95	717.48	185.34	5309.91	855.91	7698.74	7610.04	7.4	4.62	16.96

784	Porterville	129.39	379.91	94.25	2728.66	597.98	4968.01	4860.36	7.18	6.34	20.73
785	Porterville	450.87	1332.04	38.51	10624.04	197.63	9009.27	9056.78	7.98	5.13	13.18
786	Porterville	82.11	234.65	50.09	1468.99	314.21	3008.19	2955.19	6.26	6.27	20.94
787	Porterville	291.48	854.58	301.73	65200.94	435.28	57909.99	56643.14	76.3	1.44	99.07
788	Porterville	104.17	302.71	0.54	2032.03	2.1	1674.08	1691.35	6.71	3.88	11.1
789	Porterville	235.29	676.69	170.9	4993.07	873.81	10845.95	10992.26	7.38	5.11	25.77
790	Porterville	365.59	1032.88	75.99	5748.18	284.01	5977.66	5977.41	5.57	3.74	10.78
791	Porterville	139.4	385.98	126.02	2047.69	637.11	4357.85	4313.49	5.31	5.06	16.94
792	Porterville	67.83	192.21	281.1	2389.12	1495.67	14142.48	14108.85	12.43	5.32	59.69
793	Porterville	174.1	491.07	56.65	2354.43	215.3	3084.87	3099.4	4.79	3.8	11.29
794	Porterville	357.82	986.9	26.25	4689.72	120.95	4488.6	4585.26	4.75	4.61	8.96
795	Porterville	177.99	501.02	133.23	2807.55	290.52	5727.67	5651.48	5.6	2.18	17.94
796	Porterville	13.15	37.43	28.29	288.41	66.57	614.55	597.02	7.71	2.35	18.44
797	Porterville	211.44	619.93	5.54	4550.64	34.88	3825.67	3863.47	7.34	6.3	12.29
798	Porterville	404.79	1142.92	1.9	7139.02	10.07	5944.1	6001.6	6.25	5.3	10.43
799	Porterville	154.22	437.73	181.21	2285.28	1439.38	7594.81	7426.95	5.22	7.94	24.27
800	Porterville	1	2.96	337.89	18.66	276.93	2474.02	2447.9	6.3	0.82	14.44
801	Porterville	0	0	452.37	0	751.72	9599	9243.85	0	1.66	41.65
802	Porterville	304.75	848.8	63.03	4575.98	198.97	5046.63	5033.2	5.39	3.16	11.05
803	Porterville	179.23	495.85	62.39	2500.49	544.29	4564.39	4478.65	5.04	8.72	16.2
804	Porterville	186.82	543.43	143.97	4528.85	250	10686.58	10545.58	8.33	1.74	30.89
805	Porterville	42.58	123.61	2	1029.98	8.9	869.23	883.53	8.33	4.45	13.95
806	Porterville	161.86	467.27	62.54	3820.3	391.75	4364.28	4301.01	8.18	6.26	16.36
807	Porterville	4	11.83	209.83	98.56	1293.61	5432.6	5172.64	8.33	6.17	47.84
808	Porterville	71.62	203.91	9.44	1506.91	61.74	1382.49	1401.24	7.39	6.54	13.05
809	Porterville	1	2.96	105.94	21.64	626.16	2283.08	2201.72	7.31	5.91	41.18
810	Porterville	270.7	793.5	186.06	5302.91	437.77	6475.82	6508.36	6.68	2.35	13.26
811	Porterville	33.3	98.51	64.82	728.79	243.19	1545.87	1531.57	7.4	3.75	18.84
812	Porterville	5	14.79	131.14	97.64	2288.01	7616.71	7396.23	6.6	17.45	102.88
813	Porterville	44.7	131.85	461.11	910.94	900.86	5187.04	4990.95	6.91	1.95	17.16
814	Porterville	0	0	125.51	29299.13	140.84	20523.16	19477.74	0	1.12	318.71
815	Porterville	153.88	420.98	128.58	6903.12	300.11	14211.58	14958.4	16.4	2.33	53.08
816	Porterville	41.49	122.74	10.05	876.43	64.02	810.78	823.64	7.14	6.37	12.31
817	Porterville	311.08	852.79	5.45	6037.14	38.32	5064.58	5171.31	7.08	7.03	11.93
818	Porterville	0	0	7.48	0	43.42	162.14	157.65	0	5.81	42.75
819	Porterville	12.34	36.52	7.57	347.33	66.02	419.77	423.76	9.51	8.72	19.13

820	Porterville	96.57	278.98	14.5	1921.35	68.42	1802.66	1819.2	6.89	4.72	12.34
821	Porterville	86.46	249.96	253.7	1757.02	1756.13	4488.12	4483.46	7.03	6.92	17.81
822	Porterville	51.76	153.11	20.5	1319.2	163.72	1314.03	1332.31	8.62	7.99	15.24
823	Porterville	3	8.87	478.16	154.01	2308.51	9306.14	9049.95	17.36	4.83	37.69
824	Porterville	3	8.87	324.85	85.56	1804.6	7182.41	7003.65	9.65	5.56	42.51
825	Porterville	29	85.78	647.61	689.47	3969.63	14993.41	14562.65	8.04	6.13	40.3
826	Porterville	338.24	996.06	14.9	8754.59	59.22	7064.1	7166.26	8.79	3.97	14.08
827	Porterville	24.26	68.21	23.99	424.73	41.22	1114.19	1090.09	6.23	1.72	23.91
828	Porterville	80.67	237.84	8.41	1763.35	47.34	1423.27	1435.63	7.41	5.63	11.61
829	Porterville	12.68	35.03	1.5	249.91	3.13	213.7	215.34	7.13	2.09	11.74
830	Porterville	178.72	527.24	2.54	4878.78	3.28	3747.75	3793.85	9.25	1.29	14.24
831	Porterville	0	0	59.44	0	277.35	623.17	610.91	0	4.67	20.76
832	Porterville	14.45	39.4	100.86	132.59	352.94	1520.6	1487.93	3.37	3.5	21.45
833	Porterville	4.17	11.71	3.82	46.24	21.24	94.52	94.3	3.95	5.56	12.16
834	Porterville	45.11	127.13	5.78	1121.15	36.88	1013.62	1030.18	8.82	6.38	15.38
835	Porterville	31	91.7	15.85	945.69	71.62	915.19	930.82	10.31	4.52	17.16
836	Porterville	1.29	3.8	1.8	35.94	12.05	105.4	105.88	9.46	6.7	37.73
837	Porterville	3.29	9.74	37.78	90.62	159.35	725.91	701.28	9.3	4.22	30.03
838	Porterville	14.02	41.48	5.3	478.54	43.65	488.62	496.13	11.54	8.24	21.05
839	Porterville	5	14.79	76.3	159.2	627.74	1332.9	1313.89	10.76	8.23	29.06
840	Unincorpor	28.56	84.49	45.71	861.99	408.99	1531.11	1513.29	10.2	8.95	23.38
841	Unincorpor	0	0	0	0	0	0	0	0	0	0
842	Unincorpor	0	0	0	0	0	0	0	0	0	0
843	Unincorpor	0	0	0	0	0	0	0	0	0	0
844	Unincorpor	0	0	0	0	0	0	0	0	0	0
845	Unincorpor	0	0	0	0	0	0	0	0	0	0
846	Unincorpor	0	0	0	0	0	0	0	0	0	0
847	Unincorpor	0	0	0	0	0	0	0	0	0	0
848	Unincorpor	0	0	0	0	0	0	0	0	0	0
849	Unincorpor	0	0	0	0	0	0	0	0	0	0
850	Unincorpor	0	0	0	0	0	0	0	0	0	0
851	Unincorpor	0	0	0	0	0	0	0	0	0	0
852	Unincorpor	0	0	0	0	0	0	0	0	0	0
853	Unincorpor	0	0	0	0	0	0	0	0	0	0
854	Unincorpor	0	0	0	0	0	0	0	0	0	0
855	Unincorpor	0	0	0	0	0	0	0	0	0	0

856	Unincorpor	0	0	0	0	0	0	0	0	0	0
857	Unincorpor	0	0	0	0	0	0	0	0	0	0
858	Unincorpor	0	0	0	0	0	0	0	0	0	0
859	Unincorpor	0	0	0	0	0	0	0	0	0	0
860	Unincorpor	0	0	0	0	0	0	0	0	0	0
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862	Unincorpor	0	0	0	0	0	0	0	0	0	0
863	Unincorpor	0	0	0	0	0	0	0	0	0	0
864	Unincorpor	0	0	0	0	0	0	0	0	0	0
865	Unincorpor	0	0	0	0	0	0	0	0	0	0
866	Unincorpor	0	0	0	0	0	0	0	0	0	0
867	Unincorpor	0	0	0	0	0	0	0	0	0	0
868	Unincorpor	0	0	0	0	0	0	0	0	0	0
869	Unincorpor	0	0	0	0	0	0	0	0	0	0
870	Unincorpor	0	0	0	0	0	0	0	0	0	0
871	Unincorpor	0	0	0	0	0	0	0	0	0	0
872	Unincorpor	0	0	0	0	0	0	0	0	0	0
873	Unincorpor	0	0	0	0	0	0	0	0	0	0
874	Unincorpor	0	0	0	0	0	0	0	0	0	0
875	Unincorpor	0	0	0	0	0	0	0	0	0	0
876	Unincorpor	0	0	0	0	0	0	0	0	0	0
877	Unincorpor	0	0	0	0	0	0	0	0	0	0
878	Unincorpor	0	0	0	0	0	0	0	0	0	0
879	Unincorpor	0	0	0	0	0	0	0	0	0	0
880	Unincorpor	0	0	0	0	0	0	0	0	0	0
881	Unincorpor	0	0	0	0	0	0	0	0	0	0
882	Unincorpor	0	0	0	0	0	0	0	0	0	0
883	Unincorpor	0	0	0	0	0	0	0	0	0	0
884	Unincorpor	0	0	0	0	0	0	0	0	0	0
885	Unincorpor	0	0	0	0	0	0	0	0	0	0
886	Unincorpor	0	0	0	0	0	0	0	0	0	0
887	Unincorpor	0	0	0	0	0	0	0	0	0	0
888	Unincorpor	0	0	0	0	0	0	0	0	0	0
889	Unincorpor	0	0	0	0	0	0	0	0	0	0
890	Unincorpor	0	0	0	0	0	0	0	0	0	0
891	Unincorpor	0	0	0	0	0	0	0	0	0	0

892	Unincorpor	0	0	0	0	0	0	0	0	0	0
893	Unincorpor	0	0	0	0	0	0	0	0	0	0
894	Unincorpor	0	0	0	0	0	0	0	0	0	0
895	Unincorpor	0	0	0	0	0	0	0	0	0	0
896	Unincorpor	0	0	0	0	0	0	0	0	0	0
897	Unincorpor	0	0	0	0	0	0	0	0	0	0
898	Unincorpor	0	0	0	0	0	0	0	0	0	0
899	Unincorpor	0	0	0	0	0	0	0	0	0	0
900	Unincorpor	0	0	0	0	0	0	0	0	0	0
901	Unincorpor	514.6	1464.69	226.42	23025.26	2112.71	28431.89	28594.04	15.72	9.33	33.72
902	Unincorpor	89.84	262.67	60.94	3548.28	1567.65	9674.88	9500.42	13.51	25.72	59.25
903	Unincorpor	109.09	308.74	24.17	5155.45	264.56	4417.03	4489.88	16.7	10.95	26.75
904	Unincorpor	790.99	2269.24	244.16	32677.71	3801.01	45893.09	45806.04	14.4	15.57	36.48
905	Unincorpor	0	0	0	0	0	0	0	0	0	0
906	Unincorpor	0	0	0	0	0	0	0	0	0	0
907	Unincorpor	0	0	0	0	0	0	0	0	0	0
908	Unincorpor	0	0	0	0	0	0	0	0	0	0
909	Unincorpor	0	0	0	0	0	0	0	0	0	0
910	Unincorpor	0	0	0	0	0	0	0	0	0	0
911	Strathmore	125.51	368.85	151.23	4387.24	1488.65	8364.83	8243.56	11.89	9.84	31.93
912	Strathmore	146.87	432.58	65.33	5514.05	217.57	6326.58	6415.15	12.75	3.33	25.59
913	Strathmore	112.46	323.63	96.32	5366.88	332.76	9396.82	9601.39	16.58	3.45	45.24
914	Strathmore	7	20.71	166.58	21352.85	837.59	20987.57	20534.56	1031.04	5.03	221.7
915	Strathmore	52.61	143.31	31.36	1225.14	302.67	1890.24	1878.96	8.55	9.65	21.58
916	Strathmore	183.54	538.49	1.9	6300.29	14.13	4688.43	4782.66	11.7	7.44	17.53
917	Strathmore	79	233.68	0.14	3006.04	1.15	2195.25	2244.29	12.86	8.19	18.99
918	Strathmore	49	144.94	1.38	1881.19	13.22	1431.32	1464.95	12.98	9.58	19.79
919	Strathmore	5.07	15.01	6.79	184.26	54.65	233.36	235.26	12.28	8.05	21.5
920	Strathmore	36	101.98	38.13	939.26	361.53	1421.56	1430.91	9.21	9.48	20.36
921	Strathmore	6	17.75	0	209.55	0	160.42	164.32	11.81	0	18.3
922	Strathmore	40.86	117.21	8.21	1309.54	92.25	1214.57	1227.98	11.17	11.24	19.47
923	Strathmore	0	0	0	0	0	0	0	0	0	0
924	Strathmore	0	0	0	0	0	0	0	0	0	0
925	Strathmore	0	0	0	0	0	0	0	0	0	0
926	Strathmore	0	0	0	0	0	0	0	0	0	0
927	Strathmore	0	0	0	0	0	0	0	0	0	0

928	Strathmore	0	0	0	0	0	0	0	0	0	0
929	Strathmore	0	0	0	0	0	0	0	0	0	0
930	Strathmore	0	0	0	0	0	0	0	0	0	0
931	Strathmore	0	0	0	0	0	0	0	0	0	0
932	Strathmore	0	0	0	0	0	0	0	0	0	0
933	Strathmore	0	0	0	0	0	0	0	0	0	0
934	Strathmore	0	0	0	0	0	0	0	0	0	0
935	Strathmore	0	0	0	0	0	0	0	0	0	0
936	Strathmore	65	183.97	28.8	2193.1	415.95	2746.01	2746.68	11.92	14.44	25.82
937	Terra_Bella	237.38	710.56	36.38	6387.32	404.91	6061.92	6110.97	8.99	11.13	16.3
938	Terra_Bella	76.57	220.91	1.25	2523.98	13.08	1962.52	1996.87	11.43	10.46	17.82
939	Terra_Bella	23	65.1	672.13	714.31	8110.11	12673.78	12441.6	10.97	12.07	34.07
940	Terra_Bella	373.85	1093.31	159.18	13315.98	736.68	19752.91	19935.32	12.18	4.63	31.69
941	Terra_Bella	137	387.75	86.93	5177.41	828.25	5669.75	5705.86	13.35	9.53	23.96
942	Terra_Bella	0	0	0	0	0	0	0	0	0	0
943	Terra_Bella	0	0	0	0	0	0	0	0	0	0
944	Terra_Bella	0	0	0	0	0	0	0	0	0	0
945	Terra_Bella	0	0	0	0	0	0	0	0	0	0
946	Terra_Bella	0	0	0	0	0	0	0	0	0	0
947	Terra_Bella	0	0	0	0	0	0	0	0	0	0
948	Terra_Bella	0	0	0	0	0	0	0	0	0	0
949	Terra_Bella	0	0	0	0	0	0	0	0	0	0
950	Terra_Bella	0	0	0	0	0	0	0	0	0	0
951	Three_Rive	175	503.86	69.9	6771.49	760.88	9551.76	9453.6	13.44	10.89	33.12
952	Three_Rive	377.9	1083.4	116.79	15355.27	1121.7	16930.98	16878.68	14.17	9.6	28.17
953	Three_Rive	152	430.2	12.05	6727.43	151.61	6561.27	6616.51	15.64	12.58	29.8
954	Three_Rive	69.7	201.83	265.93	2460.65	2733.5	14377.66	13975.01	12.19	10.28	60.61
955	Three_Rive	358.06	1021.57	122.24	15960.67	1382.38	19743.43	19723.33	15.62	11.31	34.5
956	Three_Rive	308.03	871.81	70.87	17801.31	1014.79	17925.56	18052.83	20.42	14.32	38.17
957	Three_Rive	0	0	0	0	0	0	0	0	0	0
958	Three_Rive	0	0	0	0	0	0	0	0	0	0
959	Three_Rive	0	0	0	0	0	0	0	0	0	0
960	Three_Rive	0	0	0	0	0	0	0	0	0	0
961	Three_Rive	0	0	0	0	0	0	0	0	0	0
962	Three_Rive	0	0	0	0	0	0	0	0	0	0
963	Three_Rive	0	0	0	0	0	0	0	0	0	0

964	Three_Rive	0	0	0	0	0	0	0	0	0	0
965	Three_Rive	0	0	0	0	0	0	0	0	0	0
966	Three_Rive	3.6	10.2	9.76	171.96	167.55	490.5	483.8	16.86	17.17	48.81
967	Three_Rive	4	11.32	63.73	186.71	1082.73	1944.52	1922.71	16.49	16.99	51.53
968	Tipton	166.97	479.56	613.89	7007.3	10548.37	23883.91	23395.05	14.61	17.18	43.24
969	Tipton	487.7	1395.96	142.62	24130.64	976.88	27701.62	28263.6	17.29	6.85	36.37
970	Tipton	0	0	0	0	0	0	0	0	0	0
971	Tipton	0	0	0	0	0	0	0	0	0	0
972	Tipton	0	0	0	0	0	0	0	0	0	0
973	Tipton	0	0	0	0	0	0	0	0	0	0
974	Tipton	0	0	0	0	0	0	0	0	0	0
975	Tipton	0	0	0	0	0	0	0	0	0	0
976	Traver	95.31	274.42	46.5	5054.14	269.02	7088.01	7112	18.42	5.79	44.25
977	Traver	85.13	241.39	32.23	3995.92	418.9	4091.43	4020.87	16.55	13	29.65
978	Traver	0	0	0	0	0	0	0	0	0	0
979	Traver	0	0	0	0	0	0	0	0	0	0
980	Traver	0	0	0	0	0	0	0	0	0	0
981	Traver	0	0	0	0	0	0	0	0	0	0
982	Traver	0	0	0	0	0	0	0	0	0	0
983	Traver	0	0	0	0	0	0	0	0	0	0
984	Traver	0	0	0	0	0	0	0	0	0	0
985	Traver	0	0	0	0	0	0	0	0	0	0
986	Traver	0	0	0	0	0	0	0	0	0	0
987	Traver	0	0	0	0	0	0	0	0	0	0
988	Traver	0	0	0	0	0	0	0	0	0	0
989	Traver	0	0	0	0	0	0	0	0	0	0
990	Traver	0	0	0	0	0	0	0	0	0	0
991	Traver	0	0	0	0	0	0	0	0	0	0
992	Traver	0	0	0	0	0	0	0	0	0	0
993	Traver	0	0	0	0	0	0	0	0	0	0
994	Traver	0	0	0	0	0	0	0	0	0	0
995	Traver	0	0	0	0	0	0	0	0	0	0
996	Traver	0	0	0	0	0	0	0	0	0	0
997	Traver	0	0	0	0	0	0	0	0	0	0
998	Traver	0	0	0	0	0	0	0	0	0	0
999	Traver	0	0	0	0	0	0	0	0	0	0

1000	Traver	0	0	0	0	0	0	0	0	0	0
1001	Tulare	22.1	60.95	14.68	498.67	144.92	708.06	714.82	8.18	9.87	18.81
1002	Tulare	6.07	17.95	11.76	201.09	81.3	314.43	314.36	11.2	6.91	21.16
1003	Tulare	53.51	156.4	28.48	1535.87	270.4	1600.23	1607.44	9.82	9.49	17.35
1004	Tulare	140.74	374.24	55.13	2232.23	454.03	3458.84	3455.37	5.96	8.24	16.1
1005	Tulare	234.28	690.79	24.5	6775.63	219.36	5511.88	5582.52	9.81	8.95	15.51
1006	Tulare	305.61	887.57	26.41	7894.29	254.97	6391.15	6512.21	8.89	9.65	14.12
1007	Tulare	260.56	766.66	12.04	6706.73	79.76	5525.43	5622.37	8.75	6.62	14.32
1008	Tulare	1.73	5.12	394.9	42.84	3263.89	10522.95	10154.21	8.37	8.27	51.69
1009	Tulare	0.1	0.31	0.83	1.84	5.53	18.76	18.67	5.93	6.67	32.83
1010	Tulare	252	745.41	38.66	6918.73	324.77	5643.91	5735.12	9.28	8.4	14.51
1011	Unincorpor	1.81	4.8	51	2421.2	125.5	7500.74	7793.42	504.42	2.46	274.09
1012	Tulare	103.44	303.19	17.44	3006.51	110.43	2631.41	2657.13	9.92	6.33	16.49
1013	Tulare	134.05	384.09	15.96	3914.66	138.14	3441.53	3425.23	10.19	8.66	17.16
1014	Tulare	92.31	273.04	60.85	2882.49	464.43	3624.42	3607.9	10.56	7.63	21.66
1015	Tulare	126.74	374.9	140.78	6799.11	596.04	15216.26	15172.9	18.14	4.23	58.93
1016	Tulare	23.26	68.81	35.2	642.4	286.19	1079.59	1070.84	9.34	8.13	20.68
1017	Tulare	93.92	273.03	19.63	2439.75	160.03	2228.58	2250.12	8.94	8.15	15.3
1018	Tulare	160	473.28	69.98	3973.86	633.08	3959.15	4014.73	8.4	9.05	14.68
1019	Tulare	96.34	270.96	4.09	1978.85	39.46	1721.22	1744.36	7.3	9.65	12.6
1020	Tulare	112	306.33	172.54	1805.04	2809.45	11136.37	10875.83	5.89	16.28	45.97
1021	Tulare	0	0	245.25	0	1257.04	9623.64	9255.36	0	5.13	76.98
1022	Tulare	0	0	750.02	0	4557.3	37774.1	36452.44	0	6.08	98.97
1023	Tulare	15.82	43.27	118.42	273.24	1383.09	4633.91	4484.01	6.31	11.68	56.39
1024	Tulare	171	505.81	10.88	4630.15	94.72	3564.64	3607.33	9.15	8.71	13.88
1025	Tulare	0	0	252.69	0	1148.17	10255.06	9814.2	0	4.54	79.42
1026	Tulare	150.36	437.74	1.22	4019.09	5.63	3019.64	3063.84	9.18	4.62	13.86
1027	Tulare	168.5	472.51	15.24	4128.13	81.82	3508.9	3579.36	8.74	5.37	14.53
1028	Tulare	456	1348.83	5.28	13886.55	42.21	10698.3	10866.74	10.3	8	15.93
1029	Tulare	424.22	1254.26	28.91	12144.46	320.87	10333.72	10439.24	9.68	11.1	16.19
1030	Tulare	417.73	1203.19	10.15	10248.07	86.72	8327.64	8466.74	8.52	8.54	13.84
1031	Tulare	543.56	1483.53	45.86	9378.82	313.92	9155.29	9239.99	6.32	6.85	12.03
1032	Tulare	59	174.52	88.95	1484.57	608.68	3770.57	3644.81	8.51	6.84	28.15
1033	Tulare	266	786.82	161.71	6294.15	826.49	7370.6	7376.65	8	5.11	15.55
1034	Tulare	205.59	576.39	494.59	3648.51	3487.03	17908.82	17503.55	6.33	7.05	33.07
1035	Tulare	66.57	194.63	928.57	3226.04	7482.97	23616.59	23182.49	16.58	8.06	41.67

1036	Tulare	29.84	85.85	336.41	644.59	3799.36	13927.12	13472.72	7.51	11.29	64.89
1037	Tulare	146.68	431.87	139.46	3513.46	768.91	4745.66	4736.17	8.14	5.51	16.6
1038	Tulare	0	0	94.48	0	834.31	4307.89	4098.63	0	8.83	88.98
1039	Tulare	184.68	540.7	356.88	4207.97	3060.26	20503.75	19870.77	7.78	8.58	44.98
1040	Tulare	131	387.49	217.75	2997.44	2242.25	10681.17	10418.37	7.74	10.3	34.86
1041	Tulare	158.94	457.91	25.49	3516.85	154.92	3418.21	3453.6	7.68	6.08	14.22
1042	Tulare	91.05	268.98	280.47	2228.1	1673.41	13319.08	12846.36	8.28	5.97	47.62
1043	Tulare	6	17.75	16.84	171.03	71.06	677.02	660.41	9.64	4.22	38.67
1044	Tulare	66.14	187.66	9.12	1742.2	43.15	1780.55	1794.36	9.28	4.73	18.17
1045	Tulare	380.42	1119.37	81.96	12474.02	233.93	14873.66	14966.92	11.14	2.85	24.84
1046	Tulare	431	1274.88	96.7	13394.62	297.07	15895.79	16006.63	10.51	3.07	23.26
1047	Tulare	64.32	183.35	220.05	51533.15	530.31	46474.87	45750.4	281.06	2.41	228.62
1048	Tulare	304.91	886.82	31.34	7295.48	190.79	6169.11	6272.46	8.23	6.09	13.55
1049	Tulare	147.77	421.26	295.61	3257.02	1930.35	15281.98	15037	7.73	6.53	42.29
1050	Tulare	124.29	363.99	34.88	2858.38	276.06	3200.36	3215.37	7.85	7.91	16.08
1051	Tulare	102.3	296.67	815.77	1867.66	3659.46	11551.92	11353.36	6.3	4.49	20.59
1052	Tulare	193.88	541.6	136.17	5325	387.51	8668.74	8976.84	9.83	2.85	26.03
1053	Tulare	313.13	879.64	23.99	6313.23	177.42	5691.87	5789.72	7.18	7.4	12.71
1054	Tulare	240.54	686.76	4.54	5422.36	38.75	4638.57	4721.6	7.9	8.54	13.54
1055	Tulare	217.63	587.04	108.92	3719.13	322.11	6327.56	6269.76	6.34	2.96	18.1
1056	Tulare	5.63	16.44	3.47	168.62	21.15	439.64	437.71	10.26	6.1	44.07
1057	Tulare	105.15	286.4	20.19	2171.46	122.79	2362.13	2366.13	7.58	6.08	15.42
1058	Tulare	335.96	970.59	38.15	8405.01	337.68	7206.37	7274.62	8.66	8.85	14.36
1059	Tulare	196.7	568.24	4.09	4903.44	34.55	3779.49	3838.81	8.63	8.45	13.31
1060	Tulare	284.02	800.43	131.65	5870.58	1112.26	8053.63	8008.06	7.33	8.45	17.23
1061	Tulare	195.92	536.92	41.38	3531.96	286.82	3790.25	3810.9	6.58	6.93	13.14
1062	Tulare	93.49	251.53	126.21	5087.57	1020.87	8281.76	8164.68	20.23	8.09	43.54
1063	Tulare	44.19	120.42	609.32	517.57	4833.74	12487.9	12266.6	4.3	7.93	33.92
1064	Tulare	7.57	20.11	455.28	70.8	3420.64	8536.13	8383.59	3.52	7.51	35.59
1065	Tulare	96.83	264.4	359.65	1376.98	3342.17	10598.45	10340.37	5.21	9.29	33.55
1066	Tulare	286.8	846.59	19.1	6974.4	135.39	5873.8	5992.76	8.24	7.09	13.71
1067	Tulare	37	109.44	260.41	50820.46	706.61	48552.95	47664.88	464.37	2.71	260.15
1068	Tulare	107.11	293.3	103.23	1330.36	848.26	4852	4801.57	4.54	8.22	24.35
1069	Tulare	45.38	129.95	88.88	880.86	1290.66	5507.23	5381.37	6.78	14.52	49.76
1070	Tulare	166.02	480.65	69.21	3980.04	678.7	5000.22	4976.55	8.28	9.81	18.14
1071	Tulare	319.99	906.92	118.4	8971.18	899.17	15595.4	15589.35	9.89	7.59	30.41

1072	Tulare	90.74	268.4	32.02	2603.88	410.47	3269.45	3329.93	9.7	12.82	21.97
1073	Tulare	42.2	124.83	8.44	1312.49	44.6	1096.33	1107.61	10.51	5.28	16.54
1074	Tulare	414.44	1213.08	12.29	12103.79	99.77	9557.4	9715.84	9.98	8.12	15.73
1075	Tulare	569.65	1677.67	167.87	19076.68	698.76	26116.71	26199	11.37	4.16	28.35
1076	Tulare	305.09	877.35	65.54	7101.99	463.05	8265.37	8270.47	8.09	7.07	17.54
1077	Tulare	404.76	1136.05	39.15	8302.64	240.34	8552.45	8610.71	7.31	6.14	14.6
1078	Tulare	95.05	252.57	2.09	1547.25	23.83	1707.05	1727.11	6.13	11.4	13.49
1079	Tulare	4	11.83	856.36	82.28	2603.2	15007.97	14595.28	6.96	3.04	34.1
1080	Tulare	0.74	2.18	159.32	18.59	1697.7	4279.01	4130.3	8.53	10.66	52.07
1081	Tulare	364.08	1062.48	2	9143.43	18.11	7601.65	7745.99	8.61	9.06	14.42
1082	Tulare	77.57	227.36	2	2008.8	18.26	1676.4	1707.84	8.84	9.13	14.76
1083	Tulare	96.09	282.9	5.27	2525.16	50.51	2130.74	2168.21	8.93	9.58	14.92
1084	Tulare	92.03	270.4	5	2516.69	48.53	2094.25	2137.5	9.31	9.71	15.37
1085	Tulare	56	165.65	73.67	2353.97	267.61	5303.7	5303.59	14.21	3.63	44.32
1086	Tulare	269.14	715.19	26.31	4566.5	217.5	4570.01	4620.96	6.39	8.27	12.4
1087	Tulare	517.57	1507.14	168.1	12381.43	1533.29	14106.28	14125.63	8.22	9.12	16.85
1088	Tulare	111.69	327.83	43.24	3274.09	296.77	3818.29	3835.15	9.99	6.86	20.63
1089	Tulare	450.07	1315.63	83.35	14090.9	263.29	15544.32	15720.71	10.71	3.16	22.35
1090	Tulare	150.26	430.92	126.19	3383.23	522.27	7774.5	7606.41	7.85	4.14	27.61
1091	Tulare	21.91	58.21	531.09	285.14	4896.59	8169.41	8057.79	4.9	9.22	27.54
1092	Tulare	253.43	743.11	91.13	6774.82	1333.77	10404.95	10289.55	9.12	14.64	24.81
1093	Tulare	477.62	1405.68	6.79	14296.35	64.75	10585.37	10729.64	10.17	9.54	15.09
1094	Tulare	188.43	557.37	216.4	53894.98	1028.29	53578.22	52776.44	96.7	4.75	137.45
1095	Tulare	3	8.87	11.91	92.74	88.7	490.14	491.11	10.46	7.45	47.22
1096	Tulare	0	0	25.04	0	255.36	814.41	800.85	0	10.2	64.51
1097	Tulare	9.12	26.97	8.74	275.96	57.68	564.56	569.63	10.23	6.6	31.76
1098	Tulare	668.24	1934.46	163.94	28003.25	746.4	25207.24	25327.6	14.48	4.55	24.08
1099	Tulare	19	56.2	46.39	545.62	381.31	1404.81	1394.62	9.71	8.22	27.29
1100	Tulare	7.04	20.82	380.43	173.19	3903.3	8987.24	8810.75	8.32	10.26	44.36
1101	Tulare	15.49	45.38	384.69	344.51	2491.86	10499.91	10240.07	7.59	6.48	48.22
1102	Tulare	4.96	13.57	601.31	80.46	3933.29	13497.98	13243.19	5.93	6.54	43.49
1103	Tulare	5	14.79	1055.68	120.77	12843.48	47312.65	45744.97	8.17	12.17	86.93
1104	Tulare	0	0	381.32	0	1330.05	4436.99	4450.71	0	3.49	23.31
1105	Tulare	5.17	15.3	278.29	130.62	2225.53	7085.72	6897.63	8.54	8	47.63
1106	Tulare	363.76	1061.62	35.46	10196.77	386.51	8994.11	9083.99	9.6	10.9	16.48
1107	Tulare	463.57	1328.05	172.75	10810.41	1711.67	11219.72	11291.14	8.14	9.91	15

1108	Tulare	177.73	525.36	23.79	5203.7	111.58	4859.03	4899.77	9.91	4.69	17.77
1109	Tulare	267.21	778.77	10.27	7946.94	182.47	6692.03	6691.63	10.2	17.77	16.96
1110	Tulare	385.67	1108.62	69.96	12311.16	371.61	14875.6	15072.36	11.1	5.31	25.41
1111	Tulare	185.88	543.51	25.65	6050.67	205.65	5146.07	5197.71	11.13	8.02	18.17
1112	Tulare	7	20.71	14.83	254.64	135.16	1261.17	1268.55	12.3	9.11	71.18
1113	Tulare	281	831.19	61.98	8912.01	618.22	8198.91	8373.69	10.72	9.97	18.55
1114	Tulare	5.18	15.32	315.25	150.82	2847.47	9255.52	9038.73	9.84	9.03	55.34
1115	Tulare	1	2.96	592.55	28.94	5566.06	13586.87	13318.91	9.78	9.39	45.18
1116	Tulare	100	265.72	142.42	1911.93	1686.11	5459.64	5349.49	7.2	11.84	26.48
1117	Tulare	0.1	0.31	93.9	2.44	1523.34	5111.27	4885.34	7.88	16.22	106.11
1118	Tulare	394	1046.94	340.16	7812.99	4029.88	15840.42	15709.13	7.46	11.85	22.74
1119	Tulare	1	2.96	56.67	37.65	621.96	1186.58	1155.34	12.72	10.98	39.27
1120	Tulare	2	5.92	91.5	71.5	899.67	2617.29	2520.49	12.08	9.83	52.74
1121	Tulare	0	0	235.08	0	3471.07	5966.94	5864.35	0	14.77	50.33
1122	Unincorpor	0.96	2.54	0.14	17.44	0.32	21.08	21.35	6.86	2.32	15.83
1123	Tulare	87.3	257.95	61.83	2360.73	526.6	3020.14	3013.44	9.15	8.52	18.87
1124	Tulare	2.3	6.51	0.27	56.72	1.32	52.68	53.59	8.71	4.87	15.67
1125	Tulare	90.21	264.08	2.86	2512.96	15.22	1898.14	1930.55	9.52	5.32	14.34
1126	Tulare	189.76	543.33	9.53	4563.11	48.46	3617.44	3669.3	8.4	5.08	13.18
1127	Tulare	43	127.19	86.19	1129.8	633.15	2223.34	2185.93	8.88	7.35	20.66
1128	Tulare	4	11.83	579.67	97.17	5650.84	32316.85	30933.68	8.21	9.75	106.93
1129	Tulare	96.28	284.79	9.05	2683.8	64.31	2102.53	2129.7	9.42	7.11	14.4
1130	Tulare	91.16	245.7	32.93	1790.75	69.34	1790.24	1800.24	7.29	2.11	12.89
1131	Tulare	271.43	785.6	236.65	5655.4	1864.85	9567.05	9573.58	7.2	7.88	18.72
1132	Tulare	6.46	17.43	92.77	97.1	732.64	2453.4	2422.38	5.57	7.9	44.24
1133	Tulare	9.54	27.94	1.55	0	0	0	0	0	0	0
1134	Tulare	274.68	797.13	52.84	7843.98	258.29	7813.17	7810.24	9.84	4.89	18.38
1135	Tulare	98.35	285.4	19.31	2438.63	128.16	2649.4	2649.24	8.54	6.64	17.39
1136	Unincorpor	1.34	3.96	1.22	38.43	2.96	109.81	108.75	9.71	2.43	42.19
1137	Tulare	16.57	47.92	2.04	446.54	9.09	366.01	371.59	9.32	4.46	14.76
1138	Tulare	20.25	57.43	2.99	502.47	5.05	411.42	418.2	8.75	1.69	13.73
1139	Tulare	15.01	42.44	378.44	251.93	600.52	3309.2	3302.6	5.94	1.59	15.71
1140	Tulare	73.34	212.81	6.96	1749.42	63.42	1462.87	1495.38	8.22	9.11	13.46
1141	Tulare	73.58	217.65	1.5	2269.29	15.53	1677.71	1703.2	10.43	10.35	15.43
1142	Tulare	619.09	1831.26	85.34	17916.11	451.1	16595.92	16672	9.78	5.29	17.36
1143	Tulare	375.71	1111.33	24.58	12414.43	210.93	9630.76	9748.94	11.17	8.58	17.06

1144	Tulare	445.02	1310.94	23.89	14433.45	279.73	11194.17	11391.56	11.01	11.71	16.92
1145	Tulare	21.25	59.45	621.99	293.55	5236.94	11613.91	11234.13	4.94	8.42	33.53
1146	Tulare	23.43	69.17	36.47	695.77	280.56	1230.38	1228.58	10.06	7.69	23.28
1147	Tulare	20.94	61.94	56.11	1772.73	292.13	5266.88	5307.27	28.62	5.21	89.57
1148	Tulare	83.12	245.88	34.81	2506.22	253.47	3013.81	3013.38	10.19	7.28	21.47
1149	Tulare	56.87	162.56	654.13	1298.56	5612.1	19601.85	18764.47	7.99	8.58	46.98
1150	Tulare	39.67	117.33	28.5	1227.3	163.11	2220.5	2202.36	10.46	5.72	30.33
1151	Tulare	352.76	1006.54	65.47	9599.84	187.69	7904.53	8032.05	9.54	2.87	14.87
1152	Tulare	63.74	183.46	38.86	1823.33	306.33	2188.2	2215.05	9.94	7.88	19.81
1153	Tulare	112.01	331.31	38.41	3601.83	355	3604.07	3627.57	10.87	9.24	19.56
1154	Tulare	30.46	90.09	13.66	961.97	143.84	939.99	948.08	10.68	10.53	18.2
1155	Tulare	6.7	19.82	16.91	230.64	158.6	578.04	576.04	11.64	9.38	31.42
1156	Tulare	108.77	320.91	37.9	4030.39	439.9	4835.05	4877.57	12.56	11.61	27.07
1157	Unincorpor	0	0	0	0	0	0	0	0	0	0
1158	Unincorpor	0	0	0	0	0	0	0	0	0	0
1159	Unincorpor	0	0	0	0	0	0	0	0	0	0
1160	Unincorpor	0	0	0	0	0	0	0	0	0	0
1161	Unincorpor	0	0	0	0	0	0	0	0	0	0
1162	Unincorpor	0	0	0	0	0	0	0	0	0	0
1163	Unincorpor	0	0	0	0	0	0	0	0	0	0
1164	Unincorpor	0	0	0	0	0	0	0	0	0	0
1165	Unincorpor	0	0	0	0	0	0	0	0	0	0
1166	Unincorpor	0	0	0	0	0	0	0	0	0	0
1167	Unincorpor	0	0	0	0	0	0	0	0	0	0
1168	Unincorpor	0	0	0	0	0	0	0	0	0	0
1169	Unincorpor	0	0	0	0	0	0	0	0	0	0
1170	Unincorpor	0	0	0	0	0	0	0	0	0	0
1171	Unincorpor	0	0	0	0	0	0	0	0	0	0
1172	Unincorpor	0	0	0	0	0	0	0	0	0	0
1173	Unincorpor	0	0	0	0	0	0	0	0	0	0
1174	Unincorpor	0	0	0	0	0	0	0	0	0	0
1175	Unincorpor	0	0	0	0	0	0	0	0	0	0
1176	Unincorpor	0	0	0	0	0	0	0	0	0	0
1177	Unincorpor	0	0	0	0	0	0	0	0	0	0
1178	Unincorpor	0	0	0	0	0	0	0	0	0	0
1179	Unincorpor	0	0	0	0	0	0	0	0	0	0

1180	Unincorpor	0	0	0	0	0	0	0	0	0	0
1181	Unincorpor	0	0	0	0	0	0	0	0	0	0
1182	Unincorpor	0	0	0	0	0	0	0	0	0	0
1183	Unincorpor	0	0	0	0	0	0	0	0	0	0
1184	Unincorpor	0	0	0	0	0	0	0	0	0	0
1185	Unincorpor	0	0	0	0	0	0	0	0	0	0
1186	Unincorpor	0	0	0	0	0	0	0	0	0	0
1187	Unincorpor	0	0	0	0	0	0	0	0	0	0
1188	Unincorpor	0	0	0	0	0	0	0	0	0	0
1189	Unincorpor	0	0	0	0	0	0	0	0	0	0
1190	Unincorpor	0	0	0	0	0	0	0	0	0	0
1191	Unincorpor	0	0	0	0	0	0	0	0	0	0
1192	Unincorpor	0	0	0	0	0	0	0	0	0	0
1193	Unincorpor	0	0	0	0	0	0	0	0	0	0
1194	Unincorpor	0	0	0	0	0	0	0	0	0	0
1195	Unincorpor	0	0	0	0	0	0	0	0	0	0
1196	Unincorpor	0	0	0	0	0	0	0	0	0	0
1197	Unincorpor	0	0	0	0	0	0	0	0	0	0
1198	Unincorpor	0	0	0	0	0	0	0	0	0	0
1199	Unincorpor	0	0	0	0	0	0	0	0	0	0
1200	Unincorpor	0	0	0	0	0	0	0	0	0	0
1201	Visalia	0.1	0.29	11.2	1.69	89.05	234.57	228.23	5.84	7.95	40.28
1202	Visalia	224.76	574.84	27.54	4003.07	59.35	3743.07	3810.85	6.96	2.15	12.54
1203	Visalia	0	0	80	1729.94	112.42	6140	6356.77	0	1.41	156.21
1204	Visalia	285.03	756.39	23.71	5595.9	126	5006.25	5075.96	7.4	5.31	12.92
1205	Visalia	295.46	813.43	24.21	6255.91	123.38	5470.62	5540.31	7.69	5.1	13.15
1206	Visalia	61.9	159.38	22.39	1011.19	129.68	1355.01	1354.03	6.34	5.79	14.9
1207	Visalia	0.62	1.71	0.14	12.25	0.29	85.62	86.04	7.16	2.1	92.79
1208	Visalia	88.17	218.19	609.74	1328.55	2280.02	30317.74	28904.59	6.09	3.74	71.53
1209	Visalia	0	0	325.47	0	1551.62	8213.88	7831.95	0	4.77	49.3
1210	Visalia	0	0	406.71	0	3337.84	6443.04	6222.98	0	8.21	31.14
1211	Visalia	5	13.79	760.25	96.96	4121.44	13463.29	13096.36	7.03	5.42	34.31
1212	Visalia	190.15	524.41	19.63	4000.78	126.07	3628.34	3684.05	7.63	6.42	13.44
1213	Visalia	338.77	931.79	109	7003.95	603.01	7207.68	7272.2	7.52	5.53	13.91
1214	Visalia	277.26	755.88	19.41	5815.9	86.25	5158.83	5240.15	7.69	4.44	13.41
1215	Visalia	115.42	302.85	17.44	2147.54	96.12	2328.6	2352.04	7.09	5.51	14.61

1216	Visalia	429.22	1123.99	18.6	7704.86	117.24	6553.04	6605.16	6.85	6.3	11.52
1217	Visalia	665.24	1734.72	19.65	11569.18	114.36	9676.65	9839.73	6.67	5.82	11.12
1218	Visalia	199.72	550.82	4.54	3960.67	21.46	3178.28	3235.87	7.19	4.73	11.55
1219	Visalia	203.57	559.92	11.1	3983.48	50.55	3292.55	3346.65	7.11	4.55	11.63
1220	Visalia	377.74	1034.59	271.17	8536.34	1049.8	14008.69	13967.23	8.25	3.87	21.43
1221	Visalia	129.38	353.29	1.49	2407.58	7.87	1928.45	1962.17	6.81	5.28	10.97
1222	Visalia	32.17	88.71	0	679.04	0	519.47	532.44	7.65	0	11.86
1223	Visalia	237.61	620.77	5.95	4466.68	27.84	3648.82	3704.59	7.2	4.68	11.73
1224	Visalia	75.03	164.87	0	898.54	0	889.19	906.75	5.45	0	10.89
1225	Visalia	0	0	319.06	0	2150.37	5785.62	5528.5	0	6.74	35.46
1226	Visalia	0	0	922.39	0	2652.23	9671.52	9389	0	2.88	20.66
1227	Visalia	0	0	1194.24	0	5442.94	15547.8	15288.94	0	4.56	25.82
1228	Visalia	0	0	468.91	0	2934.21	7517.82	7396.17	0	6.26	31.81
1229	Visalia	208	573.64	153.8	4031.15	1069.9	6978.41	6893.31	7.03	6.96	19.07
1230	Visalia	203.3	560.67	26.21	4211.7	177.84	3776.21	3841.32	7.51	6.79	12.98
1231	Visalia	146.73	404.67	29.33	3158.21	146.38	3018.2	3028.48	7.8	4.99	13.93
1232	Visalia	0	0	205.82	0	1416.8	5184.68	4976.47	0	6.88	49.37
1233	Visalia	467.18	1274.36	32.09	9006.82	274.93	8275.09	8356.92	7.07	8.57	12.73
1234	Visalia	561.42	1541.4	108.67	12585.79	356.32	15484.41	15633.55	8.17	3.28	18.86
1235	Visalia	49.25	125.87	3.13	825.65	8.79	744.21	755.93	6.56	2.81	11.63
1236	Visalia	13.18	36.34	4.04	298.42	23.62	328.43	335.47	8.21	5.85	16.44
1237	Visalia	562.59	1541.12	725.65	10985.01	2449.45	23533.05	23254.37	7.13	3.38	20.64
1238	Visalia	565.17	1556.82	20.08	10409.05	88.36	8537.66	8694.19	6.69	4.4	10.93
1239	Visalia	618.08	1671.53	50.66	11243.87	309.43	10364.08	10466.49	6.73	6.11	12.1
1240	Visalia	250.64	679.49	6.09	4535.69	39.38	3642.07	3725.56	6.68	6.47	10.75
1241	Visalia	200	548.21	68.23	5229.33	174.32	7935.05	7982.8	9.54	2.55	25.82
1242	Visalia	238	656.37	15.51	4886.57	104.23	3914.98	3943.92	7.44	6.72	11.7
1243	Visalia	155.13	421.59	6.03	2926.24	11.55	2330.53	2382.92	6.94	1.92	11.02
1244	Visalia	32.68	87.68	2.73	654.46	16.68	571.17	580.78	7.46	6.11	12.74
1245	Visalia	223.98	554.21	11.96	3313.97	56.75	3147.42	3192.48	5.98	4.74	11.2
1246	Visalia	133.39	363.18	79.08	3872.86	169.62	7273.41	7392.79	10.66	2.14	33.16
1247	Visalia	62.67	171.62	197.14	1123.97	1130.28	9635.78	9260.88	6.55	5.73	51.24
1248	Visalia	176.52	463.54	4.1	3284.88	24.55	2682.24	2739.7	7.09	5.99	11.59
1249	Visalia	56.57	148.07	10.89	1061.71	58.26	1075.73	1081.14	7.17	5.35	13.57
1250	Visalia	0	0	433.24	47684.34	719.13	50723.09	49512.78	0	1.66	231.36
1251	Visalia	246.35	677.84	39.4	5826.31	165.9	4937.61	5006.33	8.6	4.21	13.86

1252	Visalia	4.18	11.54	195	121.08	1849.64	5939.26	5798.42	10.49	9.49	56.83
1253	Visalia	0	0	190.69	0	790.19	3233.82	3116.33	0	4.14	33.3
1254	Visalia	0	0	672.18	0	5000.93	12712.26	12174.05	0	7.44	37.02
1255	Visalia	2	5.52	912.46	41.91	5701.82	16426.35	15648.19	7.59	6.25	34.94
1256	Visalia	3	8.27	292.93	3999.42	1713.55	14272.19	13424.77	483.61	5.85	91.96
1257	Visalia	5	13.79	969.44	105.93	4336.51	16378.68	15634.6	7.68	4.47	32.56
1258	Visalia	0	0	344.51	0	2633.5	9543.94	9014.77	0	7.64	53.87
1259	Visalia	9	24.82	241.1	189.6	1605.94	4971.07	4745.79	7.64	6.66	36.54
1260	Visalia	4.39	12.11	389.1	6583.12	1516.07	11333.46	10747.77	543.61	3.9	55.04
1261	Visalia	16	44.13	969.63	302.38	2828.75	12760.67	12396.63	6.85	2.92	24.82
1262	Visalia	8.26	22.79	277.13	181.51	1949.82	8116.71	7767.99	7.96	7.04	52.96
1263	Visalia	110.64	305.14	1334.28	3690.37	9123.83	30185.54	29525.24	12.09	6.84	36.42
1264	Visalia	136.04	375.18	190.76	3690.68	1001.09	8049.97	7992.47	9.84	5.25	28.35
1265	Visalia	861.62	2186.31	775.78	13373.59	4552.59	27200.9	26717.61	6.12	5.87	18.2
1266	Visalia	962.49	2471.43	307.48	15463.65	2331.65	24856.04	24535.54	6.26	7.58	17.77
1267	Visalia	131.06	358.06	380.89	2244.86	1845.69	8095.59	7846.31	6.27	4.85	21.57
1268	Visalia	61	165.43	447.22	2623.68	2886.42	16646.56	15844.18	15.86	6.45	53.03
1269	Visalia	153.4	380.24	71.76	2156.02	377.15	3026.72	3018.28	5.67	5.26	13.37
1270	Visalia	259.89	692.17	94.69	4502.21	517.56	5064.16	5047.52	6.5	5.47	12.85
1271	Visalia	187.75	473.65	44.27	2749.21	217.8	3090.39	3102.91	5.8	4.92	11.96
1272	Visalia	337.97	887.54	294.13	13972.39	1119.81	23957.55	23740.89	15.74	3.81	40.37
1273	Visalia	262.01	666.85	43.02	3974.62	227.01	4115.73	4156.06	5.96	5.28	11.65
1274	Visalia	287.16	745.9	117.22	5717.95	401.6	8968.82	9102.02	7.67	3.43	20.94
1275	Visalia	693.68	1777.86	167.22	10823.14	621.78	15549.39	15669.58	6.09	3.72	16.05
1276	Visalia	158.66	372.99	42.07	1587.9	259.65	2914.28	2882.2	4.26	6.17	13.97
1277	Visalia	246.09	579.27	51.34	2362.67	302.95	3188.43	3167.09	4.08	5.9	10.08
1278	Visalia	126	314.23	26.62	1718.01	214.78	2526	2492.46	5.47	8.07	14.72
1279	Visalia	122.56	298.84	228.9	1701.4	1088.24	6733.55	6755.04	5.69	4.75	25.56
1280	Visalia	125.22	298.13	98.54	1469.96	507.87	3259.72	3225.91	4.93	5.15	16.35
1281	Visalia	7.95	21.24	223.87	106.87	1193.65	2955.63	2879.52	5.03	5.33	23.81
1282	Visalia	6	16.55	217.26	100.57	881.62	6759.09	6456.95	6.08	4.06	56.52
1283	Visalia	130	358.52	110.14	2368.99	841.33	7074.7	6855.58	6.61	7.64	29.72
1284	Visalia	282.98	773.57	32.93	4774.78	133.86	4308.61	4346.52	6.17	4.06	10.73
1285	Visalia	261.55	665.23	239.03	3292.71	783.13	6629.75	6544.74	4.95	3.28	14.57
1286	Visalia	175.43	467.14	280.73	7870.59	1174.39	11011.31	10800.55	16.85	4.18	29.17
1287	Visalia	314.7	734.8	20.28	4243.26	121.62	4498.98	4606.98	5.77	6	12.06

1288	Visalia	310.28	779.22	43.77	5449.9	201.49	5101.79	5145.36	6.99	4.6	12.45
1289	Visalia	301.03	791.79	120.32	5704.62	891.82	6027.5	6053.44	7.2	7.41	13.25
1290	Visalia	67.67	186.63	22.95	1794.21	183.78	1953.84	1967.74	9.61	8.01	18.71
1291	Visalia	366.21	991.53	284.84	6268.41	1958.75	14692.95	14366	6.32	6.88	22.77
1292	Visalia	194.51	432.41	592.64	1748.52	4018.81	15431.63	14854.73	4.04	6.78	29.55
1293	Visalia	331.41	864.98	112.38	5241.73	574.77	6348.06	6361.51	6.06	5.11	13
1294	Visalia	8.31	19.38	1814.04	2742.79	9774.24	27700.92	26913.89	141.53	5.39	29.79
1295	Visalia	66	182.02	237.58	838.09	1621.36	6360.67	6164.79	4.6	6.82	29.85
1296	Visalia	26.5	65.75	35.74	245.17	150.84	661.8	657.5	3.73	4.22	13
1297	Visalia	24	66.19	35.06	351.87	189.21	903.74	895.1	5.32	5.4	17.77
1298	Visalia	351.16	834.87	160.57	4495.81	492.19	6732.41	6887.96	5.39	3.07	13.68
1299	Visalia	26.34	67.47	277.72	287.14	2431.4	11437.34	10952.58	4.26	8.75	64.86
1300	Visalia	0	0	150	48757.7	216.5	40038.25	38834.83	0	1.44	525.82
1301	Visalia	28.51	64.44	276.29	187.04	1165.09	4980.57	4829.49	2.9	4.22	28.79
1302	Visalia	19.45	45.65	320.59	125.49	1718.56	5788.59	5616.63	2.75	5.36	31.14
1303	Visalia	7.61	17.46	836.68	51.18	4067.03	11190.89	10878.06	2.93	4.86	25.84
1304	Visalia	245.18	543.14	367.62	1414.3	1758.86	6064.23	5986.9	2.6	4.78	13.23
1305	Visalia	14.15	31.57	256.44	78.87	1276.9	4325.59	4217.62	2.5	4.98	29.66
1306	Visalia	6.31	13.86	353.87	22.57	2144.2	9606.52	9251.69	1.63	6.06	51.28
1307	Visalia	6.42	14.1	545.27	10585.41	3315.68	22840.71	21943.19	750.74	6.08	80.06
1308	Visalia	6.31	13.86	3634.82	29.87	9139.53	30969.75	30603.82	2.16	2.51	16.88
1309	Visalia	6.31	13.86	132.39	24.58	503.45	1443.96	1419.96	1.77	3.8	19.58
1310	Visalia	50.15	115.21	140.26	309.83	714.78	2659.32	2586.02	2.69	5.1	20.53
1311	Visalia	6.31	13.86	242.78	32.79	1442.52	3952.34	3858.63	2.37	5.94	30.44
1312	Visalia	7.31	16.62	492.11	296.81	2565.77	7947.38	7730.53	17.86	5.21	30.82
1313	Visalia	6.31	13.86	415.98	37.97	2180.57	8497.34	8120.81	2.74	5.24	38.66
1314	Visalia	6.31	13.86	518.73	434.07	3285.25	13002.85	12542.83	31.32	6.33	47.97
1315	Visalia	7.31	16.62	88.62	62.4	490.1	1231.08	1209.1	3.75	5.53	23.19
1316	Visalia	6.31	13.86	80.4	29.16	600.34	2356.1	2283.11	2.1	7.47	49.22
1317	Visalia	8.31	19.38	286.71	65.13	991.61	2564.72	2538.82	3.36	3.46	16.67
1318	Visalia	6.31	13.86	130.73	53.72	531.29	3383.14	3262.91	3.88	4.06	45.96
1319	Visalia	58.67	149.89	267.64	717.22	1299.41	4596.68	4466.25	4.78	4.86	21.71
1320	Visalia	0	0	487.27	0	3207.73	11587.26	11087.98	0	6.58	46.54
1321	Visalia	0	0	308.67	0	784.1	12031.7	11478.14	0	2.54	76.16
1322	Visalia	0	0	202.28	0	1145.47	3746.66	3620.81	0	5.66	36.42
1323	Visalia	25.45	58.69	213.36	282.05	1195.43	5225.06	5050.14	4.81	5.6	37.77

1324	Visalia	6.07	16.74	607.8	108.6	3011.69	14604.79	13998.9	6.49	4.96	45.8
1325	Visalia	74.56	202.39	137.21	0	0	0	0	0	0	0
1326	Visalia	55.15	145.93	210.9	963.9	1229.3	5241.28	5150.57	6.61	5.83	29.12
1327	Visalia	42.25	115.57	3.95	1006.5	28.94	824.7	809.49	8.71	7.33	13.67
1328	Visalia	589.47	1597.96	49.48	12663.53	337.97	10879.33	10968.96	7.92	6.83	13.26
1329	Visalia	8.37	23.08	150	1336.51	1282.28	9481.08	9243.64	57.91	8.55	108.19
1330	Visalia	0	0	263.19	0	4351.31	20283.28	19142.12	0	16.53	149.8
1331	Visalia	0	0	37	0	728.6	3115.28	2974.12	0	19.69	164.58
1332	Visalia	3.54	9.76	8.87	85.65	63.07	249.68	249.25	8.78	7.11	26.78
1333	Visalia	49.32	130.43	7.82	1031.92	50.17	945.59	957.48	7.91	6.42	13.77
1334	Visalia	90.24	237.28	10.43	1850.01	36.77	1781.08	1789.48	7.8	3.53	14.41
1335	Visalia	0	0	710.95	9613.6	2922	21642.39	20735.24	0	4.11	59.61
1336	Visalia	137.49	331.64	571.76	1732.97	2822.02	10788.35	10504.42	5.23	4.94	23.57
1337	Visalia	234.25	597.88	578.16	3495.29	1949.44	9867.71	9697.84	5.85	3.37	16.64
1338	Visalia	180.77	438.45	597.67	3465.07	3724.3	20504.74	20238.02	7.9	6.23	39.32
1339	Visalia	633.12	1418.38	79.38	6333.96	400.45	7641.44	7625.4	4.47	5.04	10.19
1340	Visalia	0	0	382.1	705.54	1659.39	16833.98	16061.09	0	4.34	86.09
1341	Visalia	381.62	965	13.41	5799.81	77.48	5139.7	5200.01	6.01	5.78	10.57
1342	Visalia	173.81	448.52	5.79	2447.62	35.25	2148.48	2184.58	5.46	6.09	9.54
1343	Visalia	295.93	812.78	11.36	5071.95	48.62	4257.33	4316.55	6.24	4.28	10.4
1344	Visalia	0	0	410.66	51226.54	874.4	38179.4	36162.46	0	2.13	181.03
1345	Visalia	70.15	167.54	41.48	650.33	265.62	2145.38	2089.34	3.88	6.4	20.26
1346	Visalia	349.31	959.81	267.63	17871.47	1903.19	23710.95	23094.87	18.62	7.11	38.13
1347	Visalia	194.19	516.75	183.44	3701.43	871.35	7261.3	7430.44	7.16	4.75	20.98
1348	Visalia	120.4	319.34	173.06	37264.3	354.69	31549.44	30824.5	116.69	2.05	126.67
1349	Visalia	242	601.16	53.79	3025.8	187.95	3421.63	3406.13	5.03	3.49	10.42
1350	Visalia	549.83	1382.09	244.89	8107.23	481.77	9041.88	9061.43	5.87	1.97	11.13
1351	Visalia	0	0	116.22	0	449.87	3425.34	3275.52	0	3.87	57.66
1352	Visalia	0	0	1126.1	0	5724.08	48275.91	46205.58	0	5.08	83.9
1353	Visalia	208.57	549.43	7.92	3673.43	52.49	3101.17	3166.52	6.69	6.63	11.25
1354	Visalia	277.82	704.42	293.93	5637.86	877.34	16072.66	15933.45	8	2.98	32.06
1355	Visalia	241.9	661.84	323.27	6749.06	2771.99	21494.78	21076.05	10.2	8.57	43.21
1356	Visalia	336.36	911.13	121.82	7479.66	876.91	8768.38	8741.71	8.21	7.2	16.95
1357	Visalia	17	46.88	4.3	413.11	29.45	447.17	451.57	8.81	6.85	17.56
1358	Visalia	81.9	225.22	8.22	1925.09	94.96	1842.86	1851.83	8.55	11.55	15.83
1359	Visalia	318	877	14.1	7033.1	77.52	5689.41	5780.22	8.02	5.5	12.87

1360	Visalia	621.74	1437.13	20.65	7510.06	114.53	7547.67	7627.71	5.23	5.55	10.41
1361	Visalia	825.55	2058.13	181.86	11478.14	634.49	13311.7	13317.41	5.58	3.49	11.89
1362	Visalia	262.01	721.85	12.29	5137.32	53.91	4292.34	4340.73	7.12	4.39	11.76
1363	Visalia	259	714.29	7.91	5076.01	44.83	4026.95	4063.53	7.11	5.67	11.2
1364	Visalia	408.43	1073.35	28.69	6570.98	141.64	5771.45	5813.94	6.12	4.94	10.51
1365	Visalia	174.18	479.25	72.1	4404.65	177.64	6885.99	6909.88	9.19	2.46	25.02
1366	Visalia	78	215.11	20.11	1372.08	81.62	1333.79	1334.27	6.38	4.06	11.34
1367	Visalia	198.46	520.22	178.04	2884.64	902.06	4510.21	4471.46	5.55	5.07	12.86
1368	Visalia	39.41	93.88	713.27	384.88	4851.79	23199.69	22433.59	4.1	6.8	56.54
1369	Visalia	170.42	377.37	492.13	1234.27	2974.44	12483.97	12018.58	3.27	6.04	28.18
1370	Visalia	430.07	1104.31	400.5	7980.2	1614.96	16668.75	16734.56	7.23	4.03	22.2
1371	Visalia	378.67	1008.63	76.17	6166.78	421.32	6031.76	6062.19	6.11	5.53	11.15
1372	Visalia	216.66	554.88	159.53	2945.36	681.49	4845.69	4810.48	5.31	4.27	13.52
1373	Visalia	542.28	1461.53	29.64	9313.22	173.11	8040.88	8186.92	6.37	5.84	10.88
1374	Visalia	270.25	658.24	25.94	3714.27	119.78	3861.47	3892.63	5.64	4.62	11.33
1375	Visalia	298.23	761.57	41.4	4683.08	263.58	4653.28	4698.53	6.15	6.37	11.65
1376	Visalia	410	1130.73	104.74	8396.49	581.84	8855.9	8916.37	7.43	5.56	14.39
1377	Visalia	205.24	563.28	421.08	4349.47	2799.28	11441.94	11127.79	7.72	6.65	22.93
1378	Visalia	494	1362.39	42.66	11580.94	310.36	9290.81	9455.56	8.5	7.28	13.34
1379	Visalia	13.47	37.15	31.92	311.62	187.8	1130.93	1109.6	8.39	5.88	32.44
1380	Visalia	177	488.14	33.77	4191.69	259.33	4288.52	4282.37	8.59	7.68	16.42
1381	Visalia	519.81	1428.08	47.32	11317.94	316.2	9725.46	9783.23	7.93	6.68	13.22
1382	Visalia	229.91	631.02	411.19	51951.89	1944.84	54671.38	53097.15	82.33	4.73	103.4
1383	Visalia	348.46	924.01	5.32	6015.43	33.46	4929.58	5036.75	6.51	6.29	10.72
1384	Visalia	374	967.54	81.51	7062.63	207.12	9231.81	9375.92	7.3	2.54	17.74
1385	Visalia	634.84	1715.21	182.77	13308.64	907.36	15999.56	15679.68	7.76	4.96	16.69
1386	Visalia	440.83	1165.95	18.98	6689.51	123.14	6164.53	6210.61	5.74	6.49	10.44
1387	Visalia	26.31	69.02	1132.7	237.08	3509.57	38235.82	36762.15	3.43	3.1	62.41
1388	Visalia	6.31	13.86	802.89	47.31	3534.85	16272.5	15564.32	3.41	4.4	38.98
1389	Visalia	387.23	953.25	581.41	4081.5	3066.55	23780.42	22963.14	4.28	5.27	30.46
1390	Visalia	224.45	602.99	16.52	3583.82	92.43	3264.41	3310.67	5.94	5.59	10.61
1391	Visalia	187.33	506.91	11.09	2862.71	52.62	2520.67	2564.59	5.65	4.74	9.82
1392	Visalia	279	769.45	9.87	5061.3	41.45	4218.86	4296.42	6.58	4.2	10.93
1393	Visalia	245	675.68	125.03	5251.56	364.67	8465.05	8631.15	7.77	2.92	21.35
1394	Visalia	131.09	359.81	1.41	2408.38	14.9	1956.82	1988.66	6.69	10.57	10.92
1395	Visalia	331	873.05	50.33	5329.31	178.32	4878.38	4922.33	6.1	3.54	10.61

1396	Visalia	271.19	615.52	58.91	3000.76	360.58	3575.42	3585.79	4.88	6.12	10.62
1397	Visalia	77.12	204.89	2.44	1539.72	4.71	1301.49	1313.82	7.51	1.93	12.61
1398	Visalia	38.8	103.44	0.95	796.53	3.05	623.08	632.45	7.7	3.21	12.03
1399	Visalia	113	311.64	25.61	2278.33	167.75	2027.15	2051.23	7.31	6.55	12.09
1400	Visalia	336.42	796.82	34.36	4679.94	143.29	4703.66	4727.98	5.87	4.17	11.35
1401	Visalia	498.01	1336.31	70.79	12261.15	199.86	14525.14	14698.79	9.18	2.82	20.77
1402	Visalia	90.53	235.43	16.79	1778.11	86.76	1644.79	1659.13	7.55	5.17	13.1
1403	Visalia	232.25	635.08	50.94	5064.08	289.99	4791.29	4856.68	7.97	5.69	14.06
1404	Visalia	32	88.25	8.6	770.91	55.48	744.31	751.13	8.74	6.45	15.44
1405	Visalia	320.29	883.32	38.38	7480.55	247.25	6270.69	6324.17	8.47	6.44	13.66
1406	Visalia	578.01	1381.61	155.67	12853.78	464.99	20860.99	21487.09	9.3	2.99	27.55
1407	Visalia	293	808.06	13.1	6195.47	57.77	4982.34	5044.92	7.67	4.41	12.21
1408	Visalia	256.74	682.7	119.85	4446.52	568.93	5312.08	5272.22	6.51	4.75	13.19
1409	Visalia	610	1548.75	367.74	10444	1168.35	18816.47	18736.68	6.74	3.18	19.59
1410	Visalia	487.41	1192.22	9.77	7090.39	54.51	6411.4	6334.49	5.95	5.58	10.6
1411	Visalia	80.8	180.61	608.68	455	2783.45	15841.89	15352.51	2.52	4.57	39.52
1412	Visalia	51.62	117.34	1134.13	424.35	6985.81	27249.67	26204.51	3.62	6.16	42.71
1413	Visalia	505.55	1377.42	34.58	9245.84	161.69	7941.18	8037.15	6.71	4.68	11.32
1414	Visalia	365.13	986.92	18.87	6468.67	96.48	5455.39	5522.32	6.55	5.11	10.91
1415	Visalia	177.11	456.98	76.94	2696.7	410.44	3633.49	3617.16	5.9	5.33	13.58
1416	Visalia	175	482.63	56.95	3217.4	344.32	3862.99	3856.95	6.67	6.05	14.31
1417	Visalia	146.84	401.8	4.72	3171.53	21.88	2451.33	2487.21	7.89	4.64	12.15
1418	Visalia	407.07	1093.8	20.69	8544.32	72.84	7268.6	7334.66	7.81	3.52	13.1
1419	Visalia	422.95	1154.24	80.02	9265.47	513.48	8710.26	8755.87	8.03	6.42	14.15
1420	Visalia	564.11	1449.33	44.76	11019.6	417.15	10220.9	10293.79	7.6	9.32	13.73
1421	Visalia	224.22	555.25	25.14	4490.95	141.61	3888.02	3946.44	8.09	5.63	13.5
1422	Visalia	2.52	6.96	2.64	63.97	17.93	173.94	173.03	9.19	6.79	36.14
1423	Visalia	19.84	53.74	98.06	2151.46	443.73	3896.91	3874.22	40.03	4.53	51.19
1424	Visalia	490	1351.36	33.49	10685.28	205.17	8680.72	8931.55	7.91	6.13	12.72
1425	Visalia	350.08	916.53	104.73	5969.97	546.65	7424.35	7376.69	6.51	5.22	14.49
1426	Visalia	279.71	749.27	597.88	6637.76	2413	17097.39	16970.6	8.86	4.04	25.29
1427	Visalia	345.31	852.32	70.38	4295.71	535.73	6068.28	6090.84	5.04	7.61	13.18
1428	Visalia	6.31	13.86	213.8	47.83	1539.27	7972.78	7651.53	3.45	7.2	68.63
1429	Visalia	20.31	52.47	715.06	196.21	5326.07	30819.83	29560.82	3.74	7.45	78.67
1430	Visalia	19.51	53.81	533.39	294.1	2444.17	18879.28	18009.3	5.47	4.58	62.82
1431	Visalia	6.31	13.86	1016.25	2260.87	4564.65	36384.6	35463.47	163.12	4.49	69.75

1432	Visalia	215.79	594.69	127.77	4250.11	780.74	5900.17	5778.94	7.15	6.11	16.17
1433	Visalia	185.33	511.12	22.51	3621.73	178.82	3354.36	3373.36	7.09	7.94	12.61
1434	Visalia	202.04	494.41	35.95	2818.36	128.76	3375.15	3363.67	5.7	3.58	12.71
1435	Visalia	47.95	132.24	9	984.63	61.61	859.73	868.36	7.45	6.85	12.24
1436	Visalia	204	545.79	98.14	3882.5	503.37	4468.16	4464.36	7.11	5.13	13.87
1437	Visalia	93.34	247.08	14.29	1884.66	58.03	1649.22	1667.69	7.63	4.06	12.69
1438	Visalia	51.42	138.51	9.22	1140.23	48.93	1031.61	1044.01	8.23	5.31	14.05
1439	Visalia	36.24	94.5	10.42	791.77	59.44	839.74	847.32	8.38	5.7	16.08
1440	Visalia	460.94	1159.5	66.49	9015.08	341.51	8359.46	8460.62	7.77	5.14	13.72
1441	Visalia	11.54	30.03	2.09	223.3	12.2	248.57	250.35	7.44	5.84	15.53
1442	Visalia	58.56	161.5	4.04	1214.98	22.75	1063.8	1082.11	7.52	5.63	12.96
1443	Visalia	193.94	464.13	136.52	2233.82	821.84	4934.93	4853.9	4.81	6.02	16.3
1444	Visalia	210	473.2	198.97	2112.06	1145.89	6304.67	6074.39	4.46	5.76	18.42
1445	Visalia	0	0	239.15	0	1068.79	5146.15	4931.83	0	4.47	42.14
1446	Visalia	6.69	18.45	239.84	116.18	1490.6	5629.13	5523.26	6.3	6.21	43.18
1447	Visalia	36.46	100.11	4.55	0	0	0	0	0	0	0
1448	Visalia	2.37	6.53	3.75	55.05	23.93	168.66	165.78	8.43	6.38	32.53
1449	Visalia	12.11	33.4	3.48	283.67	20.42	298.53	301.59	8.49	5.87	16.27
1450	Visalia	38.01	100.3	9.34	858.87	57.54	834.13	842.38	8.56	6.16	15.29
1451	Visalia	0.31	0.86	740.77	4.96	4877.06	14523.35	13907.61	5.77	6.58	38.34
1452	Visalia	20	55.16	34.75	456.46	247.04	1289.79	1228.52	8.28	7.11	28.01
1453	Visalia	198.57	446.14	243.19	5436.49	1620.48	9286.41	9085.58	12.19	6.66	26.65
1454	Visalia	580.72	1540.46	274.09	9748.93	1005.32	17868.52	17540.02	6.33	3.67	19.51
1455	Visalia	80.35	177.82	2.41	871.14	13.42	923.27	927.55	4.9	5.57	10.27
1456	Visalia	297.1	800.82	90.58	6425.03	719.78	7108.26	7109.81	8.02	7.95	15.95
1457	Visalia	159.59	436.56	17.63	3832.86	126.59	3357.96	3396.16	8.78	7.18	14.87
1458	Visalia	257.57	699.25	200.21	4486.95	666.37	7719.9	7574.87	6.42	3.33	17
1459	Visalia	132.21	361.69	0.82	2612.27	4.95	2057.6	2102.55	7.22	6.03	11.48
1460	Visalia	42.38	116.88	0	791.87	0	623.02	633.14	6.78	0	10.75
1461	Visalia	109	300.61	0.14	2257.03	0.82	1737.39	1782.26	7.51	5.87	11.7
1462	Visalia	163.69	383.38	3.5	2006.2	21.35	1955.47	1985.84	5.23	6.1	10.19
1463	Visalia	15	41.37	2.96	332.53	21.12	308.86	318.94	8.04	7.13	14.16
1464	Visalia	37.91	102.97	4.35	769.75	13.05	697.2	708.87	7.48	3	13.1
1465	Visalia	286.41	784.6	279.4	5487.98	1138.92	15307.92	14803.27	6.99	4.08	28.3
1466	Visalia	300.54	822.6	47.85	5527.29	481.45	6756.62	6691.88	6.72	10.06	15.45
1467	Visalia	185.62	502.96	58.87	5259.97	99.79	8491.41	8728.05	10.46	1.7	30.65

1468	Visalia	52.49	120.6	68.92	518.79	384.44	1952.02	1909.01	4.3	5.58	20.37
1469	Visalia	24.79	63.81	250.06	310.97	1330.66	3857.39	3746.62	4.87	5.32	24.23
1470	Visalia	111.89	275.18	29.87	1336.15	82.77	2128.19	2123.4	4.86	2.77	13.94
1471	Visalia	5.38	13.49	139.07	46.91	536.44	1693.53	1650.68	3.48	3.86	21.92
1472	Visalia	105.86	257.06	11.87	1083.54	72.62	1169.57	1179.84	4.22	6.12	8.74
1473	Visalia	111.08	248.6	560.3	937.32	942.33	5756.6	5674.02	3.77	1.68	14.13
1474	Visalia	0	0	0	0	0	363.5	361.75	0	0	0
1475	Visalia	2	5.52	14.26	48.9	93.5	695.62	676.65	8.86	6.56	69.38
1476	Visalia	0	0	249.2	0	2560.52	13068.48	12501.87	0	10.27	102.61
1477	Visalia	9	24.82	0	253.61	0	278.14	282.71	10.22	0	22.6
1478	Visalia	0	0	0	0	0	91	91.25	0	0	0
1479	Visalia	138	379.47	513.97	2077.71	3086.69	25871.3	24551.02	5.48	6.01	56.44
1480	Visalia	4	11.03	0	87.66	0	116.6	117.12	7.95	0	21.19
1481	Visalia	66.82	151.7	0	825.59	0	813.37	823.36	5.44	0	10.79
1482	Visalia	0	0	0	0	0	77.66	77.89	0	0	0
1483	Visalia	0	0	0	0	0	262.89	263.15	0	0	0
1484	Visalia	3	8.27	0	70.43	0	165.8	167.05	8.52	0	40.25
1485	Visalia	7	19.31	0	160.62	0	217.31	219.84	8.32	0	22.64
1486	Visalia	0	0	0	0	0	0	0	0	0	0
1487	Visalia	2	5.52	19	43.08	60.47	982.34	942.48	7.8	3.18	78.5
1488	Visalia	69.41	171.58	97.64	739.85	451.69	2464.68	2419.87	4.31	4.63	18.14
1489	Visalia	10.36	26.26	97.13	106.33	458.53	1161.15	1135.69	4.05	4.72	18.61
1490	Visalia	17.21	38.99	122.5	127.89	488.52	1435.89	1405.02	3.28	3.99	17.59
1491	Visalia	6.31	13.86	263.18	23.88	1041.21	3633.8	3668.39	1.72	3.96	26.36
1492	Visalia	6.31	13.86	82.87	45.15	303.55	1492.41	1445.06	3.26	3.66	30.37
1493	Visalia	188	418.13	227.77	1676.43	1458.9	4788.45	4751.33	4.01	6.41	14.77
1494	Visalia	90	197.75	62.19	887.13	296.79	2047.86	2026.46	4.49	4.77	15.67
1495	Visalia	310.93	851.94	31.59	6448.94	125.34	5477.26	5654.14	7.57	3.97	12.6
1496	Visalia	0	0	0	0	0	106.11	106.21	0	0	0
1497	Visalia	31	85.49	5	666.8	30.24	687.48	704.04	7.8	6.05	15.38
1498	Visalia	48	132.38	0	1179.25	0	897.94	918.47	8.91	0	13.72
1499	Visalia	0	0	0	0	0	83.85	83.5	0	0	0
1500	Visalia	50.9	140.38	14.8	1160.43	53.94	1434.01	1430.04	8.27	3.64	18.46
1501	Visalia	37.38	103.1	27.24	873.06	182.75	1247.12	1247.83	8.47	6.71	19.14
1502	Visalia	122.17	335.73	26.06	2951.62	244.38	3242.82	3283.18	8.79	9.38	18.04
1503	Visalia	37.98	104.75	31.95	1004.24	244.44	1531.93	1535.99	9.59	7.65	22.44

1504	Visalia	265.7	732.77	22.32	8854.82	177.45	7337.2	7485.3	12.08	7.95	19.63
1505	Visalia	34	84.24	25.97	707.91	265.73	1403.6	1385.47	8.4	10.23	25.31
1506	Visalia	208	573.64	49.97	6496.52	360.19	7827.9	7811.75	11.33	7.21	25.08
1507	Visalia	61.15	158.53	121.78	1446.94	779.26	5083.7	4973.75	9.13	6.4	35.88
1508	Visalia	124.77	336.84	209.25	3114.67	1537.58	8207.83	8021.05	9.25	7.35	29.72
1509	Visalia	19.04	52.5	27.17	448.06	197.22	1169.15	1156.49	8.53	7.26	29.19
1510	Visalia	7.68	21.19	21.22	166.44	134.41	500.51	499.65	7.85	6.33	23.58
1511	Visalia	60.21	163.3	68.44	1406.57	359.59	2103.74	2056.9	8.61	5.25	17.95
1512	Visalia	15.45	42.6	13.44	377.48	100.17	585.85	588.07	8.86	7.45	20.95
1513	Visalia	56.21	155.01	52.69	1604.27	489.12	3993.43	3950.56	10.35	9.28	38.25
1514	Visalia	853	2223.53	0	18576.91	0	14682.77	14935.06	8.35	0	13.32
1515	Visalia	1098	2600.41	0	18617.45	0	16014.18	16250.89	7.16	0	12.41
1516	Visalia	741	1910.72	0	14729.68	0	11796.98	11990.95	7.71	0	12.45
1517	Visalia	440	966.8	0	5538.45	0	5280.6	5340.59	5.73	0	10.99
1518	Visalia	0	0	60	1816.65	105.26	5935.18	6135.76	0	1.75	201.18
1519	Visalia	0	0	427	0	1640.69	19751.21	18857.1	0	3.84	90.42
1520	Visalia	0	0	60	0	332.25	2825.65	2703.75	0	5.54	92.16
1521	Visalia	0	0	0	0	0	0	0	0	0	0
1522	Visalia	0	0	0	0	0	0	0	0	0	0
1523	Visalia	0	0	0	0	0	0	0	0	0	0
1524	Visalia	0	0	0	0	0	0	0	0	0	0
1525	Visalia	0	0	0	0	0	0	0	0	0	0
1526	Visalia	0	0	0	0	0	0	0	0	0	0
1527	Visalia	0	0	0	0	0	0	0	0	0	0
1528	Visalia	0	0	0	0	0	0	0	0	0	0
1529	Visalia	0	0	0	0	0	0	0	0	0	0
1530	Visalia	0	0	0	0	0	0	0	0	0	0
1531	Visalia	0	0	0	0	0	0	0	0	0	0
1532	Visalia	0	0	0	0	0	0	0	0	0	0
1533	Visalia	0	0	0	0	0	0	0	0	0	0
1534	Visalia	0	0	0	0	0	0	0	0	0	0
1535	Visalia	0	0	0	0	0	0	0	0	0	0
1536	Visalia	0	0	0	0	0	0	0	0	0	0
1537	Visalia	0	0	0	0	0	0	0	0	0	0
1538	Visalia	0	0	0	0	0	0	0	0	0	0
1539	Visalia	0	0	0	0	0	0	0	0	0	0

1540	Visalia	0	0	0	0	0	0	0	0	0	0
1541	Visalia	0	0	0	0	0	0	0	0	0	0
1542	Visalia	0	0	0	0	0	0	0	0	0	0
1543	Visalia	0	0	0	0	0	0	0	0	0	0
1544	Visalia	0	0	0	0	0	0	0	0	0	0
1545	Visalia	0	0	0	0	0	0	0	0	0	0
1546	Visalia	0	0	0	0	0	0	0	0	0	0
1547	Visalia	0	0	0	0	0	0	0	0	0	0
1548	Visalia	0	0	0	0	0	0	0	0	0	0
1549	Visalia	0	0	0	0	0	0	0	0	0	0
1550	Visalia	0	0	0	0	0	0	0	0	0	0
1551	Visalia	0	0	0	0	0	0	0	0	0	0
1552	Visalia	0	0	0	0	0	0	0	0	0	0
1553	Visalia	0	0	0	0	0	0	0	0	0	0
1554	Visalia	0	0	0	0	0	0	0	0	0	0
1555	Visalia	0	0	0	0	0	0	0	0	0	0
1556	Visalia	0	0	0	0	0	0	0	0	0	0
1557	Visalia	0	0	0	0	0	0	0	0	0	0
1558	Visalia	0	0	0	0	0	0	0	0	0	0
1559	Visalia	0	0	0	0	0	0	0	0	0	0
1560	Visalia	0	0	0	0	0	0	0	0	0	0
1561	Visalia	0	0	0	0	0	0	0	0	0	0
1562	Visalia	0	0	0	0	0	0	0	0	0	0
1563	Visalia	0	0	0	0	0	0	0	0	0	0
1564	Visalia	0	0	0	0	0	0	0	0	0	0
1565	Visalia	0	0	0	0	0	0	0	0	0	0
1566	Visalia	0	0	0	0	0	0	0	0	0	0
1567	Visalia	0	0	0	0	0	0	0	0	0	0
1568	Visalia	0	0	0	0	0	0	0	0	0	0
1569	Visalia	0	0	0	0	0	0	0	0	0	0
1570	Visalia	0	0	0	0	0	0	0	0	0	0
1571	Visalia	0	0	0	0	0	0	0	0	0	0
1572	Visalia	0	0	0	0	0	0	0	0	0	0
1573	Visalia	0	0	0	0	0	0	0	0	0	0
1574	Visalia	0	0	0	0	0	0	0	0	0	0
1575	Visalia	0	0	0	0	0	0	0	0	0	0

1576	Visalia	36.14	102.28	44.26	2010.69	366.31	3249.44	3206.09	19.66	8.28	44.05
1577	Visalia	13.22	37.42	14.84	576	130.2	710.92	714.02	15.39	8.77	27.27
1578	Visalia	30.4	86.05	49.39	1269.92	498.83	2043.17	2043.11	14.76	10.1	30.17
1579	Visalia	22	62.27	97.04	847.2	863.46	2685.75	2647.79	13.61	8.9	33.48
1580	Woodlake	304.34	894.35	14.6	10341.12	130.25	8254.55	8340.26	11.56	8.92	18.26
1581	Woodlake	125.05	355.71	249.79	29091.71	1696.81	33740.14	33227.34	81.78	6.79	110.6
1582	Woodlake	175.74	502.55	76.79	5731.97	604.64	7204.54	7146.29	11.41	7.87	24.77
1583	Woodlake	295.87	859.99	28.09	9396.77	226.38	7856.27	7911.89	10.93	8.06	17.76
1584	Woodlake	294.58	848.69	228.56	9024.76	2019.02	16649.46	16349.7	10.63	8.83	30.63
1585	Woodlake	149.24	448.51	57.32	6314.65	167.93	10146.02	10334.68	14.08	2.93	40.49
1586	Woodlake	211.41	617.38	36.92	7561.9	325.3	7023.23	7191.92	12.25	8.81	21.73
1587	Woodlake	0.8	2.26	73.39	35.81	839.9	2428.12	2349.24	15.84	11.44	63.15
1588	Woodlake	84.36	239.56	60.32	3694.6	326.79	3809.04	3848.69	15.42	5.42	25.54
1589	Woodlake	176.06	503.87	23.97	7462.95	139.73	6778.63	6853.39	14.81	5.83	25.83
1590	Woodlake	93.17	279.69	7.77	0	0	0.02	0.02	0	0	0
1591	Woodlake	23	65.1	21.43	1138.75	411.4	2362.08	2339.05	17.49	19.2	54.33
1592	Woodlake	9	25.47	98.33	387.76	1093.29	2495.8	2475.84	15.22	11.12	40.16
1593	Woodlake	80.52	236.31	55.49	2586.36	210.95	4927.62	4828.61	10.94	3.8	33.43
1594	Woodlake	127.07	362.63	2.45	4767.79	30.07	3648.56	3693.12	13.15	12.27	20.11
1595	Woodlake	236.12	692.43	9.88	7805.43	87.73	6237.99	6293.04	11.27	8.88	17.84
1596	Woodlake	154.97	440.95	142.88	8905.89	527.86	13940.06	13915.13	20.2	3.69	47.71
1597	Woodlake	0	0	0	0	0	0	0	0	0	0
1598	Woodlake	0	0	0	0	0	0	0	0	0	0
1599	Woodlake	0	0	0	0	0	0	0	0	0	0
1600	Woodlake	0	0	0	0	0	0	0	0	0	0
1601	Woodlake	0	0	0	0	0	0	0	0	0	0
1602	Woodlake	0	0	0	0	0	0	0	0	0	0
1603	Woodlake	0	0	0	0	0	0	0	0	0	0
1604	Woodlake	0	0	0	0	0	0	0	0	0	0
1605	Woodlake	0	0	0	0	0	0	0	0	0	0
1606	Woodlake	0	0	0	0	0	0	0	0	0	0
1607	Woodlake	0	0	0	0	0	0	0	0	0	0
1608	Woodlake	0	0	0	0	0	0	0	0	0	0
1609	Woodlake	0	0	0	0	0	0	0	0	0	0
1610	Woodlake	0	0	0	0	0	0	0	0	0	0
1611	Woodlake	0	0	0	0	0	0	0	0	0	0

1612	Woodlake	0	0	0	0	0	0	0	0	0	0
1613	Woodlake	0	0	0	0	0	0	0	0	0	0
1614	Woodlake	0	0	0	0	0	0	0	0	0	0
1615	Woodlake	0	0	0	0	0	0	0	0	0	0
1616	Woodlake	0	0	0	0	0	0	0	0	0	0
1617	Woodlake	0	0	0	0	0	0	0	0	0	0
1618	Woodlake	0	0	0	0	0	0	0	0	0	0
1619	Woodlake	0	0	0	0	0	0	0	0	0	0
1620	Woodlake	0	0	0	0	0	0	0	0	0	0
1621	Woodlake	0	0	0	0	0	0	0	0	0	0
1622	Woodlake	0	0	0	0	0	0	0	0	0	0
1623	Woodlake	0	0	0	0	0	0	0	0	0	0
1624	Woodlake	0	0	0	0	0	0	0	0	0	0
1625	Woodlake	0	0	0	0	0	0	0	0	0	0
1626	Woodville	57.73	164.15	61.16	2695.24	874.47	3656.96	3766.75	16.42	14.3	32.95
1627	Woodville	259.17	733.86	5	14182.57	88.26	14648.06	15844.75	19.33	17.65	41.27
1628	Woodville	75	212.27	178.02	3558.97	1142.12	5111.26	5206.22	16.77	6.42	26.44
1629	Unincorpor	11.75	33.46	82.91	535.73	955.86	2589.69	2552.48	16.01	11.53	44.19
1630	Unincorpor	241.21	729.6	10.77	7946.25	127.89	6513.83	6548.52	10.89	11.87	17.64
1631	Unincorpor	0	0	0	0	0	0	0	0	0	0
1632	Unincorpor	0	0	0	0	0	0	0	0	0	0
1633	Unincorpor	0	0	0	0	0	0	0	0	0	0
1634	Unincorpor	0	0	0	0	0	0	0	0	0	0
1635	Unincorpor	0	0	0	0	0	0	0	0	0	0
1636	Unincorpor	0	0	0	0	0	0	0	0	0	0
1637	Unincorpor	0	0	0	0	0	0	0	0	0	0
1638	Unincorpor	0	0	0	0	0	0	0	0	0	0
1639	Unincorpor	0	0	0	0	0	0	0	0	0	0
1640	Unincorpor	0	0	0	0	0	0	0	0	0	0
1641	Unincorpor	0	0	0	0	0	0	0	0	0	0
1642	Unincorpor	0	0	0	0	0	0	0	0	0	0
1643	Unincorpor	0	0	0	0	0	0	0	0	0	0
1644	Unincorpor	0	0	0	0	0	0	0	0	0	0
1645	Unincorpor	0	0	0	0	0	0	0	0	0	0
1646	Unincorpor	0	0	0	0	0	0	0	0	0	0
1647	Unincorpor	0	0	0	0	0	0	0	0	0	0

1648	Unincorpor	0	0	0	0	0	0	0	0	0	0
1649	Unincorpor	0	0	0	0	0	0	0	0	0	0
1650	Unincorpor	0	0	0	0	0	0	0	0	0	0
1651	Unincorpor	43.58	126.09	56.3	780.35	169.98	2326.43	2321.67	6.19	3.02	25.48
1652	Unincorpor	81	239.84	327.31	1154.07	1979.72	6989.68	6909.42	4.81	6.05	24.51
1653	Unincorpor	2.2	6.21	28.01	42.94	142.46	2193.78	2175.13	6.91	5.09	127.67
1654	Unincorpor	4.18	11.84	9.15	85.02	42.49	515.84	512.7	7.18	4.64	49
1655	Unincorpor	9.81	27.76	21.31	181.45	118.4	865.29	858.96	6.54	5.56	35.14
1656	Unincorpor	6.92	19.58	3.48	303.26	29.91	349.08	353.7	15.49	8.59	30.48
1657	Unincorpor	31	87.74	11.32	1332.26	122.94	1327.74	1338.51	15.18	10.86	26.92
1658	Unincorpor	38	107.55	18.99	1795.46	221.24	2009.46	2029.64	16.69	11.65	31.92
1659	Unincorpor	3.71	10.51	7.74	152.34	77.4	260.41	259.57	14.49	10	28.49
1660	Unincorpor	58	164.15	130.78	2005.67	860.12	3598.86	3595.4	12.22	6.58	24.39
1661	Unincorpor	12.51	35.41	359.42	360.94	1751.07	5837.14	5674.8	10.19	4.87	29.16
1662	Unincorpor	41.34	117.09	22.47	1548.21	186.71	1465.3	1482.62	13.22	8.31	21.12
1663	Unincorpor	27.44	77.65	131.45	825.93	473.47	2240.22	2233.42	10.64	3.6	21.39
1664	Unincorpor	1.55	4.39	28.45	48.12	236.77	609.8	594.88	10.96	8.32	36.68
1665	Unincorpor	18	50.94	39.74	1707	340.84	2636.42	2628.7	33.51	8.58	58.06
1666	Unincorpor	40.81	115.49	9.33	1382.99	34.37	1436.95	1464.73	11.97	3.68	23.25
1667	Unincorpor	56.98	164.46	32.56	1872.18	196.52	2800.52	2840.82	11.38	6.04	28.63
1668	Unincorpor	17	48.11	113.35	589	623.86	2445.15	2429.55	12.24	5.5	30.19
1669	Unincorpor	12	33.96	8.63	421.89	65.52	751.64	756.85	12.42	7.59	35.42
1670	Unincorpor	4.96	14.04	4.57	178.01	31.22	430.8	433.14	12.68	6.83	46.42
1671	Unincorpor	17.24	48.78	27.37	656.13	245.96	2242.09	2249.7	13.45	8.99	58.99
1672	Unincorpor	72	203.78	11.93	2845.95	104.97	2300.21	2342.02	13.97	8.8	21.52
1673	Unincorpor	4	11.32	5.96	146.44	49.05	379.78	380.77	12.94	8.23	44.01
1674	Unincorpor	16	45.28	1.66	624.44	12.29	494.08	503.1	13.79	7.4	21.24
1675	Unincorpor	39	115.36	7.69	1337.47	32.49	1042.24	1059.99	11.59	4.23	17.08
1676	Unincorpor	28	82.82	3.45	884.58	23.66	677.23	688.33	10.68	6.86	15.83
1677	Unincorpor	58.29	172.42	14.06	1852.8	102.39	1614.14	1626.63	10.75	7.28	17.38
1678	Unincorpor	64	189.31	35.82	2120.98	379.17	2662.45	2682.69	11.2	10.59	23.74
1679	Unincorpor	16	47.33	9	553.53	70.16	770.31	773.39	11.7	7.8	27.4
1680	Unincorpor	21	62.12	15.39	739.36	165.79	810.42	824.76	11.9	10.77	21.1
1681	Unincorpor	138.7	409.91	1416.55	3329.86	13216.28	24330.07	23819.38	8.12	9.33	26.36
1682	Unincorpor	2	5.52	209.58	55.96	2298.91	7220.89	7018.02	10.14	10.97	66.2
1683	Unincorpor	3.19	8.8	42.43	83.77	292.37	940.97	934.59	9.52	6.89	36.61

1684	Unincorpor	5.96	14.89	11.79	0	0	0	0	0	0	0
1685	Unincorpor	101.1	255.31	20.09	2150.95	119.84	2312.65	2341.06	8.42	5.97	16.9
1686	Unincorpor	111.27	249.68	28.89	1867.11	321.31	3637.1	3539.43	7.48	11.12	25.76
1687	Unincorpor	227.51	548.26	47.71	4142.12	464.28	5574.75	5536.96	7.56	9.73	18.64
1688	Unincorpor	20.2	55.7	14.89	616.34	150.57	881.78	886.23	11.07	10.11	25.05
1689	Unincorpor	3	8.27	5.13	82.13	38.43	218.71	218.61	9.93	7.49	32.64
1690	Unincorpor	0.51	1.4	4.3	14.22	29.13	155.93	154.69	10.16	6.77	54.5
1691	Unincorpor	21.13	56.64	1.36	494.92	5.5	490.06	496.68	8.74	4.05	17.01
1692	Unincorpor	48.27	131.51	14.2	0	0	0.01	0.01	0	0	0
1693	Unincorpor	65.25	167.01	10.63	1673.19	74.17	1469.83	1498.27	10.02	6.98	16.71
1694	Unincorpor	184.61	475.77	15.48	3886.26	201.18	4362.83	4374.39	8.17	13	17.79
1695	Unincorpor	0	0	0	0	0	367.18	365.49	0	0	0
1696	Unincorpor	0	0	0	0	0	359.97	357.4	0	0	0
1697	Unincorpor	0	0	0	0	0	354.69	353.88	0	0	0
1698	Unincorpor	0	0	0	0	0	0	0	0	0	0
1699	Unincorpor	0	0	0	0	0	0	0	0	0	0
1700	Unincorpor	0	0	0	0	0	92.7	93.17	0	0	0
1701	Unincorpor	41	113.07	28.24	1243.72	270.86	1585.77	1591.92	11	9.59	22.49
1702	Unincorpor	236	667.94	8.73	21568.85	136.53	15365.57	15710.57	32.29	15.64	45.93
1703	Unincorpor	110	311.33	524.97	4476.7	6777.96	17399.55	17308.07	14.38	12.91	41.5
1704	Unincorpor	0.1	0.29	4.3	3.77	103.46	274.79	272.79	13.02	24.06	119.3
1705	Unincorpor	19	53.77	9.29	1521.03	138.72	2360.58	2382.22	28.29	14.93	75.21
1706	Unincorpor	227	648.33	27.42	19188.95	442.21	16973.42	17265.95	29.6	16.13	50.67
1707	Unincorpor	0	0	0.83	0	13.55	30.17	29.88	0	16.33	72.36
1708	Unincorpor	44	124.53	67.2	1608.49	606.08	2591.51	2601.37	12.92	9.02	27.08
1709	Unincorpor	16	45.28	56.02	602.42	541.9	1528.84	1528.04	13.3	9.67	30.18
1710	Unincorpor	15	42.45	76.79	701.09	922.1	2566.74	2557.41	16.52	12.01	42.97
1711	Unincorpor	3	8.49	8.46	180.64	183.87	770.46	770.5	21.28	21.73	90.91
1712	Unincorpor	13	36.79	18.8	783.89	338.47	1846.94	1856.92	21.31	18	66.63
1713	Unincorpor	47	133.02	23.02	3870.8	331.71	3568.27	3638.32	29.1	14.41	46.18
1714	Unincorpor	211	597.18	529.97	4417.79	4633.47	12734.83	12616.08	7.4	8.74	22.49
1715	Unincorpor	111.77	317.85	192.59	2704.62	1375.49	7268.16	7182.38	8.51	7.14	28.31
1716	Unincorpor	107.97	315.27	5.96	2328.68	35.66	2001.79	2030.1	7.39	5.98	12.55
1717	Unincorpor	39.01	115.59	59.26	1824.15	105.65	4327.18	4361.41	15.78	1.78	49.69
1718	Unincorpor	78.71	225.71	49.08	2098.97	319.9	2344.61	2375.76	9.3	6.52	17.18
1719	Unincorpor	20	56.61	380.01	449.31	2606.91	5216.11	5148.7	7.94	6.86	23.74

1720	Unincorpor	73.72	209.18	32.55	2308.31	224.08	2316.66	2351.57	11.04	6.88	19.31
1721	Unincorpor	96.56	273.46	40.74	3357.43	345.91	3207.32	3264.84	12.28	8.49	20.6
1722	Unincorpor	14.13	39.98	55.01	514.11	571.64	1418.76	1413.83	12.86	10.39	29.82
1723	Unincorpor	8	22.64	14.98	322.63	125.06	502.16	504.4	14.25	8.35	26.76
1724	Unincorpor	27	76.42	64.33	1378.66	1154.6	2864.35	2862.32	18.04	17.95	40.69
1725	Unincorpor	110	311.33	180.2	3810.9	2252.16	7844.85	7812.27	12.24	12.5	31.85
1726	Unincorpor	121	342.46	756.84	3234.58	7218.24	17351.37	17129.13	9.45	9.54	31.37
1727	Unincorpor	207	585.86	209.99	6779.27	2684.16	12951.33	12856.37	11.57	12.78	32.43
1728	Unincorpor	32	90.57	100.34	955.99	803.43	2582.44	2565.18	10.56	8.01	26.96
1729	Unincorpor	24	67.93	27.43	649.65	213.33	1268.21	1261.97	9.56	7.78	26.53
1730	Unincorpor	68	192.46	46.6	1672.11	313.24	4187.86	4189.45	8.69	6.72	35.04
1731	Unincorpor	153.21	449.16	183.1	2910.75	1074.97	5812.84	5794.82	6.48	5.87	18.36
1732	Unincorpor	47	133.02	38.29	1254.96	218.86	1434.55	1452.54	9.43	5.72	16.85
1733	Unincorpor	10	28.3	26.75	308.61	200.63	635.16	636.18	10.9	7.5	23.09
1734	Unincorpor	20.41	59.45	50.65	640.16	486.18	1307.06	1303.74	10.77	9.6	23.71
1735	Unincorpor	19.86	56.29	22.05	706.25	200.86	884.09	893.06	12.55	9.11	22.68
1736	Unincorpor	9	25.47	20.72	429.36	225.08	823.94	845.25	16.86	10.86	36.14
1737	Unincorpor	11.87	33.59	21.24	522.54	253.81	907.26	901.79	15.56	11.95	32.99
1738	Unincorpor	10	28.3	35	358.53	316.72	985.05	979.14	12.67	9.05	31.03
1739	Unincorpor	7	19.81	16.08	266.47	181.03	527.75	527.81	13.45	11.26	29.41
1740	Unincorpor	45.71	129.75	193.48	1952.98	2056.2	6915.13	6839.76	15.05	10.63	42.55
1741	Unincorpor	17.01	48.13	55.19	734.18	784.62	1953.92	1949.9	15.25	14.22	37.78
1742	Unincorpor	74	209.44	86.43	3883.55	1399.93	6192.19	6187.91	18.54	16.2	41.84
1743	Unincorpor	61.79	174.88	71.73	0	0	0.31	0.31	0	0	0
1744	Unincorpor	168	490.58	82.51	8047.37	1911.83	11315.06	11345.99	16.4	23.17	39.54
1745	Unincorpor	137.64	399.26	195.03	5117.13	2559.26	9858.26	9810.05	12.82	13.12	33.1
1746	Unincorpor	142	401.9	159.08	8295.89	1784.21	15730.63	15568.45	20.64	11.22	55.79
1747	Unincorpor	87.9	255.82	937.79	2511.12	10617.73	22972.27	22552.54	9.82	11.32	38.14
1748	Unincorpor	134.99	384.73	32.48	4186.13	292.96	3926.94	3989.91	10.88	9.02	18.98
1749	Unincorpor	79	223.59	143.03	3415.32	961.39	7825.75	7804.57	15.27	6.72	42.63
1750	Unincorpor	212	600.01	807.13	6481.85	6413.08	20433.67	20101.64	10.8	7.95	28.81
1751	Unincorpor	36	101.89	6.79	1366.46	76.45	1130.9	1153.03	13.41	11.26	21.02
1752	Unincorpor	69	195.29	145.94	4798.85	1154.3	6586.39	6590.43	24.57	7.91	38.62
1753	Unincorpor	160.99	462.67	164.29	5885.84	1614.76	7655.86	7707.81	12.72	9.83	24.51
1754	Unincorpor	58.21	165.24	134.37	2180.99	1508.36	4552.3	4556.87	13.2	11.23	30.4
1755	Unincorpor	6	16.98	16.92	397.42	333.39	1506.98	1508.29	23.41	19.7	88.95

1756	Unincorpor	0.1	0.29	15.25	2.83	290.36	461.55	455.05	9.77	19.04	58.98
1757	Unincorpor	51	144.34	775.41	2287.48	11760.42	25220.08	24797.16	15.85	15.17	54.38
1758	Unincorpor	39	110.38	126.6	1489.52	1482	4279.56	4256.38	13.49	11.71	36.02
1759	Unincorpor	10.25	29.02	72.24	416.36	932.75	2098.19	2071.95	14.35	12.91	41.18
1760	Unincorpor	27	76.42	177.88	984.08	1957.49	4583.79	4462.82	12.88	11	35.57
1761	Unincorpor	84	237.74	572.62	2807.27	6134.89	13190.16	13017.8	11.81	10.71	32.34
1762	Unincorpor	10	27.58	157.51	340.39	1728.57	3087.64	3054.32	12.34	10.97	33.18
1763	Unincorpor	117	334.52	214.94	4594.67	2621.61	8094.13	8112.4	13.74	12.2	29.5
1764	Unincorpor	12	33.96	70.44	547.99	933.2	1876.06	1864.2	16.14	13.25	35.83
1765	Unincorpor	71.94	203.62	21	3596.18	58.22	4094.2	4178.62	17.66	2.77	36.83
1766	Unincorpor	27.67	78.59	5.66	1199.32	34.61	1234.04	1245.02	15.26	6.11	29.42
1767	Unincorpor	20	56.61	95.93	1001.61	1421.54	3117.36	3084.95	17.69	14.82	40.66
1768	Unincorpor	35	99.06	343.19	1288.73	4295.47	9221.43	9097.88	13.01	12.52	41.42
1769	Unincorpor	108	297.85	344.21	3994.91	3996.69	9870.36	9826.61	13.41	11.61	30.68
1770	Unincorpor	56.3	155.27	276.81	1989.7	1837.15	5898.74	5873.61	12.81	6.64	27.25
1771	Unincorpor	0	0	460.06	0	5240.73	14924.54	14455.98	0	11.39	63.86
1772	Unincorpor	40	113.21	123.09	1430.21	1317.63	3395.61	3376.64	12.63	10.7	28.66
1773	Unincorpor	22	62.27	116.75	862.59	1376.4	3523.85	3491.63	13.85	11.79	39.19
1774	Unincorpor	35	99.06	219.19	1645.7	3054.12	6508.94	6428.16	16.61	13.93	40.65
1775	Unincorpor	9.16	25.91	90.91	384.76	1193.01	2428.42	2390.26	14.85	13.12	41.25
1776	Unincorpor	148	418.88	78.84	7365.22	864.57	7359.86	7414.03	17.58	10.97	29.68
1777	Unincorpor	14.02	39.69	16.92	676.91	176.76	839.23	843.04	17.05	10.45	29.72
1778	Unincorpor	16.22	44.73	560.69	542.7	6190.32	11136.92	10874.91	12.13	11.04	36.36
1779	Unincorpor	32	88.25	93.05	1048.31	943.34	2403.84	2395.11	11.88	10.14	26.47
1780	Unincorpor	38	104.8	65	1116.66	557.53	2286.15	2274.25	10.66	8.58	26.86
1781	Unincorpor	11.04	30.45	69.34	330.37	670.79	1440.1	1426.57	10.85	9.67	28.73
1782	Unincorpor	23	63.43	19.31	652.22	171.87	802.15	808.99	10.28	8.9	19.47
1783	Unincorpor	40	113.21	43.29	1313.67	425.16	1871.7	1876.43	11.6	9.82	23.95
1784	Unincorpor	12	33.96	18.53	348.02	167.32	563.5	565.79	10.25	9.03	21.51
1785	Unincorpor	190	537.75	802.95	6393.81	9897.7	20861.8	20695.31	11.89	12.33	31
1786	Unincorpor	78	220.76	67.11	2536.97	619.28	3008.58	3041.07	11.49	9.23	21.02
1787	Unincorpor	54	152.83	401.46	2075.51	5289.64	10100.8	9995.62	13.58	13.18	36.26
1788	Unincorpor	42.28	119.65	174.76	1667.25	1945.53	5192.87	5133.55	13.93	11.13	35.07
1789	Unincorpor	7	19.31	81.67	264.39	1077.83	2169.65	2125.76	13.69	13.2	42.54
1790	Unincorpor	3.09	8.51	36.47	100.89	395.27	905.77	892.5	11.86	10.84	39.98
1791	Unincorpor	0	0	21.61	0	195.74	406.74	394.97	0	9.06	37.1

1792	Unincorpor	9	24.82	89.16	257.21	627.71	1339.8	1325.56	10.36	7.04	23.38
1793	Unincorpor	8.37	23.08	59.2	237.21	399.23	925.97	915.63	10.28	6.74	22.38
1794	Unincorpor	1.2	3.31	3.47	33.05	23.19	81.68	81.29	9.98	6.68	24.04
1795	Unincorpor	142.65	390.94	95.18	3774.76	725.59	5319.67	5307.34	9.66	7.62	21.86
1796	Unincorpor	325.12	880.34	43.51	8110.12	244.47	7463.47	7550.86	9.21	5.62	16.25
1797	Unincorpor	39.05	110.53	12.89	1073.48	92.74	1058.38	1069.43	9.71	7.19	17.24
1798	Unincorpor	100.9	285.58	226.81	5207.21	1920.03	13601.63	13573.54	18.23	8.47	53.04
1799	Unincorpor	3	8.27	13.59	95.11	108.68	345.72	344.69	11.5	8	31.58
1800	Unincorpor	42	118.87	94.04	1552.78	933.1	3107.88	3081.46	13.06	9.92	29.07
1801	Unincorpor	11.25	31.83	12.76	441.9	123.13	571.35	572.9	13.88	9.65	25.66
1802	Unincorpor	25	70.76	55.99	908.55	636.64	6708.92	6527.87	12.84	11.37	104.43
1803	Unincorpor	12	33.96	33.96	528.53	392.99	1162.61	1172.77	15.56	11.57	34.38
1804	Unincorpor	10.15	28.72	25.51	443.9	266.49	1115.67	1132.94	15.46	10.45	41.46
1805	Unincorpor	2.28	6.44	3.83	107.66	34.41	234.89	234.45	16.72	8.98	45.7
1806	Unincorpor	76	215.1	25.8	3950.56	299.2	5073.46	5113.56	18.37	11.6	42.29
1807	Unincorpor	10.51	30.12	11.9	534.6	187	829.46	831.75	17.75	15.71	39.53
1808	Unincorpor	21	57.92	87.75	808.91	1171.22	2613.11	2565.27	13.97	13.35	35.55
1809	Unincorpor	89	245.45	9.99	3193.53	98.61	2828.75	2823.38	13.01	9.87	22.13
1810	Unincorpor	2	5.52	11.15	71.43	132.46	320.25	313.04	12.94	11.88	37.99
1811	Unincorpor	37	104.72	43.66	1218.81	318.4	1783.99	1761.52	11.64	7.29	23.89
1812	Unincorpor	12	33.96	19.55	392.3	170.88	597.54	591.12	11.55	8.74	22.21
1813	Unincorpor	16	45.28	17.09	565.25	127.59	947.18	939.93	12.48	7.47	30.26
1814	Unincorpor	43	121.7	80.05	1577.34	833.76	2693.72	2673.01	12.96	10.42	26.6
1815	Unincorpor	13.03	36.87	533.72	523.5	7922	13839.66	13616.46	14.2	14.84	48.12
1816	Unincorpor	52	147.17	97.15	4697.48	678.43	8211.62	8200.07	31.92	6.98	67.17
1817	Unincorpor	71	200.95	52.31	3232.63	650.43	4500.24	4546.27	16.09	12.43	35.72
1818	Unincorpor	11	31.13	2.77	529.27	27.06	474.33	483.03	17	9.77	28.24
1819	Unincorpor	33	93.4	23.15	1599.69	235.78	2323.03	2348.56	17.13	10.18	40.08
1820	Unincorpor	3.09	8.74	66.58	126.79	686.6	1638.73	1613.85	14.51	10.31	43.18
1821	Unincorpor	60.35	177.12	17.6	2693.16	265.56	2600.67	2647.95	15.21	15.09	26.95
1822	Unincorpor	33.07	93.87	160.7	1524.31	2230.79	7839.25	7712.74	16.24	13.88	61.09
1823	Unincorpor	3	8.27	26.76	103.06	308.31	616.73	605.11	12.46	11.52	34.88
1824	Unincorpor	57	157.2	14.53	1851.24	159.86	1795.33	1811.55	11.78	11	21
1825	Unincorpor	23.28	64.21	50.06	877.22	649.27	1721.95	1726.26	13.66	12.97	30.18
1826	Unincorpor	34.16	96.67	41.91	1241.31	539.14	2497.31	2460.8	12.84	12.86	35.78
1827	Unincorpor	90	254.72	46.28	3677.58	544.03	3693.38	3751.95	14.44	11.76	24.74

1828	Unincorpor	52	147.17	129.71	2068.57	1242.11	4356.04	4342.1	14.06	9.58	31.41
1829	Unincorpor	160	452.84	80.05	8532.34	1198.75	8262.87	8384.58	18.84	14.97	31.24
1830	Unincorpor	197.16	558.01	64.15	10508.41	1017.52	9883.96	10063.01	18.83	15.86	32.06
1831	Unincorpor	94	266.04	40.99	5143.22	587.45	12273.36	12149.39	19.33	14.33	79.55
1832	Unincorpor	54	148.93	198.56	1863.06	2255.21	6659.08	6599.29	12.51	11.36	38.15
1833	Unincorpor	42.85	121.27	28.9	2746.02	125.69	3183.66	3189.46	22.64	4.35	42.44
1834	Unincorpor	65	183.97	32.22	2219.34	262.33	2279.58	2328.11	12.06	8.14	21.31
1835	Unincorpor	36.89	104.42	26	1333.17	241.98	1706.85	1740.74	12.77	9.31	26.43
1836	Unincorpor	19	53.77	37.05	743.16	402.41	1557.47	1560.68	13.82	10.86	34.33
1837	Unincorpor	25.57	72.37	174.22	914.55	2106.03	4697.01	4700.65	12.64	12.09	38.11
1838	Unincorpor	150.88	427.38	43.38	7151.9	565.67	7730.03	7845.99	16.73	13.04	33.09
1839	Unincorpor	5	14.15	22.46	276.47	393.24	1018.73	1019.14	19.54	17.51	55.66
1840	Unincorpor	45.64	132.19	390.27	1510.24	4835.33	9046.42	8934.85	11.42	12.39	34.42
1841	Unincorpor	40.18	118.86	242.18	1351.44	2385.27	5475.3	5428.25	11.37	9.85	30.2
1842	Unincorpor	4.32	11.07	31.59	99.05	314.37	867.09	852.52	8.95	9.95	40.31
1843	Unincorpor	14.7	40.55	130.3	423.41	1378.25	3057.95	3020.98	10.44	10.58	35.58
1844	Unincorpor	5	14.79	14.83	160.67	121.95	507.08	493.17	10.86	8.22	33.77
1845	Unincorpor	16.99	48.09	59.91	564.82	488.51	1486.76	1461.41	11.75	8.15	27.3
1846	Unincorpor	35	99.06	157.95	1202.39	1747.3	3675.21	3645.69	12.14	11.06	28.48
1847	Unincorpor	174.13	494.78	147.82	5463.05	1263.8	7017.49	7022.89	11.04	8.55	21.85
1848	Unincorpor	62	175.48	89.53	2148.97	844.64	3595.56	3581.5	12.25	9.43	27.08
1849	Unincorpor	61	172.65	31.81	2136.2	317.18	2183.32	2219.44	12.37	9.97	21.53
1850	Unincorpor	75.4	213.4	23.69	2563.56	224.4	2317	2318.07	12.01	9.47	19.55
1851	Unincorpor	7.17	20.28	76.39	539.03	597.97	2379.24	2403.26	26.58	7.83	49.47
1852	Unincorpor	36	101.89	54.41	1361.91	547.77	2095.93	2108.81	13.37	10.07	26.9
1853	Unincorpor	45	127.36	8.87	1540.76	98.12	1434.52	1458.17	12.1	11.06	21.23
1854	Unincorpor	17	48.11	6.5	599.91	58.1	718.92	725.65	12.47	8.94	26.45
1855	Unincorpor	24.07	68.12	36.23	910.23	299.96	1600.35	1611.21	13.36	8.28	30.78
1856	Unincorpor	40	113.21	55.96	1478.48	525.69	2860.45	2869.06	13.06	9.39	33.87
1857	Unincorpor	38	107.55	57.87	1426.18	589.87	2849.39	2852.29	13.26	10.19	34.47
1858	Unincorpor	92	260.38	36.9	3582.2	355.43	3743.21	3788.84	13.76	9.63	25.34
1859	Unincorpor	4	11.32	10.12	169.52	118.37	1806.83	1810.94	14.97	11.7	168.74
1860	Unincorpor	2.09	5.92	26.49	88.38	291.58	845.01	836.23	14.93	11.01	51.87
1861	Unincorpor	28	79.25	44.22	1143.48	247.89	2068.72	2069.45	14.43	5.61	33.52
1862	Unincorpor	29	82.08	37.3	1254.08	397.73	1927.91	1944.28	15.28	10.66	32.44
1863	Unincorpor	3	8.49	5.96	131.1	65.54	377.36	381.19	15.44	11	52.49

1864	Unincorpor	23	65.1	60.37	1014.25	768.53	2575.67	2574.36	15.58	12.73	41.05
1865	Unincorpor	136.57	387.14	20.86	9872.86	440.74	9687.6	9827.94	25.5	21.13	47.83
1866	Unincorpor	32.09	93.13	331.87	1169.47	4710.6	12482.37	12163.45	12.56	14.19	57.99
1867	Unincorpor	150.03	434.88	523.58	5146.24	6235.48	16335.23	16082.02	11.83	11.91	33.82
1868	Unincorpor	41	121.28	105.76	1421.61	1011.1	2805.58	2808.75	11.72	9.56	24.73
1869	Unincorpor	38.4	113.59	97.63	1302.94	894.17	2569.27	2581.11	11.47	9.16	24.38
1870	Unincorpor	6	17.75	11.09	202.24	97.88	453.16	453.66	11.39	8.83	31.44
1871	Unincorpor	0.1	0.31	16.92	2.02	146.87	271.06	268.18	6.51	8.68	31.3
1872	Unincorpor	8	23.66	39.09	276.48	409.57	926.68	921.79	11.69	10.48	29.46
1873	Unincorpor	32.02	94.41	243.32	1216.47	3313.08	6898.08	6782.19	12.88	13.62	40.51
1874	Unincorpor	28.6	84.12	124.85	967.28	1236.71	3003.83	2997.3	11.5	9.91	28.72
1875	Unincorpor	82.76	235.55	427.93	3405.46	4761.65	12116.99	12029.09	14.46	11.13	36.39
1876	Unincorpor	69.44	203.02	223.98	3470.44	1584	9799.04	9652.2	17.09	7.07	45.55
1877	Unincorpor	1	2.96	6.79	33.31	59.23	164.52	163.34	11.25	8.72	33.63
1878	Unincorpor	24.28	71.81	345.01	2809.01	2517.09	13518.58	13381.55	39.12	7.3	64.54
1879	Unincorpor	32	94.66	135.69	1203.62	1513.39	4078.25	4007.64	12.72	11.15	35.1
1880	Unincorpor	43.22	126.67	73.19	1549.94	829.3	2744.03	2734.91	12.24	11.33	27.41
1881	Unincorpor	17.63	52.14	81.53	723.8	992.89	2163.5	2149.93	13.88	12.18	32.27
1882	Unincorpor	16	45.28	64.56	1419.66	523.6	3771.55	3806.13	31.35	8.11	68.99
1883	Unincorpor	37.46	106.47	67.53	1477.86	676.2	2906.32	2884.88	13.88	10.01	33.28
1884	Unincorpor	25	70.76	42.13	1057.24	481.97	1851.11	1851.9	14.94	11.44	32.8
1885	Unincorpor	28	79.25	23.27	1177.51	255.4	2024.02	2059.82	14.86	10.98	39.83
1886	Unincorpor	28.05	79.38	23.48	1140.71	256.9	1737.11	1760.07	14.37	10.94	34
1887	Unincorpor	76.03	218.24	20.57	3016.22	205.2	3216.27	3271.55	13.82	9.98	27.17
1888	Unincorpor	36	101.89	22.15	1425.46	222.34	1974.64	2004.67	13.99	10.04	32.08
1889	Unincorpor	41.65	118.11	95.73	1595.4	1029.96	3510.77	3500.81	13.51	10.76	32.79
1890	Unincorpor	16.53	46.78	6.79	567.12	46.93	541.91	548.59	12.12	6.91	20.36
1891	Unincorpor	20.2	57.16	40.02	880.17	579.49	1892.84	1891.41	15.4	14.48	38.94
1892	Unincorpor	32.33	91.51	38.93	1193.35	350.99	1833.84	1841.72	13.04	9.02	28.18
1893	Unincorpor	32.99	96.88	223.33	1021.65	4207.15	6194.58	7742.12	10.55	18.84	43.52
1894	Unincorpor	47.14	139.45	169.26	2479.29	1911.25	7366.34	7265.44	17.78	11.29	47.4
1895	Unincorpor	92.95	273.63	26.19	3506.34	315.79	3268.98	3253.99	12.81	12.06	21.76
1896	Unincorpor	45	133.11	198.41	1399.62	1471.39	4396.89	4360.03	10.51	7.42	26.41
1897	Unincorpor	44.3	127.59	275.17	1396.98	5487.86	8696.08	9641.04	10.95	19.94	45.53
1898	Unincorpor	219.7	638.13	43.93	7158.56	349.27	6135.22	6227.39	11.22	7.95	18.13
1899	Unincorpor	69.43	205.37	91.24	2616.98	887.89	4863.32	4818.89	12.74	9.73	32.64

1900	Unincorpor	64.13	189.25	136.25	2316.95	1721.44	4425.25	4412.17	12.24	12.63	27.15
1901	Unincorpor	11.14	32.96	99.64	443.37	1216.84	2629.38	2601.83	13.45	12.21	39.45
1902	Unincorpor	71.9	207.34	1206.74	14064.34	13699.34	34730.02	33979.59	67.83	11.35	48.59
1903	Unincorpor	11.18	31.95	153.78	419.77	2005.12	4351.16	4515.61	13.14	13.04	47.74
1904	Unincorpor	14	39.62	28.84	596.1	323.32	1076.17	1074.33	15.05	11.21	31.41
1905	Unincorpor	23	65.1	25.67	961.79	260.64	1316.6	1318.95	14.77	10.15	29.04
1906	Unincorpor	47.64	135.11	112.44	1989.81	1283.26	4040.06	4039.5	14.73	11.41	32.64
1907	Unincorpor	23.53	66.59	41.52	912.81	360.84	1831.47	1815.94	13.71	8.69	33.74
1908	Unincorpor	51.59	147.41	167.71	1849.07	1686.66	5300.14	5266.37	12.54	10.06	33.53
1909	Unincorpor	10.05	28.43	15.25	342.77	129.25	547.36	550.46	12.06	8.48	25.13
1910	Unincorpor	31.34	88.69	81.25	1069.01	815.23	2432.38	2420.6	12.05	10.03	28.56
1911	Unincorpor	34.32	97.14	29.21	1386.24	303.51	1759.25	1774.04	14.27	10.39	27.96
1912	Unincorpor	33.3	94.49	72.56	1561.04	623.17	2837.81	2842.91	16.52	8.59	34.01
1913	Unincorpor	17.21	48.72	12.76	676.6	139.29	825.65	833.32	13.89	10.92	26.98
1914	Unincorpor	53	150	27.37	2113.55	299.27	2236.54	2266.64	14.09	10.93	25.39
1915	Unincorpor	37.72	106.76	26.96	1501.45	322.91	1747.97	1760.92	14.06	11.98	26.24
1916	Unincorpor	29.89	84.74	33.14	1059.24	369	1458.51	1467.46	12.5	11.13	24.82
1917	Unincorpor	12.24	34.65	31.53	439.21	329.7	1160.85	1159.25	12.68	10.46	35.06
1918	Unincorpor	27	76.42	6.91	1397.95	72.73	1205.02	1231.45	18.29	10.52	29.24
1919	Unincorpor	20	56.61	0.83	1136.96	7.52	861.71	878.68	20.08	9.06	30.3
1920	Unincorpor	19.62	58.02	37.55	770.6	802.24	1595.05	1785.48	13.28	21.36	35.37
1921	Unincorpor	29.56	83.97	18.89	890.37	379.03	1301.28	1504.32	10.6	20.07	27.28
1922	Unincorpor	31.69	93.75	128.8	2315.09	2187.03	7761.45	8403.15	24.69	16.98	72.63
1923	Unincorpor	70.32	208.01	759.03	3137.97	15189	22916.45	23124.31	15.09	20.01	47.61
1924	Unincorpor	49	144.94	255.99	1962.75	3299.75	6784.32	6911.35	13.54	12.89	34.16
1925	Unincorpor	43.37	128.3	382.53	2041.05	6153.67	10851.6	10752.06	15.91	16.09	42.29
1926	Unincorpor	25	73.95	124.49	2800.19	940.55	9454.03	9549.41	37.87	7.56	95.76
1927	Unincorpor	33.87	99.74	300.67	1373.99	3367.24	7068.11	6992.66	13.78	11.2	35.12
1928	Unincorpor	9.26	27.39	32.69	357.57	355.66	1247.16	1227.85	13.05	10.88	41.2
1929	Unincorpor	33.63	95.94	186.38	1240.88	2507.64	7181.17	7139.06	12.93	13.45	50.72
1930	Unincorpor	46.95	138.78	237.8	2020.36	3431.32	7260.56	7234.83	14.56	14.43	38.49
1931	Unincorpor	33.47	99.01	307.46	1629.61	5022.1	9182.93	9828.69	16.46	16.33	46.77
1932	Unincorpor	54.93	161.35	311.55	2607.16	4631.05	8947.97	8949.73	16.16	14.86	37.85
1933	Unincorpor	105.3	307.12	97.56	4619.34	1137.31	5629.67	5653.76	15.04	11.66	27.88
1934	Unincorpor	184	544.27	6.36	8540.76	75.14	6251.23	6368.64	15.69	11.81	22.92
1935	Unincorpor	34.43	101.83	72.3	1514.33	823.71	2489.73	2494.06	14.87	11.39	28.62

1936	Unincorpor	109.25	316.69	222.99	4545.3	2673.16	8477.77	8464.81	14.35	11.99	31.39
1937	Unincorpor	12	35.5	13.73	379.22	91.13	493.18	495.65	10.68	6.64	20.09
1938	Unincorpor	52	153.81	106.5	1719.38	770.53	2959.65	2968.29	11.18	7.24	22.77
1939	Unincorpor	48	141.98	46.67	1648.56	389.79	1943.8	1951.22	11.61	8.35	20.65
1940	Unincorpor	91.83	268.45	149.95	3203.74	1381.15	5638.05	5622.22	11.93	9.21	26.91
1941	Unincorpor	61	180.44	217.4	3159.31	1925.48	9856.57	9782.5	17.51	8.86	49.36
1942	Unincorpor	13	38.45	20.26	476.03	176.65	678.97	682.08	12.38	8.72	23.18
1943	Unincorpor	11.14	32.96	5.96	410.11	53.16	394.63	398.77	12.44	8.92	20.39
1944	Unincorpor	42	124.23	23.34	1650.34	216.38	1591.4	1608.94	13.28	9.27	21.69
1945	Unincorpor	32	94.66	15.57	1214.98	146.71	1150.52	1161.78	12.84	9.42	20.98
1946	Unincorpor	39	115.36	22.74	1330.42	187.49	1437.39	1441.44	11.53	8.25	20.85
1947	Unincorpor	34	100.57	5.51	1176.37	30.24	921.54	931.07	11.7	5.49	17.46
1948	Unincorpor	9.05	26.78	92.09	313.55	916.6	2024.33	1991.92	11.71	9.95	33.79
1949	Unincorpor	2	5.92	1.66	73.1	13.77	77.12	77.78	12.35	8.29	20.44
1950	Unincorpor	11	32.54	5.3	366.78	43.89	339.56	344.46	11.27	8.28	18.08
1951	Unincorpor	7	20.71	6.33	243.33	57.5	269.96	272.64	11.75	9.08	20.07
1952	Unincorpor	35	103.53	61.48	1138.57	600.01	2896.83	2901.78	11	9.76	35.14
1953	Unincorpor	82	242.55	70	2717.07	607.02	4022.11	4047.21	11.2	8.67	25.82
1954	Unincorpor	6.07	17.95	10.26	217.02	87.69	322.02	323.63	12.09	8.55	22.89
1955	Unincorpor	62	183.39	58.58	2267.47	632.83	3181.28	3202.7	12.36	10.8	26.38
1956	Unincorpor	51	150.86	54.85	1852.89	477.15	2696.76	2718.33	12.28	8.7	26.32
1957	Unincorpor	93	275.09	55.47	3449	583.89	4167.82	4214.04	12.54	10.53	25.36
1958	Unincorpor	36	106.49	28.84	1231.75	330.18	6469.3	6308.98	11.57	11.45	94.42
1959	Unincorpor	16	47.33	16.27	764.14	148.82	7251.8	7053.56	16.14	9.15	224.93
1960	Unincorpor	58.29	172.41	7.29	2581.91	86.65	2385.97	2427.9	14.98	11.89	26.79
1961	Unincorpor	32.16	86.4	12.34	864.59	275.52	1820.55	1809.45	10.01	22.33	36.76
1962	Unincorpor	66.37	195.96	164.82	2850.56	1966.28	9740.27	9590.16	14.55	11.93	53.58
1963	Unincorpor	38.76	114.4	29.87	1469.61	316.97	2989.59	2933.9	12.85	10.61	41.06
1964	Unincorpor	20.61	58.33	599.71	972.31	15171.9	19878.13	19573.35	16.67	25.3	59.95
1965	Unincorpor	8.37	23.68	164.87	375.42	3360.66	5433.18	5369.22	15.85	20.38	57.29
1966	Unincorpor	61.05	175.39	776	2437.72	13282.74	21711.3	21451.18	13.9	17.12	45.37
1967	Unincorpor	54.49	154.87	913.25	2240.48	16916.4	35088.22	34453.82	14.47	18.52	65.11
1968	Unincorpor	55.35	156.64	691.91	2827.95	11286.86	21141.96	20995.26	18.05	16.31	49.66
1969	Unincorpor	77.39	220.56	891.66	3780.91	16546.17	27487.32	27164.99	17.14	18.56	49.14
1970	Unincorpor	14.13	39.98	257.44	624.34	3577.18	8123.2	7983.35	15.62	13.9	54.15
1971	Unincorpor	35.25	99.77	158.62	1698.84	2473.84	4934.38	4904.94	17.03	15.6	38.08

1972	Unincorpor	22.01	62.29	50.93	1029.52	553.11	1829.64	1825.04	16.53	10.86	32.28
1973	Unincorpor	20.34	57.57	326.55	901.88	3746.96	7244.11	7148.03	15.67	11.47	37.47
1974	Unincorpor	10.13	29.63	99.13	363.45	902.65	2496.73	2449.83	12.27	9.11	38.42
1975	Unincorpor	40.58	117.92	161.71	2162.07	1009.98	4180.26	4155.47	18.34	6.25	29.81
1976	Unincorpor	91.98	270.57	45.89	3712.42	314.58	3376.38	3423.23	13.72	6.86	21.49
1977	Unincorpor	7.64	22.41	79.92	1297.64	497.74	4885.52	5015.04	57.9	6.23	96.75
1978	Unincorpor	17.36	51.13	89.8	645.28	974.37	2205.51	2185.38	12.62	10.85	31.16
1979	Unincorpor	123.6	359	41.86	4136.1	324.41	4385.45	4410.14	11.52	7.75	21.94
1980	Unincorpor	7.39	21.7	23.85	256.96	226.7	589.84	586.48	11.84	9.51	25.82
1981	Unincorpor	30.8	90.81	19.68	922.66	143.98	1039.85	1050.53	10.16	7.32	18.92
1982	Unincorpor	1.99	5.66	8.24	46.76	70.45	199.07	198.39	8.26	8.55	28.59
1983	Unincorpor	16.18	47.56	43.29	591.5	445.17	1211.91	1207.27	12.44	10.28	26.63
1984	Unincorpor	38.88	112.91	124.47	1703.4	1148.76	5414.61	5465.17	15.09	9.23	45.83
1985	Unincorpor	106.51	295.77	34.31	2129.39	304.08	2441.81	2468.94	7.2	8.86	14.88
1986	Unincorpor	31.25	92.21	9	885.96	77.59	845.5	860.94	9.61	8.62	16.86
1987	Unincorpor	16.43	48.59	52.83	448.64	511.65	1360.17	1350.15	9.23	9.68	26.72
1988	Unincorpor	2.09	6.19	7.16	64.21	77.25	172.94	172.83	10.37	10.79	25.9
1989	Unincorpor	7.37	21.12	100.58	208.2	1163.31	2521.59	2489.41	9.86	11.57	41.17
1990	Unincorpor	3.19	9.03	306.72	164.12	8268.08	10695.87	10513.02	18.18	26.96	67.17
1991	Unincorpor	40	113.21	839.66	1877.79	19277.68	26459.52	26040.39	16.59	22.96	55.1
1992	Unincorpor	40.19	114.56	363.35	2001.4	6786.11	14601.34	14478.82	17.47	18.68	60.85
1993	Unincorpor	13.32	37.7	65.95	707.33	776.37	2903.81	2913.74	18.76	11.77	56.13
1994	Unincorpor	111	314.16	338.59	6072.54	6630.76	13247.84	13168.31	19.33	19.58	40.47
1995	Unincorpor	80.01	230.35	629.15	3856.39	10296.01	19673.09	19513.55	16.74	16.36	45.59
1996	Unincorpor	62.64	174.61	318.87	1730.92	3580.56	9673.64	9511.01	9.91	11.23	38.88
1997	Unincorpor	162.96	490.74	88.22	4895.2	1115.73	6602.48	6615.9	9.98	12.65	22.83
1998	Unincorpor	172.59	482.55	65.4	4685.96	676.86	5401.38	5434.48	9.71	10.35	19.78
1999	Unincorpor	14.7	43.2	85.82	415.09	849.73	2247.35	2246.74	9.61	9.9	34.83
2000	Unincorpor	9.47	28	29.67	341.58	368.26	816.82	815.29	12.2	12.41	28.3
2001	Unincorpor	25.83	73.1	6.94	909.76	62.72	932.97	941.86	12.45	9.04	23.42
2002	Unincorpor	228.66	650.4	234.05	8360.56	2975.44	12438.29	12465.76	12.85	12.71	28.16
2003	Unincorpor	65	183.97	201.75	4097.16	4244.63	8228.96	8197.79	22.27	21.04	42.59
2004	Unincorpor	196.53	556.33	540.96	11848.05	10603.37	24315.59	24228.42	21.3	19.6	44.24
2005	Unincorpor	34.56	98.44	529.52	1943.81	11581.5	17290.82	17052.24	19.75	21.87	54.69
2006	Unincorpor	12.24	34.65	72.24	726.63	1585.88	2654.25	2669.77	20.97	21.95	49.81
2007	Unincorpor	72.48	206.2	47.03	3958.18	856.46	4413.27	4408.35	19.2	18.21	34.84

2008	Unincorpor	60	169.82	46.73	3235.4	877.84	3584.79	3425.69	19.05	18.79	32.37
2009	Unincorpor	47.22	140.06	473.42	1858.68	10441.34	15946.36	15712.71	13.27	22.06	51.61
2010	Unincorpor	26.27	74.34	223.55	1318.22	4911.71	7486.24	7383.67	17.73	21.97	49.92
2011	Unincorpor	241.95	690.42	33.38	13182.45	617.7	10349.07	10895.82	19.09	18.51	29.35
2012	Unincorpor	52.09	147.43	16.78	2840.63	305.13	2431.74	2491.19	19.27	18.18	29.98
2013	Unincorpor	91	257.55	366.82	5048.29	7300.29	13018.74	13255.31	19.6	19.9	42.08
2014	Unincorpor	6	16.98	23.29	329.9	408.01	864.07	866.89	19.43	17.52	42.98
2015	Unincorpor	6.17	17.47	14.42	333.35	255.7	582.42	583.41	19.08	17.73	36.56
2016	Unincorpor	1	2.83	39.1	53.15	690.44	989.38	982.05	18.78	17.66	47.02
2017	Unincorpor	13.06	37.66	106.35	536.37	2077.98	4577.57	4575.75	14.24	19.54	63.56
2018	Unincorpor	0	0	107	0	3387.73	14694.4	14860.88	0	31.66	276.22
2019	Unincorpor	88.32	252.31	1523.53	5285.85	28179.37	48088.71	47884.72	20.95	18.5	54.04
2020	Unincorpor	59	166.99	899.46	2770.58	15923.5	24948.63	24561.91	16.59	17.7	46.43
2021	Unincorpor	78.45	222.51	444.54	3124.95	6373.59	15475.89	15401.12	14.04	14.34	46.29
2022	Unincorpor	78.74	229.47	1097.28	3315.92	19324.9	30920.32	30375.09	14.45	17.61	46.2
2023	Unincorpor	609.4	1753.83	110.25	27225.95	330.98	31226.53	32220.08	15.52	3	34.04
2024	Unincorpor	16	45.28	210.63	676.79	2614.08	5039.85	4988.87	14.95	12.41	39.19
2025	Unincorpor	163.26	465.51	169.58	6237.61	2294.49	9032.96	9050.72	13.4	13.53	28.47
2026	Unincorpor	76	215.1	209.79	3235.96	3273.42	8621.62	8585.65	15.04	15.6	40.5
2027	Unincorpor	40.45	115.09	551.55	3061.42	11600.42	23288.27	23031.4	26.6	21.03	69.48
2028	Unincorpor	160.36	459.43	374.72	6824.29	6330.06	15848.96	15739.87	14.85	16.89	37.87
2029	Unincorpor	36.03	102.21	240.42	0	0	0.79	0.79	0	0	0
2030	Unincorpor	10.63	30.09	106	695.92	2020.03	10040.82	9700.78	23.13	19.06	145.06
2031	Unincorpor	28.15	79.67	20.64	1753.85	216.66	1776.93	1807.21	22.01	10.5	35.73
2032	Unincorpor	0.31	0.92	28.16	15.53	134.59	628.29	605.39	16.88	4.78	42.42
2033	Unincorpor	17.35	49.09	25.65	985.31	434.36	1455.23	1460.91	20.07	16.93	39.02
2034	Unincorpor	2.4	6.8	16.92	140.2	335.43	615.98	611.43	20.62	19.82	51.75
2035	Unincorpor	10.36	29.31	5.41	750.87	80.46	714.68	727.88	25.62	14.87	41.55
2036	Unincorpor	924.85	2658.55	38.7	71028.4	421.02	50243.99	51459.71	26.72	10.88	37.71
2037	Unincorpor	42.89	121.53	13.72	3894.95	163.13	2896.51	2958.57	32.05	11.89	43.29
2038	Unincorpor	224.63	637.14	47.62	15322.05	861.16	15093.03	15244.2	24.05	18.08	44.3
2039	Unincorpor	1009.68	2857.65	97.66	42639.34	2063.33	51043.67	51118.39	14.92	21.13	34.57
2040	Unincorpor	227.32	628.98	21.99	10919.66	457.7	15991.57	15806.28	17.36	20.81	48.85
2041	Unincorpor	0	0	0	0	0	0	0	0	0	0
2042	Unincorpor	0	0	0	0	0	0	0	0	0	0
2043	Unincorpor	0	0	0	0	0	0	0	0	0	0

2044	Unincorpor	0	0	0	0	0	0	0	0	0	0
2045	Unincorpor	0	0	0	0	0	0	0	0	0	0
2046	Unincorpor	0	0	0	0	0	0	0	0	0	0
2047	Unincorpor	0	0	0	0	0	0	0	0	0	0
2048	Unincorpor	0	0	0	0	0	0	0	0	0	0
2049	Unincorpor	0	0	0	0	0	0	0	0	0	0
2050	Unincorpor	0	0	0	0	0	0	0	0	0	0
2051	Unincorpor	0	0	0	0	0	0	0	0	0	0
2052	Unincorpor	0	0	0	0	0	0	0	0	0	0
2053	Unincorpor	0	0	0	0	0	0	0	0	0	0
2054	Unincorpor	0	0	0	0	0	0	0	0	0	0
2055	Unincorpor	0	0	0	0	0	0	0	0	0	0
2056	Unincorpor	0	0	0	0	0	0	0	0	0	0
2057	Unincorpor	0	0	0	0	0	0	0	0	0	0
2058	Unincorpor	0	0	0	0	0	0	0	0	0	0
2059	Unincorpor	0	0	0	0	0	0	0	0	0	0
2060	Unincorpor	0	0	0	0	0	0	0	0	0	0
2061	Unincorpor	0	0	0	0	0	0	0	0	0	0
2062	Unincorpor	0	0	0	0	0	0	0	0	0	0
2063	Unincorpor	0	0	0	0	0	0	0	0	0	0
2064	Unincorpor	0	0	0	0	0	0	0	0	0	0
2065	Unincorpor	0	0	0	0	0	0	0	0	0	0
2066	Unincorpor	0	0	0	0	0	0	0	0	0	0
2067	Unincorpor	0	0	0	0	0	0	0	0	0	0
2068	Unincorpor	0	0	0	0	0	0	0	0	0	0
2069	Unincorpor	0	0	0	0	0	0	0	0	0	0
2070	Unincorpor	0	0	0	0	0	0	0	0	0	0
2071	Unincorpor	0	0	0	0	0	0	0	0	0	0
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APPENDIX I

VMT Table and TAZ Map
Tulare County SB 743 Guidelines

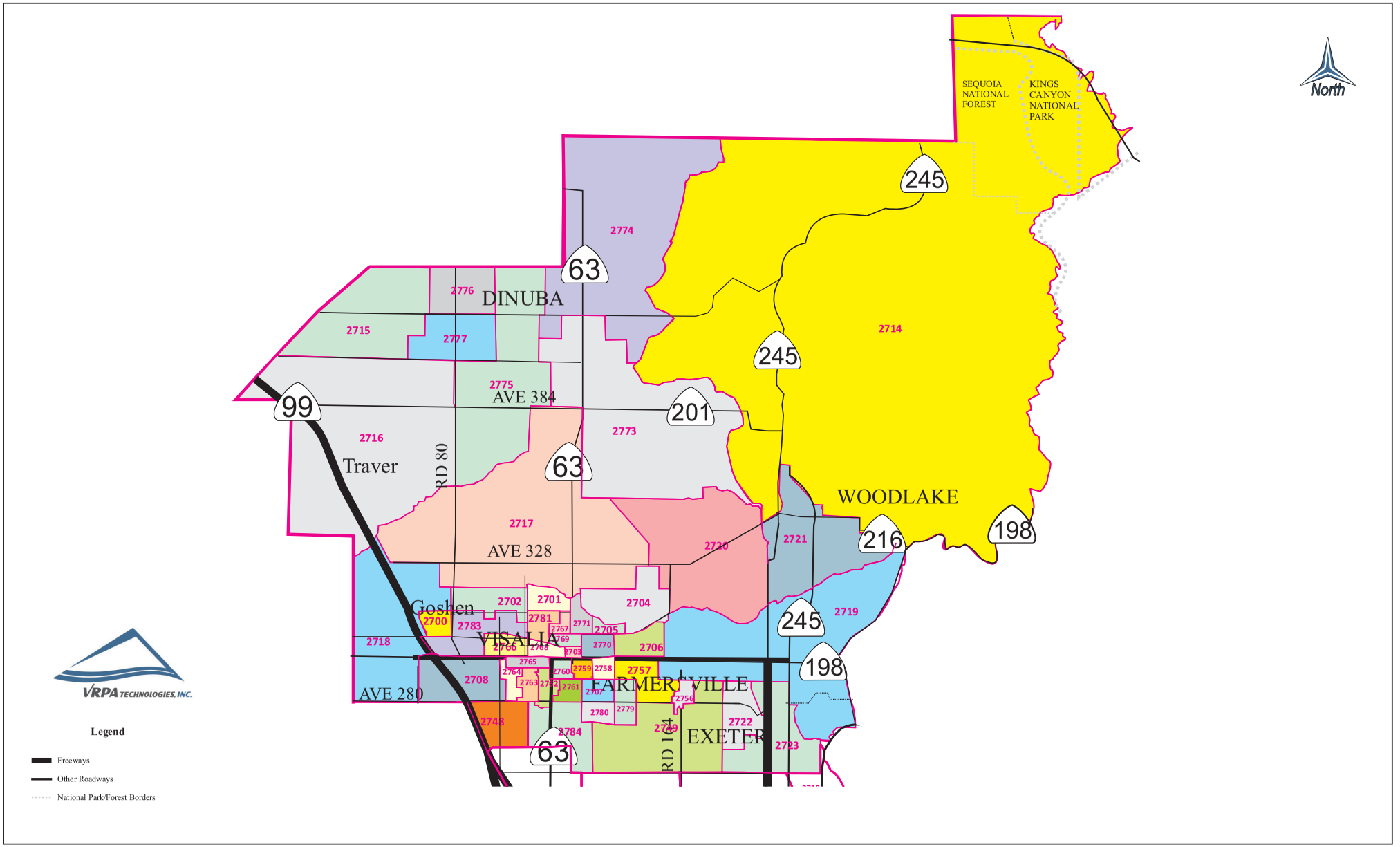
Table 3-1

Vehicle Miles Traveled Analysis For
Tulare County Traffic Analysis Zones

Zone Number	Community or Hamlet	Daily VMT Per Capita	Daily VMT Per Employee
2700	Goshen	14.55	30.92
2701	-	11.15	29.28
2702	-	14.15	26.10
2703	-	6.04	35.06
2704	-	15.71	28.35
2705	-	10.65	29.20
2706	-	10.71	38.62
2707	-	9.86	43.54
2708	-	12.58	30.19
2709	-	12.63	34.53
2710	Tonyville	19.05	56.72
2711	-	6.32	33.21
2712	Earlimart	9.15	31.06
2713	Springville/Three Rivers	42.71	10.59
2714	Three Rivers	31.93	20.35
2715	El Monte Mobile Village	19.09	27.40
2716	Delft Colony/London/ Traver	25.44	29.38
2717	-	12.38	33.38
2718	Goshen/West Goshen	17.04	32.70
2719	Lindcove	21.77	29.63
2720	Ivanhoe	17.19	29.83
2721	-	18.69	27.50
2722	-	13.50	30.85
2723	Tooleville	14.79	31.46
2724	-	11.81	30.44
2725	-	13.31	29.41
2726	-	20.24	34.32
2727	Strathmore	16.10	33.58
2728	-	9.82	32.62
2729	-	8.09	30.10
2730	-	8.01	32.60
2731	-	6.66	30.62
2732	-	8.88	30.30
2733	-	7.21	30.79
2734	-	8.03	29.61
2735	-	11.51	21.49
2736	-	11.44	24.87
2737	Ducor/Terra Bella	19.68	29.09
2738	Pixley	20.12	30.16

Tulare County
Traffic Analysis Zone Map - North Region

Figure 3-2B



APPENDIX J

Costco Queueing Characteristics Memorandum

Kittelson & Associates
October 3, 2022

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

Technical Memorandum

Date: October 3, 2022 Project# 27808

To: Kim Katz– Costco Wholesale

From: Amy Lopez, Amy Lopez, Mingmin Liu

RE: Visalia Costco Gasoline – Queueing Memo

Kittelson & Associates, Inc. (Kittelson) has prepared this summary of the queueing characteristics expected for the fuel station and car wash at the Costco retail facility proposed at the northeast corner of W Riggin Avenue and N Shirk Street in Visalia, CA. This memorandum forecasts the anticipated on-site vehicle queuing at the fuel station and car wash.

Project Description

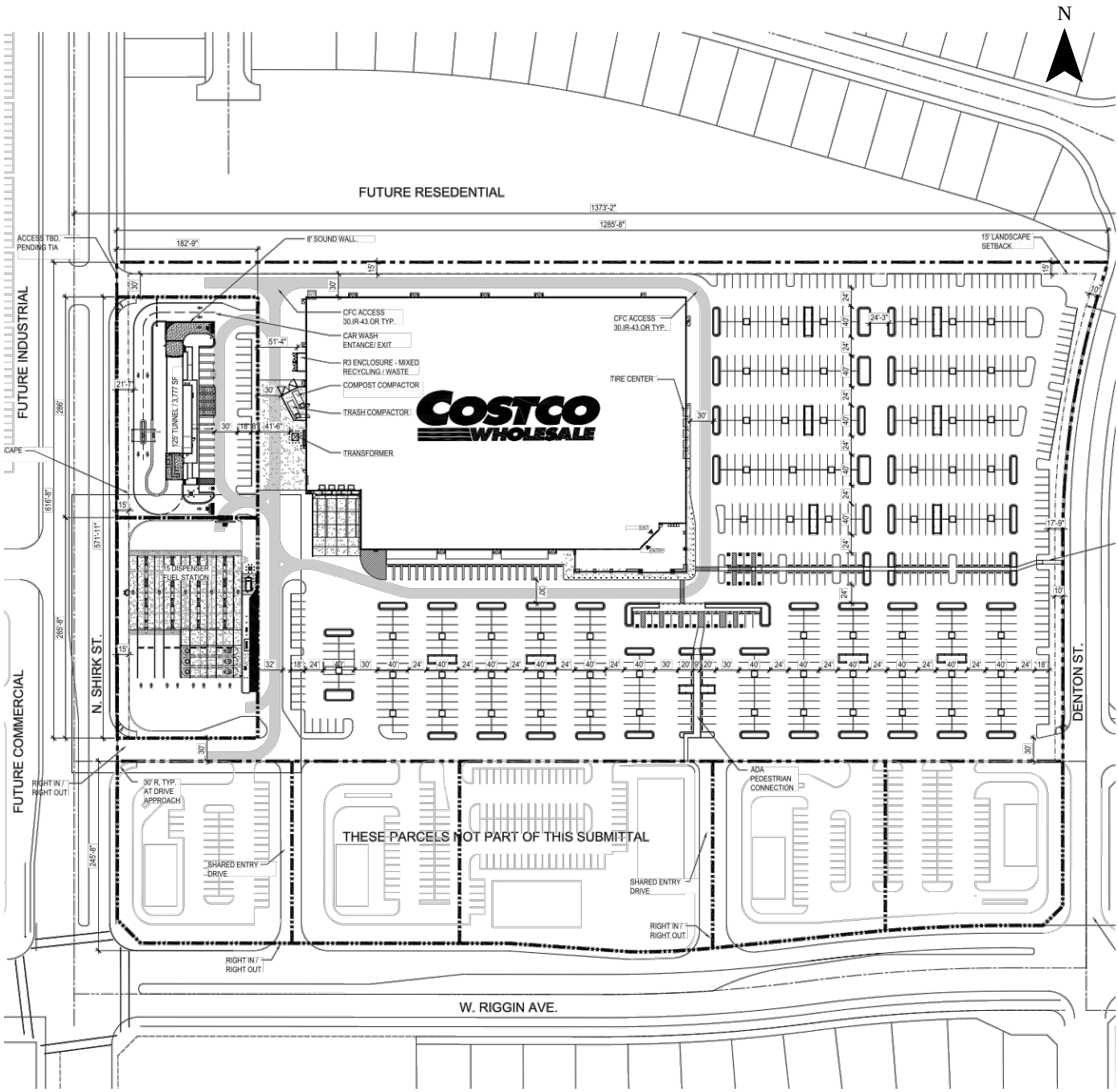
Costco Wholesale proposes to construct a Costco warehouse, fuel station, and car wash within a new shopping center to be developed at the northeast corner of W Riggin Avenue and N Shirk Street in Visalia, CA. The fuel station will consist of four islands (16 dispensers) with a total of 32 vehicle fueling positions. The car wash will include a 125-foot tunnel. Figure 1 presents the site plan for the fuel station and the car wash facility.

Costco Transportation Database

For more than 20 years, Kittelson has maintained a transportation database of traffic data and travel characteristics for Costco Wholesale, including warehouses, Business Centers, and fuel stations. The database contains transportation information such as trip rates, trip type percentages, and parking demand for Costco locations throughout the United States as well as Canada and Mexico. The database is updated periodically each time new Costco traffic counts or other information become available to Kittelson. To evaluate the anticipated transportation characteristics of the fuel station, Kittelson used the Costco database to develop the queueing estimate since it provides use-specific data that most accurately represents the anticipated traffic characteristics of the unique development type.

All Costco fuel stations function as ancillary uses to the main Costco warehouse/Business Center. The fuel stations are only available for members and require a Costco membership card to activate the pumps for dispensing gasoline. Payment can be made only by credit card, and unlike traditional gas/service station operations, there are no other automotive services (such as repairs) or other type of sales (such as food or sundries) associated with the fuel station. All Costco Gasoline facilities have a minimum of one attendant working at all times who is responsible for expediting members' use of the fuel pumps, directing entering vehicles to open pump locations, and managing on-site queues from the pumps.

The Costco transportation database contains a large quantity of data related to Costco Gasoline fuel stations. Trip generation rates, trip type information, and queueing information for over 35 Costco Gasoline facilities located throughout the U.S. are included. Costco has invested significant effort into developing this use-specific trip generation database for their warehouses and fuel stations because of the unique characteristics of Costco member travel that exist due to membership requirements and the nature of Costco sales. These unique elements apply to the trip generation for Costco warehouses, Costco Gasoline fuel stations, and the interaction of trips between the two.



Site Plan
New Costco Gas Station
Visalia, CA

Figure
1

H:\27\27808 - Visalia Costco\memo\Queue Memo\Figures\27808 Queuing.dwg Sep 28, 2022 - 7:38pm - mliu Layout Tab: Site Plan

Costco currently operates several car washes across the United States. Like the warehouses and fuel stations, Costco car washes are for members only and require a Costco membership card for use. The car wash is typically staffed by two attendants who are trained to manage the circulation of vehicles at the payment kiosk and vehicles entering/exiting the facility. Kittelson does not maintain car wash queue length data in the Costco traffic database since Costco car washes typically provide sufficient queue storage to meet the demand, and therefore queue length data collection has not been needed for Costco's site planning purposes.

Queueing Analysis

Anticipated Queuing at Gas Station

As shown in Figure 1, the site plan locates the fuel station to the southwest of the warehouse. Members would access the queue area by entering the site from within the shopping center, circulating through the site, and queuing behind the pumps in the queue storage area.

To forecast the anticipated maximum queue at the fuel station, Kittelson identified seven Costco fuel stations that have 30+ fueling positions in the following cities as comparable sites:

- Clovis, CA
- Temecula, CA
- Scottsdale, AZ
- South San Francisco (El Camino), CA
- South San Francisco (SFO Airport), CA
- Santee, CA
- Sunnyvale, CA

Queuing data were collected at each of the sites between 2020 and 2022 for weekday PM peak hour and Saturday midday peak hour. Observed peak hour queues are summarized in Table 1. Maximum queues represent the queue length recorded for the longest one-minute period during the peak hour.

Table 1: Maximum Peak Hour Queues at Existing Costco Fuel Stations

Locations (Facility Type)	Fueling Positions	Maximum Weekday P.M. Peak Hour Queue	Maximum Saturday Midday Peak Hour Queue
Clovis, CA	30	28	36
Temecula, CA	30	44	51
Scottsdale, AZ	32	10	19
South San Francisco (El Camino), CA	32	20	41
South San Francisco (SFO Airport), CA	32	11	25
Santee, CA	32	10	15
Sunnyvale, CA	30	24	33
Average		**21**	**31**

Source: Kittelson & Associates, Inc., 2022
Note: The queue refers to vehicles waiting in line behind the pumps; it does not include vehicles at fueling positions.

Taking the average of maximum queues at the seven representative sites shown in Table 1, the maximum queue for the Visalia Costco fuel station is anticipated to be 21 vehicles during the weekday PM peak hour and 31 vehicles during the Saturday midday peak hour.

The fuel station would provide approximately 105 feet of queue storage depth behind the first row of dispensers. Figure 2 and Figure 3 illustrate the projected maximum queues at the fuel station during the weekday PM peak hour and Saturday midday peak hours, respectively. As presented in the figures, the maximum queues would be contained within the queue storage area.

Anticipated Car Wash Activity

Data Source. To estimate the anticipated activity at the Visalia car wash, Kittelson obtained three months of transaction data (February 1, 2019 to April 30, 2019) from 11 locations where Costco currently operates a car wash facility. Costco provided to Kittelson proprietary car wash transaction data in 30-minute intervals for each location. The locations are:

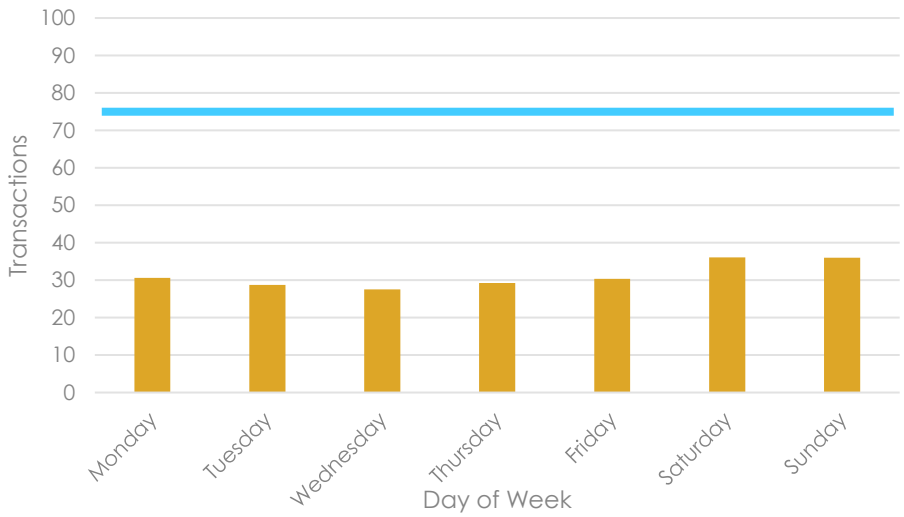
- Glendale, AZ
- Scottsdale, AZ
- Lancaster, CA
- Oxnard, CA
- Poway, CA
- San Juan Capistrano, CA
- Torrance, CA
- Victorville, CA
- Boise, ID
- Brentwood, TN
- Seattle, WA

Analysis Method. Kittelson computed the average number of transactions for each 30-minute period for each day of the week. This analysis determined the busiest 30-minute period of each day of the week.

The Visalia location is designed to incorporate a 125-foot tunnel, which can process up to 150 cars per hour, or 75 cars per half hour. The analysis assumes if the maximum average number of transactions per 30-minute interval remains below 75, any queue at the car wash would remain contained within the queue storage area on the site.

Exhibit 1 shows the maximum number of transactions during a 30-minute period for each day of the week. The cyan line represents the maximum processing power of the carwash tunnel: 75 vehicles per 30-minute interval.

Exhibit 1: Maximum Transactions during a 30-Minute Period by Day of Week



Source: Kittelson & Associates, Inc., 2022

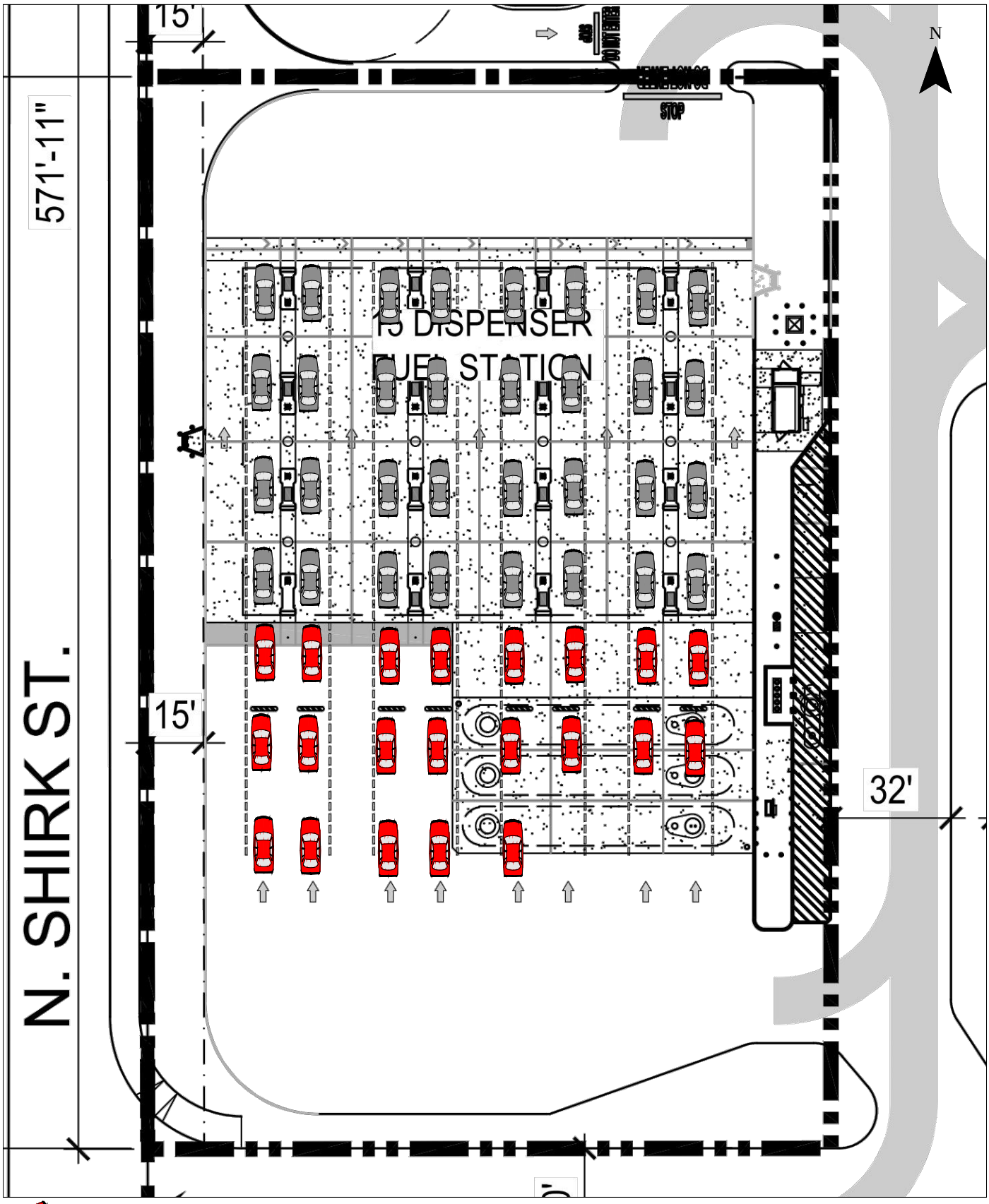
As shown in the exhibit, the maximum average number of transactions during a 30-minute period on any day of the week is less than 40 transactions, or well below the 75 transactions per half-hour maximum for the 125-foot tunnel. The car wash facility proposed for the Visalia location is expected to serve the anticipated demand at the site.

Conclusion

As demonstrated through analysis of observed maximum queues at seven representative Costco fuel stations and anticipated activity at the car wash facility at 11 locations, maximum queues at the Visalia Costco fuel station will be contained within the queue storage area,

Maximum queues at the car wash are anticipated to remain contained within the on-site queue storage area. Given the maximum number of cars possible to process per half hour at the car wash facility exceeds even the busiest period of the busiest days by more than 30 transactions, it is unlikely the queue would extend through the site.

Should additional information be necessary to understand the anticipated transportation effects of the fuel station or car wash, please contact Amy Lopez at 510-433-8064 or alopez@kittelson.com.



= Max Queue

= Queue at Pump

Max Queue - PM
New Costco Gas Station
Visalia, CA

Figure
2

KITTELSON & ASSOCIATES

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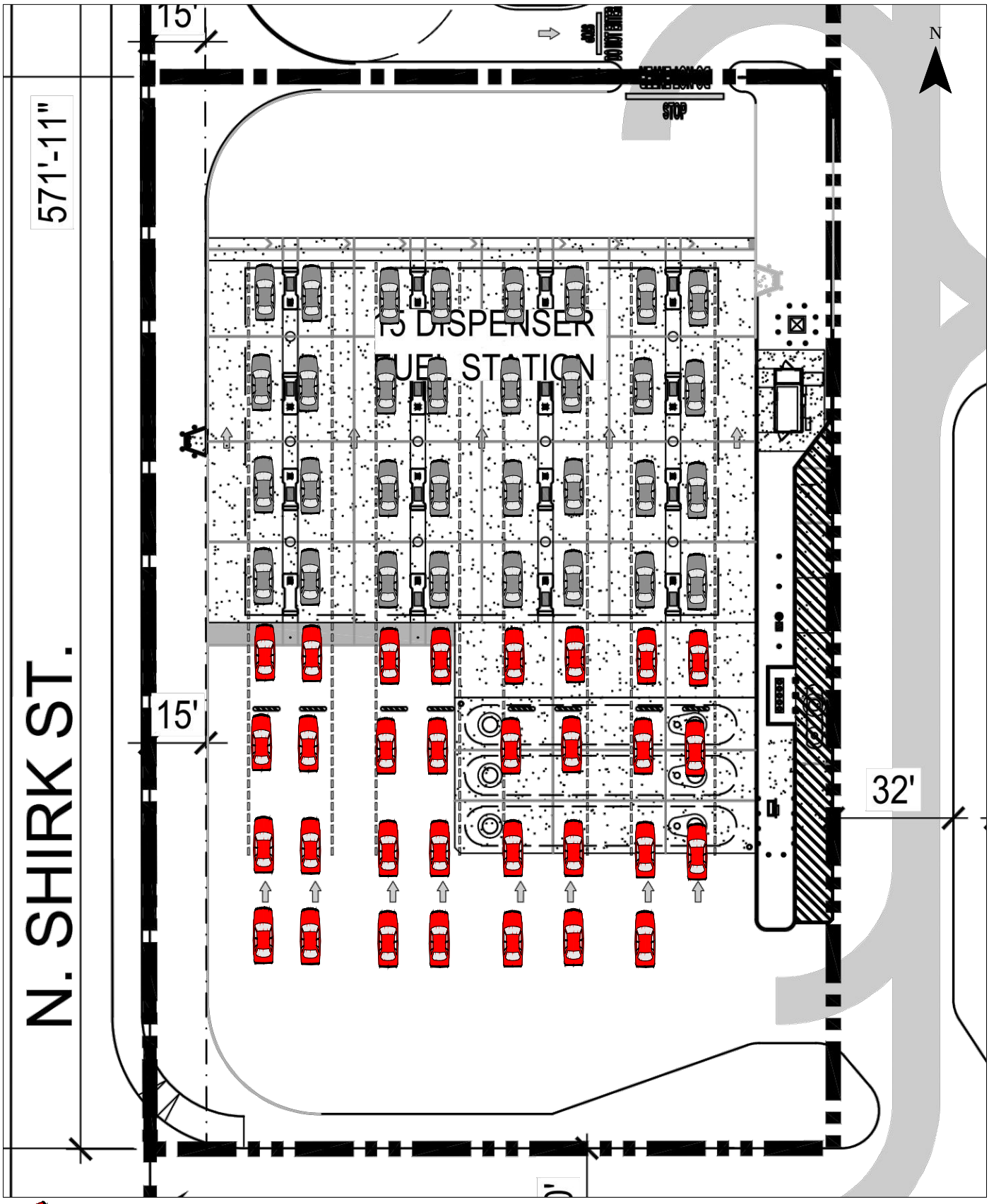

= Max Queue

= Queue at Pump

Max Queue - Saturday
New Costco Gas Station
Visalia, CA

Figure
3

H:\27\27808 - Visalia Costco\memo\Queue Memo\Figures\27808 Queuing.dwg Sep 28, 2022 - 7:42pm - mliu Layout Tab: Future SAT Queues